City of Los Angeles
Department of City Planning • Environmental Analysis Section
City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

INITIAL STUDY
MITIGATED NEGATIVE DECLARATION
Westlake Community Plan Area

7th & Witmer Project
ENV-2015-3778-MND

Project Location: 1301-1307 W. 7th Street, 695-697 S. Witmer Street, 1310 W. Ingraham Street, Los Angeles, CA 90017
Council District: 1

Project Description: The Proposed Project includes the demolition of an existing one-story commercial building and surface parking lot and the construction, use and maintenance of a 6-story mixed-use building with 6,035 square feet of commercial space and 76 residential apartment units. The Proposed Project would include 6 stories, approximately 64 feet above grade (4 levels of residential over one level of parking and one level of ground-floor retail). Approximately 32 parking spaces would be provided in the second level. The Proposed Project's parking would satisfy the minimum LAMC requirements for the proposed commercial and residential land uses. Vehicular access to the parking structure would be provided via a proposed right-in-right-out driveway along Ingraham Street. On-site bicycle parking spaces, common open space areas, and trees would be provided to meet the requirements of the LAMC and Central City West Specific Plan. In total, the Proposed Project would include approximately 44,982 square feet of building floor area (including 38,497 square feet dedicated to residential space and 6,035 square feet of commercial space) resulting in a floor area ratio (FAR) of 2.45:1 in the (CW)C2-U/3 zone and 2.39:1 in the (CW)R5-U/6 zone, for an average FAR of 2.44:1 across the entire Project Site.

The Applicant proposes to construct a development with residential units designated as Restricted Affordable Units, and requests a Density Bonus of 35% and to provide parking consistent with LAMC to allow 0.25 parking spaces for each Restricted Affordable Unit in a Residential Hotel, along with the following "On-Menu" Density Bonus Incentives: (1) to permit a yard/setback reduction of approximately 20% for the eastern yard; (2) to permit a yard/setback reduction of approximately 20% for the western yard and; (3) to permit the averaging of density across the Project Site. In addition, the Applicant requests a Project Permit Compliance Review pursuant to LAMC and the Specific Plan. The Applicant would also request the following administrative approvals and permits from the Los Angeles Department of Building and Safety and other municipal agencies for project construction actions, including but not limited to the following: demolition, foundation, haul route (for the export of approximately 375 cy of asphalt and 500 cy of soil), building and tenant improvements, and the Board of Public Works, Urban Forestry Division, for removal and replacement of street trees.

APPLICANT:	PREPARED BY:	ON BEHALF OF:
7th & Witmer, L.P.	Parker Environmental Consultants	The City of Los Angeles Department of City Planning Environmental Review Section

April 5, 2016

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CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY: City of Los Angeles		**COUNCIL DISTRICT:** 1 – Gilbert Cedillo
PROJECT TITLE: 7th & Witmer Project	**ENVIRONMENTAL CASE:** ENV-2015-3778-MND	**CASE NO.** DIR-2015-3777-SPP-DB

PROJECT LOCATION: 1301-1307 W. 7th Street, 695-697 S. Witmer Street, 1310 W. Ingraham Street, Los Angeles, CA 90017

PROJECT DESCRIPTION: The Proposed Project includes the demolition of an existing one-story commercial building and surface parking lot and the construction, use and maintenance of a 6-story mixed-use building with 6,035 square feet of commercial space and 76 residential apartment units. The Proposed Project would include 6 stories, approximately 64 feet above grade (4 levels of residential levels over one level of parking and one level of ground-floor retail). Approximately 32 parking spaces would be provided in the second level. The Proposed Project's parking would satisfy the minimum LAMC requirements for the proposed commercial and residential land uses. Vehicular access to the parking structure would be provided via a proposed right-in-right-out driveway along Ingraham Street. On-site bicycle parking spaces, private and common open space areas, and trees would be provided to meet the requirements of the LAMC and Central City West Specific Plan. In total, the Proposed Project would include approximately 44,982 square feet of developed floor area (including 38,947 square feet of residential space and 6,035 square feet of commercial space) resulting in a floor area ratio (FAR) of 2.45:1 in the (CW)C2-U/3 zone and 2.39:1 in the (CW)R5-U/6 zone, for an average FAR of 2.44:1 across the entire Project Site.

The Applicant proposes to construct a development with 75 residential units designated for Very Low Income and one market rate manager's unit, and requests a Density Bonus of 35% and to provide parking consistent with LAMC to allow 0.25 parking spaces for each Restricted Affordable Unit in a Residential Hotel, along with the following "On-Menu" Density Bonus Incentives: (1) to permit a yard/setback reduction of approximately 20% for the eastern yard; (2) to permit a yard/setback reduction of approximately 20% for the western yard and; (3) to permit the averaging of density across the Project Site. In addition, the Applicant requests a Project Permit Compliance Review pursuant to LAMC and the Specific Plan. The Applicant would also request the following administrative approvals and permits from the Los Angeles Department of Building and Safety and other municipal agencies for project construction actions, including but not limited to the following: demolition, foundation, haul route (for the export of approximately 375 cy of asphalt and 500 cy of soil), building and tenant improvements, and the Board of Public Works, Urban Forestry Division, for removal and replacement of street trees.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
7th & Witmer, L.P.
400 W. 9th Street, Suite 100
Los Angeles, CA 90015

FINDING: The Department of City Planning of the City of Los Angeles has proposed that a Mitigated Negative Declaration be adopted for this Project. The mitigation measures outlined on the attached pages will reduce any potentially significant adverse effects to a level of insignificance.

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING FORM	**TITLE**	**TELEPHONE NUMBER**
Monique Acosta	City Planning Associate	(213) 978-1173
ADDRESS 200 North Spring Street, 7th Floor Los Angeles, CA 90012	**SIGNATURE (Official)** Blanca Lamb	**DATE** April 5, 2016

CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	**COUNCIL DISTRICT:** CD 1	**DATE:** April 5, 2016
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2015-3778-MND	**RELATED CASES:** DIR-2015-3777-SPP-DB	
PREVIOUS ACTIONS CASE NO.	☐ DOES have significant changes from previous actions. ☐ DOES NOT have significant changes from previous actions.	

PROJECT DESCRIPTION: The Proposed Project includes the demolition of an existing one-story commercial building and surface parking lot and the construction, use and maintenance of a 6-story mixed-use building with 6,035 square feet of commercial space and 76 residential apartment units. The Proposed Project would include 6 stories, approximately 64 feet above grade (4 levels of residential levels over one level of parking and one level of ground-floor retail). Approximately 32 parking spaces would be provided in the second level. The Proposed Project's parking would satisfy the minimum LAMC requirements for the proposed commercial and residential land uses. Vehicular access to the parking structure would be provided via a proposed right-in-right-out driveway along Ingraham Street. On-site bicycle parking spaces, private and common open space areas, and trees would be provided to meet the requirements of the LAMC and Central City West Specific Plan. In total, the Proposed Project would include approximately 44,982 square feet of developed floor area (including 38,947 square feet dedicated to residential space and 6,035 square feet of commercial space) resulting in a floor area ratio (FAR) of 2.45:1 in the (CW)C2-U/3 zone and 2.39:1 in the (CW)R5-U/6 zone, for an average FAR of 2.44:1 across the entire Project Site.

The Applicant proposes to construct a development with residential units designated for Very Low Income and one market rate manager's unit, and requests a Density Bonus of 35% and to provide parking consistent with LAMC to allow 0.25 parking spaces for each Restricted Affordable Unit in a Residential Hotel, along with the following "On-Menu" Density Bonus Incentives: (1) to permit a yard/setback reduction of approximately 20% for the eastern yard; (2) to permit a yard/setback reduction of approximately 20% for the western yard and; (3) to permit the averaging of density across the Project Site. In addition, the Applicant requests a Project Permit Compliance Review pursuant to LAMC and the Specific Plan. The Applicant would also request the following administrative approvals and permits from the Los Angeles Department of Building and Safety and other municipal agencies for project construction actions, including but not limited to the following: demolition, foundation, haul route (for the export of approximately 375 cy of asphalt and 500 cy of soil), building and tenant improvements, and the Board of Public Works, Urban Forestry Division, for removal and replacement of street trees.

ENVIRONMENTAL SETTING: The Project Site includes 20,183 square feet of lot area (0.46 acres). The Project Site currently includes a one-story commercial building and surface parking lot. The surrounding properties are developed with multi-family housing, office, hotel, and mixed-use buildings. Further details are provided in the expanded IS/MND analysis (attached).

PROJECT LOCATION: 1301-1307 W. 7th Street, 695-697 S. Witmer Street, 1310 W. Ingraham Street, Los Angeles, CA 90017

COMMUNITY PLAN AREA: Westlake **STATUS:** ☐ Preliminary ☐ Proposed ☒ Adopted (1997)	☒ Does Conform to Plan ☐ Does NOT Conform to Plan	**AREA PLANNING COMMISSION:** Central	**CERTIFIED NEIGHBORHOOD COUNCIL:** Westlake South
EXISTING ZONING: (CW)C2-U/3, (CW)R5-U/6	**MAX DENSITY ZONING:** 3:1 and 6:1, respectively.	**LA River Adjacent:** No	
GENERAL PLAN LAND USE: Community Commercial, High Density Residential	**MAX. DENSITY PLAN:** 3:1 and 6:1, respectively.	**PROPOSED PROJECT DENSITY:** 2.45:1 and 2.39:1, respectively. (2.44 with averaging of FAR)	

Determination (To be completed by Lead Agency)

On the basis of this initial evaluation:

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

Monique Acosta	City Planning Assoc.	213-978-1173
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 that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
   a. Earlier Analysis Used. Identify and state where they are available for review.
   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significant.

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.

☐ **AESTHETICS**	☐ **GREENHOUSE GAS EMISSIONS**	☐ **POPULATION AND HOUSING**
☐ **AGRICULTURE AND FOREST RESOURCES**	☒ **HAZARDS AND HAZARDOUS MATERIALS**	☐ **PUBLIC SERVICES**
☒ **AIR QUALITY**	☐ **HYDROLOGY AND WATER QUALITY**	☐ **RECREATION**
☒ **BIOLOGICAL RESOURCES**	☐ **LAND USE AND PLANNING**	☒ **TRANSPORTATION AND TRAFFIC**
☐ **CULTURAL RESOURCES**	☐ **MINERAL RESOURCES**	☐ **UTILITIES**
☐ **GEOLOGY AND SOILS**	☒ **NOISE**	☒ **MANDATORY FINDINGS OF SIGNIFICANCE**

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

PROPONENT NAME: 7th & Witmer, L.P. **PHONE NUMBER:** (213) 251-2111

APPLICANTS ADDRESSES:
7th & Witmer, L.P.
400 W. 9th Street Suite 100
Los Angeles, CA 90015

AGENCY REQUIRING CHECKLIST: City of Los Angeles Department of City Planning **DATE SUBMITTED:** April 5, 2016

PROPOSAL NAME (If Applicable): 7th & Witmer Project

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN ATTACHEMENT B, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN ATTACHMENT B FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
I.	**AESTHETICS**				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?	☐	☐	☐	☒
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?	☐	☐	☒	☐
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	☐	☐	☒	☐
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	☐	☐	☒	☐
II.	**AGRICULTURE AND FOREST RESOURCES**				
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?	☐	☐	☐	☒
b.	CONFLICT 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 1220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))?	☐	☐	☐	☒
d.	RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	☐	☐	☐	☒
e.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	☐	☐	☐	☒
III.	**AIR QUALITY**				
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD AIR QUALITY MANAGEMENT PLAN OR CONGESTION MANAGEMENT PLAN?	☐	☐	☒	☐
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	☐	☐	☒	☐
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?	☐	☐	☒	☐
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	☐	☐	☒	☐
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	☐	☐	☒	☐
IV.	**BIOLOGICAL RESOURCES**				

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?	☐	☐	☐	☒
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?	☐	☐	☐	☒
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?	☐	☐	☐	☒
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?	☐	☐	☐	☒
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?	☐	☒	☐	☐
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?	☐	☐	☐	☒
V.	**CULTURAL RESOURCES**				
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA SECTION 15064.5?	☐	☐	☐	☒
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA SECTION 15064.5?	☐	☐	☒	☐
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?	☐	☐	☒	☐
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?	☐	☐	☒	☐
VI.	**GEOLOGY AND SOILS**				
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING: RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.	☐	☐	☒	☐
b.	STRONG SEISMIC GROUND SHAKING?	☐	☐	☒	☐
c.	SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	☐	☐	☐	☒
d.	LANDSLIDES?	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	☐	☐	☒	☐
f.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?	☐	☐	☐	☒
g.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?	☐	☐	☒	☐
h.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?	☐	☐	☐	☒
VII.	**GREENHOUSE GAS EMISSIONS**				
a.	GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?	☐	☐	☒	☐
b.	CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?	☐	☐	☒	☐
III.	**HAZARDS AND HAZARDOUS MATERIALS**				
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS	☐	☐	☒	☐
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?	☐	☐	☒	☐
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?	☐	☒	☐	☐
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?	☐	☐	☐	☒
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?	☐	☐	☐	☒
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?	☐	☐	☐	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?	❑	❑	❑	☒
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?	❑	❑	❑	☒
IX.	**HYDROLOGY AND WATER QUALITY**				
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	❑	❑	☒	❑
b.	SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?	❑	❑	❑	☒
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?	❑	❑	☒	❑
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?	❑	❑	☒	❑
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?	❑	❑	☒	❑
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	❑	❑	❑	☒
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?	❑	❑	❑	☒
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	❑	❑	❑	☒
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	❑	❑	❑	☒
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	❑	❑	❑	☒
X.	**LAND USE AND PLANNING**				
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	❑	❑	❑	☒
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?	❑	❑	☒	❑
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	❑	❑	❑	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**MINERAL RESOURCES**				
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?	☐	☐	☐	☒
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?	☐	☐	☐	☒
XII.	**NOISE**				
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?	☐	☒	☐	☐
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?	☐	☒	☐	☐
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	☐	☒	☐	☐
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	☐	☒	☐	☐
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	☐	☐	☐	☒
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	☐	☐	☐	☒
XIII.	**POPULATION AND HOUSING**				
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?	☐	☐	☒	☐
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	☐	☐	☐	☒
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	☐	☐	☐	☒
XIV.	**PUBLIC SERVICES**				
a.	FIRE PROTECTION?	☐	☐	☒	☐
b.	POLICE PROTECTION?	☐	☐	☒	☐
c.	SCHOOLS?	☐	☐	☒	☐
d.	PARKS?	☐	☐	☒	☐
e.	OTHER PUBLIC FACILITIES?	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV.	**RECREATION**				
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?	☐	☐	☒	☐
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?	☐	☐	☒	☐
XVI.	**TRANSPORTATION AMD TRAFFIC**				
a.	CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR THE PERFORMANCE OF THE CIRCULATION SYSTEM, TAKING INTO ACCOUNT ALL MODES OF TRANSPORTATION INCLUDING MASS TRANSIT AND NON-MOTORIZED TRAVEL AND RELEVANT COMPONENTS OF THE CIRCULATION SYSTEM, INCLUDING BUT NOT LIMITED TO INTERSECTIONS, STREETS, HIGHWAYS AND FREEWAYS, PEDESTRIAN AND BICYCLE PATHS AND MASS TRANSIT?	☐	☒	☐	☐
b.	CONFLICT WITH AN APPLICABLE CONGESTION MANAGEMENT PROGRAM, INCLUDING BUT NOT LIMITED TO LEVEL OF SERVICE STANDARDS AND TRAVEL DEMAND MEASURES, OR OTHER STANDARDS ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?	☐	☐	☒	☐
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?	☐	☐	☐	☒
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?	☐	☒	☐	☐
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?	☐	☐	☒	☐
f.	CONFLICT WITH ADOPTED POLICIES, PLANS OR PROGRAMS REGARDING PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES, OR OTHERWISE DECREASE THE PERFORMANCE OR SAFETY OF SUCH FACILITIES?	☐	☐	☐	☒
XVII.	**UTILITIES**				
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	☐	☐	☒	☐
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	☐	☐	☒	☐
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	☐	☐	☒	☐
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?	☐	☐	☒	☐

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

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 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-2015-3778-MND** and the associated case(s), **DIR-2015-3777-SPP-DB**. 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 impacts(s) on the environment (after mitigation) **will not**:

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

ADDITIONAL INFORMATION:

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

For City information, addresses, and phone numbers: visit the City's website at http://www.lacity.org; City Planning- and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps – http://gmw.consrv.ca.gov/shmp/ Engineering/Infrastructure/Topographic Maps/Parcel Information – http://boemaps.eng.ci.la.ca.us/index0.1htm or City's main website under the heading "Navigate LA."

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
Monique Acosta	City Planning Associate	(213) 978-1173	April 5, 2016

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
I. AESTHETICS			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
II. AGRICULTURAL RESOURCES			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
III. AIR QUALITY			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
IV. BIOLOGICAL RESOURCES			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Potentially Significant Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
V. CULTURAL RESOURCES			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
VI. GEOLOGY AND SOILS			
a.	Less Than Significant Impact	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
g.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
h.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
VII. GREENHOUSE GAS EMISSIONS			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
VIII. HAZARDS AND HAZARDOUS MATERIALS			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.

	Impact	Explanation	Mitigation Measures
c.	Potentially Significant Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	HAZ-1, HAZ-2
d.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
g.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
h.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
IX. HYDROLOGY AND WATER QUALITY			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
g.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
h.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
i.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
j.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
X. LAND USE AND PLANNING			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XI. MINERAL RESOURCES			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XII. NOISE			
a.	Potentially Significant Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	N-1 , N-2, N-3, N-4
b.	Potentially Significant Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	N-1
c.	Potentially Significant Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	N-2, N-3, N-4
d.	Potentially Significant Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	N-2, N-3
e.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XIII. POPULATION AND HOUSING			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XIV. PUBLIC SERVICES			
a.i	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
a.ii	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
a.iii	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
a.iv.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
a.v.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XV. RECREATION			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.

	Impact	Explanation	Mitigation Measures
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XVI. TRANSPORTATION AND TRAFFIC			
a.	Potentially Significant Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	T-1, T-2
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Potentially Significant Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	T-3
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XVII. UTILITIES AND SERVICE SYSTEMS			
a.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
f.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
g.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	No Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See expanded environmental analysis (attached).	No mitigation measures are required.
c.	Potentially Significant Impact Unless Mitigation Incorporated.	See expanded environmental analysis (attached).	See mitigation measures listed above.

MITIGATION MEASURES

AESTHETICS

No mitigation measures are required.

AGRICULTURE AND FORESTRY RESOURCES

No mitigation measures are required.

AIR QUALITY

No mitigation measures are required.

BIOLOGICAL RESOURCES

BIO-1 Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1-August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
  a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
  b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
  c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
  d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

BIO-2 Tree Removal (Non-Protected Trees)

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

CULTURAL RESOURCES

No mitigation measures are required.

GEOLOGY AND SOILS

No mitigation measures are required.

GREENHOUSE GAS EMISSIONS

No mitigation measures are required.

HAZARDS AND HAZARDOUS MATERIALS

HAZ-1 Construction Activity Near Schools

- The developer and contractors shall maintain ongoing contact with administrator of John H. Liechty Middle School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323) 342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

HAZ-2 Schools affected by Haul Route

- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

HYDROLOGY AND WATER QUALITY

No mitigation measures are required.

LAND USE AND PLANNING

No mitigation measures are required.

MINERAL RESOURCES

No mitigation measures are required.

NOISE

N-1 Increased Noise Levels (Demolition, Grading, and Construction Activities)

- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- To the maximum extent practical, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

N-2 Increased Noise Levels (Mixed-Use Development)

- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

N-3 Increased Noise Levels (Rooftop Amenity Space)

- The surface of the rooftop amenity deck and the sound barriers shall be constructed with materials with acoustically the lowest noise transmission quality commercially available to the satisfaction of the decision maker.

N-4 Increased Noise Levels (Parking Structure Ramps)

- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.

POPULATION AND HOUSING

No mitigation measures are required.

PUBLIC SERVICES

No mitigation measures are required.

RECREATION

No mitigation measures are required.

TRANSPORTATION AND TRAFFIC

T-1 Increase Vehicle Trips/Congestion

- A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall 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. All construction related traffic shall be restricted to off-peak hours.
- All delivery truck loading and unloading shall take place on site or within the boundaries of an approved traffic control plan and the alley.

T-2 Pedestrian Safety

- The Applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety at all times during the construction period.
- The 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.

T-3 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 Applicant shall install appropriate traffic signs around the site to ensure pedestrian 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.

UTILITIES AND SERVICE SYSTEMS

No mitigation measures are required.

MANDATORY FINDINGS OF SIGNIFICANCE

See above mitigation measures.

REGULATORY COMPLIANCE MEASURES

In addition to the Mitigation Measures that are identified above, and any proposed Project Design Features, the Applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of Regulatory Compliance Measures that are applicable to the Project and have been relied on to support the conclusions in the attached IS/MND.

AESTHETICS

- **RC-AES-1 (Vandalism):** Compliance with provisions of the Los Angeles Building Code. The project shall comply with all applicable building code requirements, including the following:
    - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
    - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

- **RC-AES-2 (Signage):** Compliance with provisions of the Los Angeles Building Code. The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.

- **RC-AES-3 (Signage on Construction Barriers):** Compliance with provisions of the Los Angeles Building Code. The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
    - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
    - Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
    - The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

AIR QUALITY

- **RC-AQ-1** (Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
    a) All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
    b) The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
    c) All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
    d) All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.

e) All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
f) General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
g) Trucks having no current hauling activity shall not idle but be turned off.

- **RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
- **RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

CULTURAL RESOURCES

- **RC-CR-1 (Archaeological):** 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 Modified 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.

- **RC-CR-2 (Paleontological):** 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 California Public Resources Code Section 21083.2.

- **RC-CR-3 (Human Remains):** 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. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
    - Stop immediately and contact the County Coroner:
      1104 N. Mission Road
      Los Angeles, CA 90033
      323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
      323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
    - If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

- The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

GEOLOGY AND SOILS

- **RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

- **RC-GEO-2 (Erosion/Grading/Short-Term Construction Impacts):** Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
    - Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
    - Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

HAZARDS AND HAZARDOUS MATERIALS

- **RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
    - (Asbestos) Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as other state and federal regulations.
    - (Lead Paint) Prior to the issuance of any permit for demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
    - (Polychlorinated Biphenyl – Commercial and Industrial Buildings) Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the Project Site to identify and assist with compliance with applicable state and federal rules and regulations governing PCB removal and disposal.

HYDROLOGY AND WATER QUALITY

- **RC-WQ-1 National Pollutant Discharge Elimination System General Permit:** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National

Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **RC-WQ-3 Low Impact Development Plan:** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

- **RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

NOISE

- **RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

PUBLIC SERVICES

- **RC-PS-1 (Fire):** The recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling units or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

- **RC-PS-2 (Police):** The plans shall incorporate the Design Guidelines (defined in the following sentence) relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

- **RC-PS-3 (Payment of School Development Fee):** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

- **RC-PS-4 (Increased Demand For Parks Or Recreational Facilities):** Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

PUBLIC UTILITIES

- **RC-WS-1 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.

- **RC-WS-2 (Landscape):** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

- **RC-SW-1 (Designated Recycling Area):** In compliance with the LAMC, the proposed Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

- **RC-SW-2 (Construction Waste Recycling):** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished though the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the LAMC, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

- **RC-SW-3 (Commercial/Multifamily Mandatory Recycling):** In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

END

I. INTRODUCTION

PROJECT INFORMATION

Project Title: 7th & Witmer Street

Project Location: 1301-1307 W. 7th Street,
695-697 S. Witmer Street, and
1310 W. Ingraham Street
Los Angeles, CA 90017

Project Applicant: 7th & Witmer, L.P.
400 W. 9th Street, Suite 100
Los Angeles, CA 90015

Lead Agency: City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 621
Los Angeles, CA 90012

PROJECT SUMMARY

The Project Site includes 20,183 square feet of lot area (0.46 acres). The Project Site currently includes a one-story commercial building and surface parking lot. The surrounding properties are developed with multi-family housing, office, hotel, and mixed-use commercial and residential buildings.

The Proposed Project includes the demolition of an existing one-story commercial building and surface parking lot and the construction, use and maintenance of a 6-story mixed-use building with 6,035 square feet of commercial space and 76 residential apartment units. The Proposed Project would include 6 stories, approximately 64 feet above grade (4 levels of residential levels over one level of parking and one level of ground-floor retail). Approximately 32 parking spaces would be provided on the second level. The Proposed Project's parking would satisfy the minimum LAMC requirements for the proposed commercial and residential land uses. Vehicular access to the parking structure would be provided via a proposed right-in-right-out driveway along Ingraham Street. On-site bicycle parking spaces, private and common open space areas, and trees would be provided to meet the requirements of the LAMC and Central City West Specific Plan. In total, the Proposed Project would include approximately 44,982 square feet of developed floor area (including 38,947 square feet of residential space and 6,035 square feet of commercial space) resulting in a floor area ratio (FAR) of 2.45:1 in the (CW)C2-U/3 zone and 2.39:1 in the (CW)R5-U/6 zone, for an average FAR of 2.44:1 across the entire Project Site.

The Applicant proposes to construct a development with 75 residential units designated as Very Low Income and one market rate manager's unit, and requests a Density Bonus of 35% and to provide parking consistent with LAMC to allow 0.25 parking spaces for each Restricted Affordable Unit in a Residential Hotel, along with the following "On-Menu" Density Bonus Incentives: (1) to permit a yard/setback reduction of approximately 20% for the eastern yard; (2) to permit a yard/setback reduction of approximately 20% for the western yard and; (3) to permit the averaging of density across the Project Site. In addition, the Applicant requests a Project Permit Compliance Review pursuant to LAMC and the Specific Plan. The Applicant would also request the following administrative approvals and permits from the Los Angeles Department of Building and Safety and other municipal agencies for project construction actions, including but not limited to the following: demolition, foundation, haul route (for the export of approximately 375 cy of asphalt and 500 cy of soil), building and tenant improvements, and the Board of Public Works, Urban Forestry Division, for removal and replacement of street trees.

ORGANIZATION OF THE INITIAL STUDY

This expanded IS/MND is organized into six sections as follows:

Initial Study Checklist: This Section contains the completed IS Checklist showing the significance level under each environmental impact category.

Introduction: This Section provides introductory information such as the Proposed Project title, the Project Applicant, and the lead agency for the Proposed Project.

Project Description: This Section provides a detailed description of the Proposed Project including the environmental setting, project characteristics, related project information, and environmental clearance requirements.

Environmental Impact Analysis: This Section contains an assessment and discussion of impacts for each environmental issue identified in the Initial Study Checklist. Where the evaluation identifies potentially significant effects, mitigation measures are provided to reduce such impacts to less-than-significant levels.

Preparers of the Initial Study and Persons Consulted: This Section provides a list of consultant team members and governmental agencies that participated in the preparation of the IS.

References, Acronyms and Abbreviations: This Section includes various documents and information used and referenced during the preparation of the IS, along with a list of commonly used acronyms.

II. PROJECT DESCRIPTION
A. PROJECT LOCATION

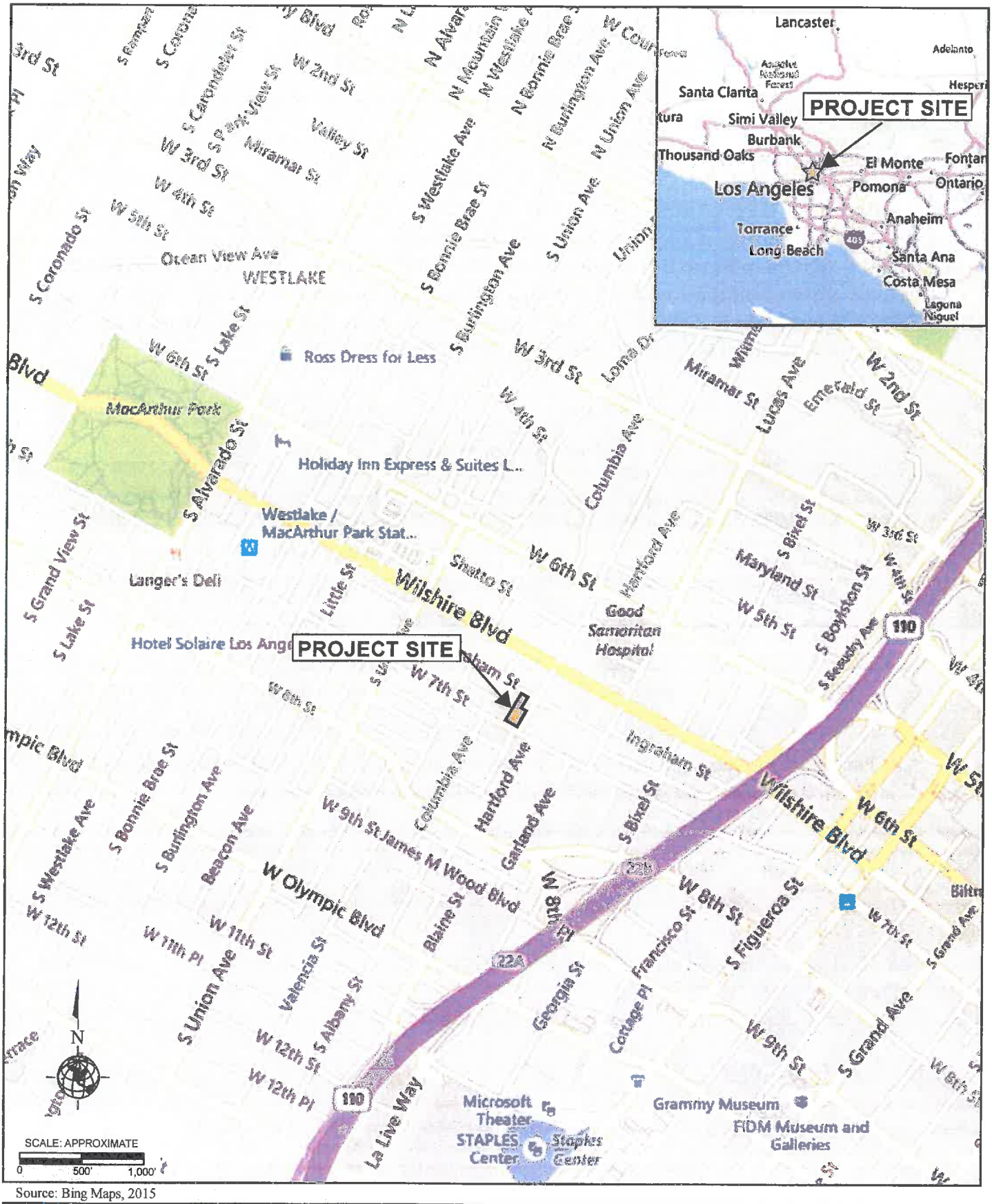
PROJECT LOCATION

The Project Site is located within the boundaries of the Westlake Community Plan area within the City of Los Angeles. The Project Site's location within the City of Los Angeles and the greater Los Angeles region is depicted in Figure II-1, Project Location Map. The Project Site is an L-shaped property that consists of three rectangular parcels. The Project Site includes approximately 20,183 square feet of lot area (0.46 acres). The Project Site's property addresses, Assessor's Parcel Number (APN), land use, and lot area are summarized in Table II-1, Summary of Project Site, below.

Table II-1
Summary of Project Site

Address	APN	Existing Land Use	Lot Area (square feet)
695-697 S. Witmer Street 1301-1303 W. 7th Street	5143013022	One-story commercial building	20,183 square feet
1310 W. Ingraham Street		Asphalt paved parking lot	
1307 W. 7th Street		Asphalt paved parking lot	
Sources: City of Los Angeles Department of Planning, Zone Information and Map Access System, website: http://zimas.lacity.org/, accessed December 2015 and Hatch Colasuonno Relativity Architects, December 16, 2015.			

The Project Site is generally bound by W. 7th Street to the south; W. Ingraham Street to the north; S. Witmer Street to the east; and mid-rise multi-family residential buildings to the west.



Source: Bing Maps, 2015

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Figure II-1
Project Location Map

REGIONAL AND LOCAL ACCESS

Primary vehicular access to the Project Site is provided by the Hollywood Freeway (US-101) to the north, the Harbor/Pasadena Freeway (I-110/SR-110) to the east, and the Santa Monica (I-10) Freeway to the south.

Local street access is provided by a diagonal grid roadway system surrounding the Project Site. The City's General Plan and Mobility Element classify street designations in the Project vicinity. 7th Street is located immediately adjacent to the southern edge of the Project Site. It is a two-way street providing one travel lane and one bike lane in each direction in the vicinity of the Project Site and is classified as an Avenue II in the City's Mobility Element. Witmer Street is located to the east of the Project Site. It is a two-way street providing one travel lane in each direction and is classified as a Collector Street in the City's Mobility Element. Ingraham Street is located immediately adjacent to the northern edge of the Project Site. It is a two-way street with one travel lane in each direction and is classified as a Collector Street in the City's Mobility Element. On-street parking is provided in all of the aforementioned streets with some restrictions.

The Project Site is also located in a transit-rich area in Downtown Los Angeles, which provides several opportunities for local and regional movement. Numerous Metro bus lines and LADOT DASH bus lines operate within 0.25 mile from the Project Site. Local Metro bus lines include, but are not limited to: 20, 51, 52, 352, 481, 487/489, and 720. LADOT DASH operates Downtown bus lines A and E within the Project Site vicinity.

Additionally, the Project Site is approximately 0.5 miles (walking distance) west of the 7th Street/Metro Center Station, which provides subway and light rail services. Subway lines include the Metro Purple Line and the Metro Red Line. Light rail services include the Metro Blue Line and the Metro Expo Line. 7th Street / Metro Center Station is easily accessed by many bus lines. The Metro Purple Line provides service between Los Angeles (Wilshire/Western) and Downtown Los Angeles (Union Station). The Metro Red Line provides service between North Hollywood and Downtown Los Angeles (Union Station). The Metro Blue Line provides service between Downtown Los Angeles and Long Beach. The Metro Expo Line provides service between Downtown Los Angeles and Culver City. Due to its proximity to the 7th Street/Metro Center Station, the Project Site is easily accessible and highly connected with the City of Los Angeles, the greater Los Angeles area, and Orange County.

ZONING AND LAND USE DESIGNATIONS

As seen in Figure II-2, Zoning and General Plan Designations, the Project Site is zoned "CW," which refers to the zoning designations of the Central City West Specific Plan. According to the Central City West Specific Plan, the northern portion of the Project Site is zoned (CW)R5-U/6 and has a General Plan land use designation of High Density Residential; the two parcels on the southern portion of the Project Site are zoned (CW)C2-U/3 and have a General Plan land use designation of Community Commercial. The corresponding zone for High Density Residential is the R5 Zone. The corresponding zones for

Community Commercial are the C4, C2, C1, CR, RAS3, RAS4, P, and PB Zones. The Project Site is also located in an Enterprise Zone (ZI No. 2374) that regulates parking standards and height.

Westlake Community Plan

The Project Site is located in the Westlake Community Plan area (CPA) within the City of Los Angeles. The Westlake CPA is located south of the Hollywood Freeway (Interstate 101) and north of the Santa Monica Freeway (Interstate 10). The Westlake CPA is surrounded by the communities of Wilshire to the west, Silverlake – Echo Park – Elysian Valley to the north, Central City to the east, and South Los Angeles to the south. The Westlake CPA contains approximately 1,900 acres (which is less than one percent of the land in the City of Los Angeles) and includes several sub-areas, the most prominent areas being Central City West, Pico-Union, and MacArthur Park. The Westlake CPA has a diagonal grid pattern that is shifted slightly from the downtown grid. The CPA has the highest population density within the City of Los Angeles. The CPA is characterized by a variety of development including single-family homes between First and Temple Streets and for a few blocks north of Pico Boulevard and east of Alvarado Street; mixed residential areas in scattered locations south of Pico Boulevard and west of Alvarado Street; multi-family housing is concentrations between Wilshire Boulevard and First Street and scattered throughout the plan area; and commercial development is concentrated in districts from Wilshire Boulevard to the north and extends to Olympic Boulevard to the south through the entire CPA.

The Westlake Community Plan aims to promote "a vision of the Westlake area as a community that looks at its past with pride and approaches its future with eagerness, while maintaining its individual identity." To achieve this vision, the Community Plan aims to preserve and enhance the positive characteristics and promote community identity of the existing residential neighborhoods, while providing a variety of new housing opportunities; improve the function, design, and vitality of commercial corridors and plan future commercial and industrial development that promotes needed job opportunities; and maximize the development of future transit systems. The Westlake Community Plan identifies the Central City West area as being the most suitable location in Westlake for regional commercial development.

Central City West Specific Plan

The Central City West Specific Plan ("Specific Plan") guides development on the Project Site. The Specific Plan provides specific guidelines and requirements for development that have been adopted for the purposes of incentivizing development and/or providing specific development standards that are appropriate for the Central City West Specific Plan area. The Specific Plan area is divided into three subareas: the North Subarea, Central Subarea (includes the Witmer/Lucas District, the 1st/2nd Street District, and the Crown Hill District), and South Subarea (includes the Wilshire Corridor District and the 8th/9th Street District). As shown in Figure II-3, the Project Site is located within the Wilshire Corridor District in the South Subarea.

The Specific Plan aims to implement the goals and policies of the Westlake Community Plan and the Silver Lake – Echo Park – Elysian Valley Community Plan. The Specific Plan's purpose is to create an

integrated community that establishes a complete 24-hour community and for all segments of the population with jobs and housing, public facilities, open space, recreational amenities, and pedestrian-oriented places; regulate new development and design in consideration with the area's transportation and public facilities, aesthetics, historic preservation, open space, and the well-being of the residents; preserve existing residential communities; provide affordable housing; improve the area's job/housing ratio; provide appropriate transportation infrastructure and regulation; preserve resources through mandatory solid waste recycling and the incorporation of water conservation measures; expand and enhance the area's relationship with the Central Business District and the greater downtown area; and establish phased developments.

The Specific Plan implements a phased development approach to ensure that there are sufficient utilities and public facilities and adequate transportation facilities. Each development phase includes specifications for maximum non-residential development square footage, affordable housing and residential densities, and transportation conditions and improvements. The Specific Plan also implements specific design criteria, which includes FAR, building height, setbacks, open space and landscaping. Phase I development limitations, defined a maximum approved permitted floor area of 3.35 million square feet of non-residential development and that by-right development continued until 2010. All development after 2010, requires an environmental analysis and a traffic study and is required to submit an application for a Project Permit Compliance Review. Development projects are also required to comply with the Urban Design Guidelines included as Appendix D to the Specific Plan.[1]

EXISTING CONDITIONS

Figure II-4, Aerial Photograph and Photograph Location Map, shows an aerial view of the Project Site and identifies the location points for the site photographs and surrounding land use photographs shown in Figure II-5, Views of the Project Site, and Figure II-6, Views of the Surrounding Land Uses, respectively. The Project Site is currently developed with a one-story commercial brick building and surface parking lot. The Project Site is entirely devoid of any vegetation. There are a total of four street trees on the public right-of-way adjacent to the Project Site, one on the west side of Witmer Street, one on the north side of 7th Street and two street trees on the south side of Ingraham Street.

Vehicular access to the Project Site is currently provided from one ingress/egress driveway on the north side of 7th Street into the surface parking lot. The perimeter of the Project Site's surface parking is secured with a metal fence and sliding gates across the driveway to limit access on-site during non-operational hours. Metered street parking is located on each street surrounding the Project Site. Photographs depicting the current conditions of the Project Site are provided in Figure II-5, Photographs of the Project Site.

[1] *City of Los Angeles Department of City Planning, Central City West Specific Plan, Section 5.*

Source: Zimas, City of Los Angeles, Department of City Planning, 2015

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Figure II-2
Zoning and General Plan Land Use Designations

Note: The height of buildings on a lot in the U("U" Height District shall be governed by the provisions of Section 8A

Source: City of Los Angeles, Department of City Planning, Central City West Specific Plan, Central City West - South Subarea Map, July 2000.

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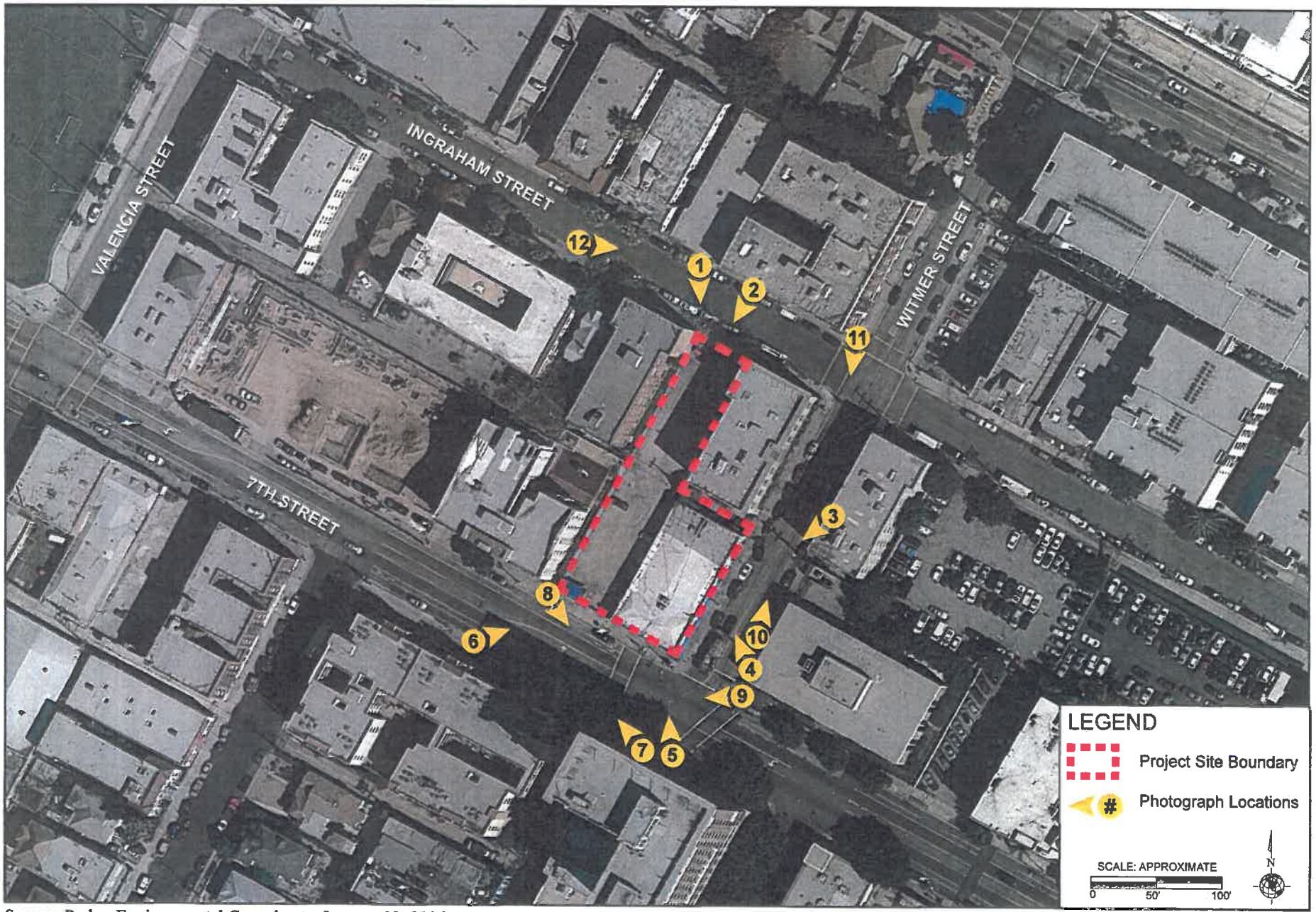
Figure II-3
Central City West Specific Plan - South Subarea Map



Source: Parker Environmental Consultants, January 13, 2016.

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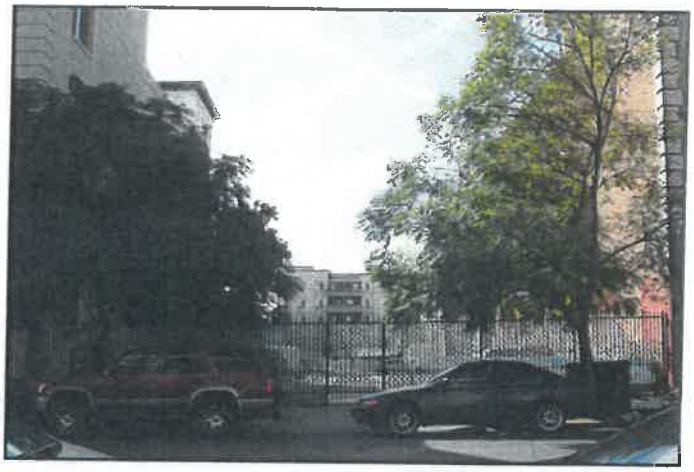
Figure II-4
Aerial Photograph and Photograph Location Map

View 1: From the north side of Ingraham Street, looking south at the Project Site.



View 2: From the north side of Ingraham Street, looking southwest at the Project Site.

View 3: From the east side of Witmer Street, looking southwest at the Project Site.

View 4: From the east side of Witmer Street, looking northwest at the Project Site.

View 5: From the south side of 7th Street, looking north at the Project Site.

View 6: From the south side of 7th Street, looking east at the Project Site.

Source: Parker Environmental Consultants, January 13, 2016.

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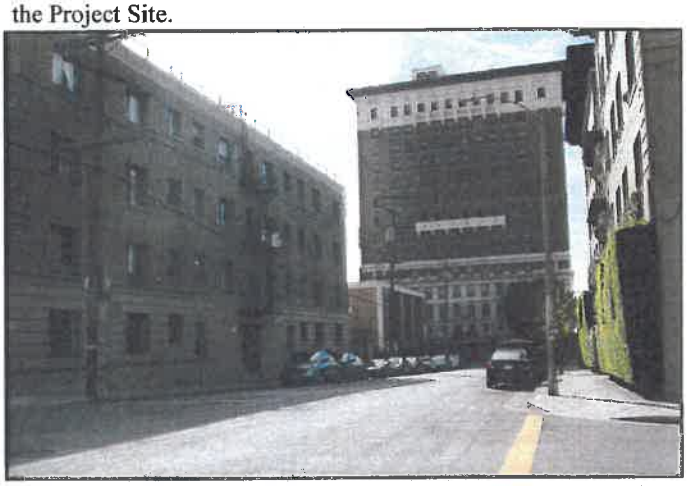
Figure II-5
Photographs of the Project Site
Views 1-6

View 7: From the south side of 7th Street, looking northwest at the properties to the east of the Project Site.

View 8: From the north side of 7th Street, look southeast down 7th Street.

View 9: From the northeast corner of the 7th Street and Witmer Street intersection, looking west at the properties to the south of the Project Site.

View 10: From the east side of Witmer Street, looking northeast along Witmer Street and at the properties to the east of the Project Site.



View 11: From the northwest corner of the Witmer Street and Ingraham Street intersection, looking south along Witmer Street and at the properties to the east of the Project Site.

View 12: From the south side of Ingraham Street, looking east at the properties to the north of the Project Site.

Sources: Parker Environmental Consultants, January 13, 2016.

PARKER ENVIRONMENTAL CONSULTANTS

Figure II-6
Photographs of the Surrounding Land Uses
Views 7-12

SURROUNDING LAND USES

The properties surrounding the Project Site include mid-rise multi-family residential buildings, mixed-use residential and commercial buildings, hotel, and office land uses. Photographs of the land uses immediately surrounding the Project Site are provided in Figure II-6, Photographs of the Surrounding Land Uses.

East: The Project Site is bordered by Witmer Street to the east. The properties and land uses to the east of the Project Site, across Witmer Street, include a two-story office building and a four-story multi-family residential building. The residential properties to the east of the Project Site are zoned (CW)R5-U/6 and have a General Plan land use designation of High Density Residential, and the office land uses are zone (CW)C4-U/4.5 with a General Plan land use designation of Regional Center Commercial. See Figure II-6, View 10 and 11.

West: The Project Site is bordered by a 5-story multi-family residential building and a 4-story multi-family residential building to the west. These buildings border the surface parking lot of the Project Site. Properties to the west are zoned (CW)C2-U/3 and (CW)R5-U/6 and have General Plan land use designations of Community Commercial and High Density Residential, respectively. See Figure II-6, Views 7.

North: To the immediate northeast of the Project Site is a 4-story residential building on the southwest corner of Witmer Street and Ingraham Street. Ingraham Street borders the northern parcel of the Project Site. The properties and land uses across from the Project Site along Ingraham Street include multi-family residential uses. Properties to the north are zoned (CW)R5-U/6 and have a General Plan land use designation of High Density Residential. See Figure II-6, Views 12.

South: The Project Site is bordered by 7th Street to the south. The properties and land uses to the south, across 7th Street, include a 15-story hotel, the Historic Mayfair Hotel, and mid-rise mixed-use residential and commercial buildings. Properties to the south are zoned C2-2 and (CW)C4-U/4.5 and have General Plan land use designations of Community Commercial and Regional Center Commercial, respectively. See Figure II-6, View 8 and 9.

II. PROJECT DESCRIPTION
B. PROJECT CHARACTERISTICS

1. PROPOSED DEVELOPMENT

The Proposed Project includes the demolition of the existing commercial building and surface parking lot and the construction of a mixed-use apartment building with a maximum of 76 residential apartments (including 28 studios and 48 one-bedrooms units) and up to 6,035 square feet of ground floor retail use. The Project includes a ground-floor retail floor, a parking floor, and four levels of residential dwelling units above the parking level and ground-floor retail. The building would reach a maximum height of approximately 64 feet above grade. A summary of the Proposed Project is provided in Table II-2, Proposed Development Program, below. The plan layout of the Proposed Project is depicted in Figure II-7, Plot Plan.

Table II-2
Proposed Development Program

Land Uses	Proposed Dwelling Units Mix	Proposed Floor Area (Square Feet)
Proposed Project:		
Residential		
Studio Units	28	34,804 sf
1-Bedroom Units	48	
Residential Support Areas [a]	--	4,143 sf
Subtotal Residential	**76**	**38,947 sf**
Commercial		
Ground-floor Retail	--	6,035
Subtotal Retail	**--**	**6,035**
TOTAL	**76**	**44,982 sf**

Notes:
[a] *Residential Support Areas include lobby, offices, mailroom, restrooms, storage, elevator, laundry rooms, lounge, and information gathering.*
Source: Hatch Colasuonno Relativity Architects, December 16, 2015.

Residential Uses

As shown in Table II-2, above, the Proposed Project would include a maximum of 76 residential units within four floors totaling approximately 34,804 square feet of residential floor area. Of the units, one unit would be designated as a manager's unit while 75 units would be set aside for Restricted Affordable Residential efficiency dwelling units at the "Very Low Income Level." The unit mix is diverse and may include 28 studio units and 48 one-bedroom units of varying sizes and configurations.

The building would include residential support areas such as an entry lobby, manager's office, leasing office, general office, mailroom, storage, laundry room, lounge, and an information and circulation area.

These residential support areas would be located on the ground floor. Additional residential amenity space would be located on a 3rd floor podium level and on the roof level.

Commercial Uses

The Proposed Project includes neighborhood serving ground-floor retail which totals up to approximately 6,035 square feet of floor area. The commercial uses would be located on the ground floor, and the retail spaces would front 7th Street and Witmer Street.

FLOOR AREA

As discussed above, the Project Site's gross lot area is approximately 20,183 square feet. After setbacks and dedications, the Project Site's buildable lot area is roughly 18,450 square feet. As discussed above and shown in Figure II-2, the Project Site is zoned CW, which signifies that development on-site is defined by land use categories determined by the Central City West Specific Plan. The northern portion of the Project Site has a land use category of (CW)R5-U/6 and has a General Plan land use designation of High Density Residential, and the two southern parcels of the Project Site have a land use category of (CW)C2-U/3 and have a General Plan land use designation of Community Commercial. Allowable Floor Area Ratio (FAR) in the R5 designation is 6:1 and C2 designation is 3:1, which allows up to 70,020 square feet of development. The total floor area would consist of 44,982 square feet, which includes 33,286 square feet on the portion of the Project Site designated C2 (2.45:1 FAR), and 11,696 square feet on the portion of the Project Site zoned R5 (2.39:1 FAR). The Applicant is requesting an on-menu incentive to permit the averaging of floor area across the Project Site in accordance with LAMC Section 12.22A.25(f)(8). The average FAR across the entire Project Site would be 2.44:1, which is within the allowable FAR upon approval.

RESIDENTIAL DENSITY & UNIT COUNT

The southern portion of the Project Site (13,560 square feet) zoned C2 with a General Plan land use designation of Community Commercial permits a density in accordance with the R4 Zone of 400 square feet per unit. The maximum density for this portion of Project Site, according to the R4 Zone density regulations, is 33 residential apartment units. The northern portion of the Project Site (6,623 square feet) is zoned R5 with a General Plan land use designation of High Density Residential, which permits a density of 200 square feet per unit. The maximum density for this portion of Project Site, according to the R5 Zone density regulations, is 33 residential apartment units. A total of 66 units are allowed on the Project Site. As the Applicant is eligible to receive a 35% density bonus increase, a total of 89 units are allowed on the Project Site. The Project proposes a density of 52 units on the portion of the Project Site zoned C2 and 24 units on the portion of the Project Site R5 for a total of 76 units. The unit breakdown consists of 28 studio units and 48 one-bedroom units. The Applicant is requesting an on-menu incentive to permit the averaging of density across the Project Site in accordance with LAMC Section 12.22A.25(f)(8).

BUILDING HEIGHT

The Specific Plan guides development on the Project Site. Specific Plan Section 8A(4) states that the Project Site buildings should not exceed 1,168 feet above the mean sea level (MSL). An ALTA Survey for the Proposed Project finds that the Project Site ranges between 302 feet (south) to 309 feet MSL (north).[2] The Proposed Project includes a six-story building that would reach approximately 64 feet above grade. The proposed building heights would result in a maximum height of approximately 373 feet above MSL. The Proposed Project's east, west, north, and south building elevations are depicted in Figure II-13 to Figure II-16, respectively.

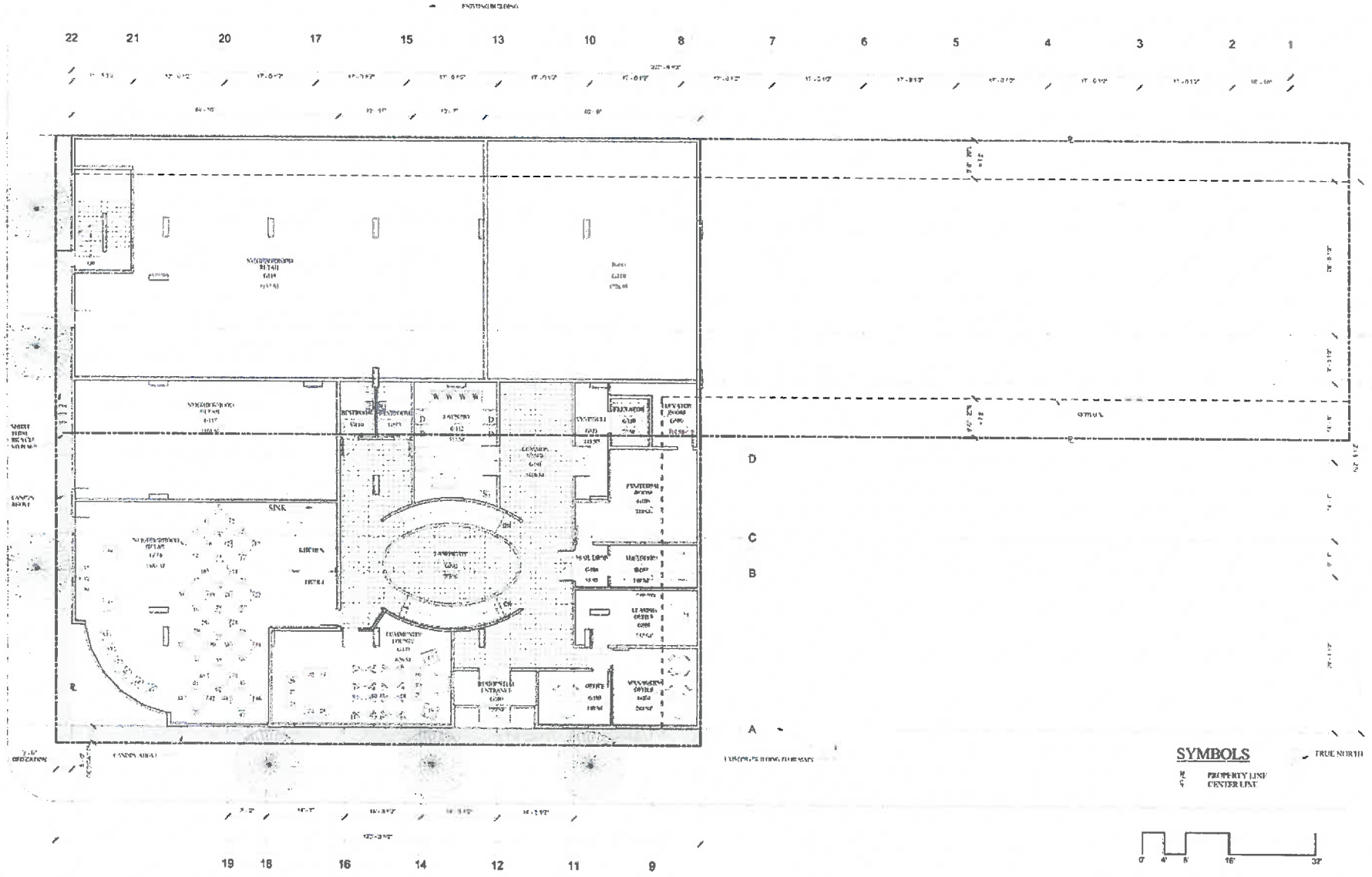
SETBACKS

Pursuant to LAMC 12.22.A.18(c), no yard setbacks are required for the portions of the Project Site that front 7th Street, Witmer Street, and Ingraham Street. For the R5 and C2 zone, 9-foot side yards are required. The Applicant is requesting an on-menu incentive to permit a yard/setback reduction of approximately 20% for the eastern and western side yards in accordance with LAMC Section 12.22A.25(f)(1), which would allow a 7 feet-2 inch side yard setback. The Proposed Project would maintain 7 feet-2 inch side yards and one northern internal yard at 9 feet.

ARCHITECTURAL FEATURES

The Proposed Project would consist of a 6-story building with four floors of multi-family housing above ground-floor commercial space and a full level of parking on the second level. Architectural materials and elements include cement panels, metal decks, and stucco walls. Illustrations, building elevations and sections depicting the scale and massing of the proposed structure are shown in Figures II-13 through II-16. Refer to Figure II-17 for an architectural rendering of the Proposed Project.

[2] *PSOMAS, ALTA/ACSM Land Title Survey, 1301 West 7th Street, March 26, 2014.*



Source: Hatch Colasuonno + Relativity Architects, December 16, 2015.

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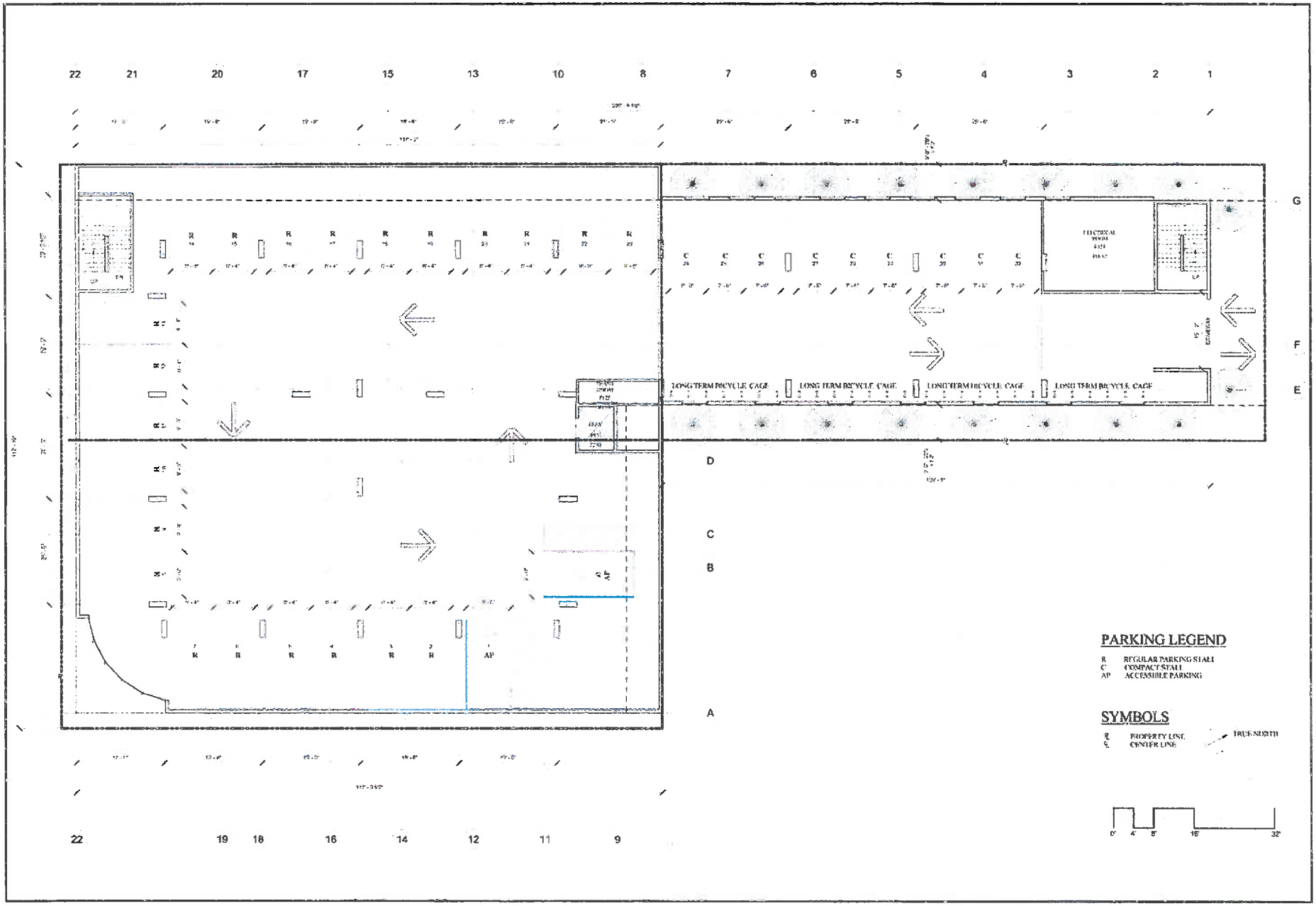
Figure II-8
Ground Floor Plan



Source: Hatch Colasuonno + Relativity Architects, December 16, 2015.

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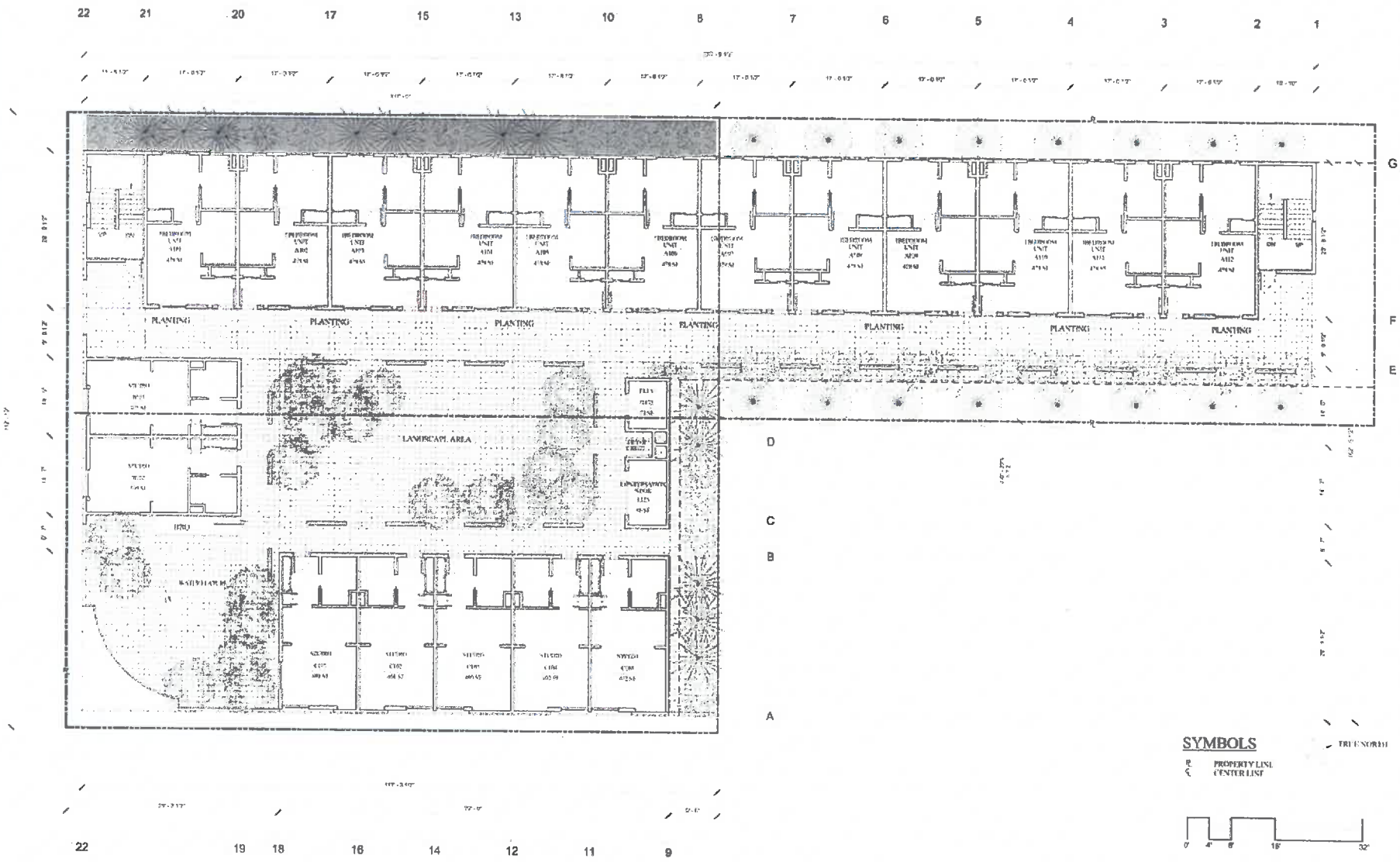
Figure II-9
Parking Floor Plan



Source: Hatch Colasuonno + Relativity Architects, December 16, 2015.

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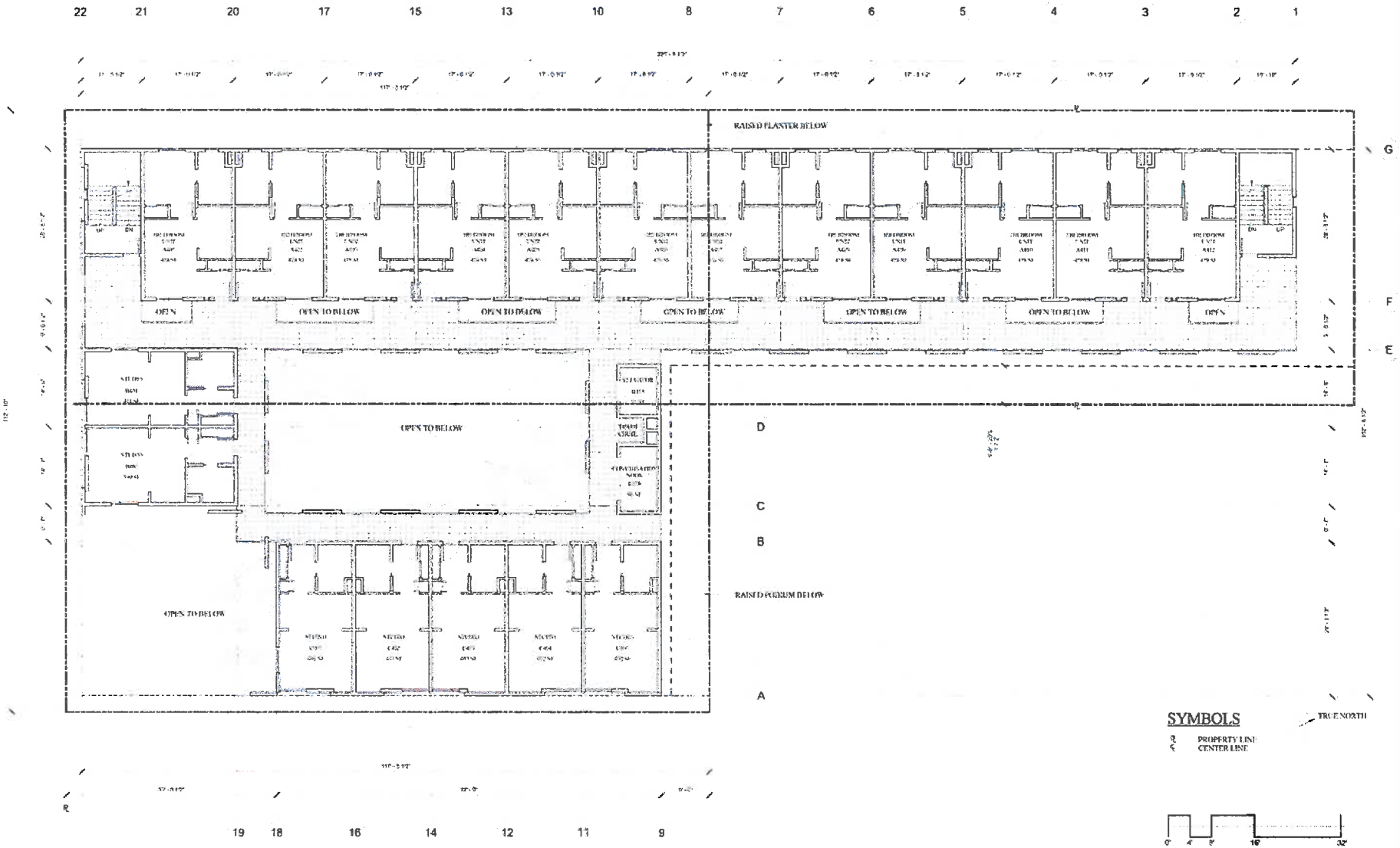
Figure II-10
Podium Level and 3rd Level Floor Plan



Source: Hatch Colasuonno + Relativity Architects, December 16, 2015.

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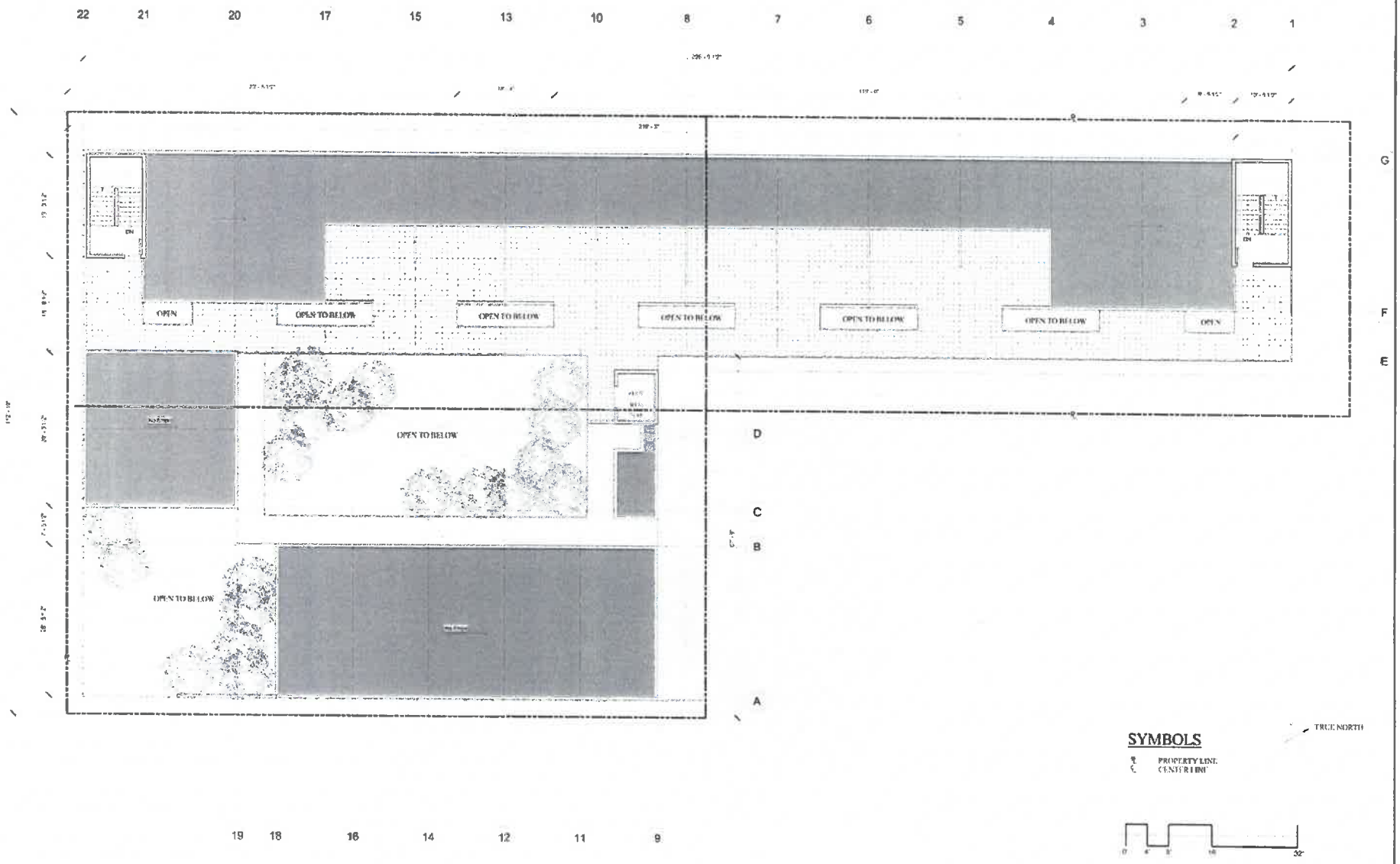
Figure II-11
4th Level to 6th Level Floor Plan



Source: Hatch Colasuonno + Relativity Architects, December 16, 2015.

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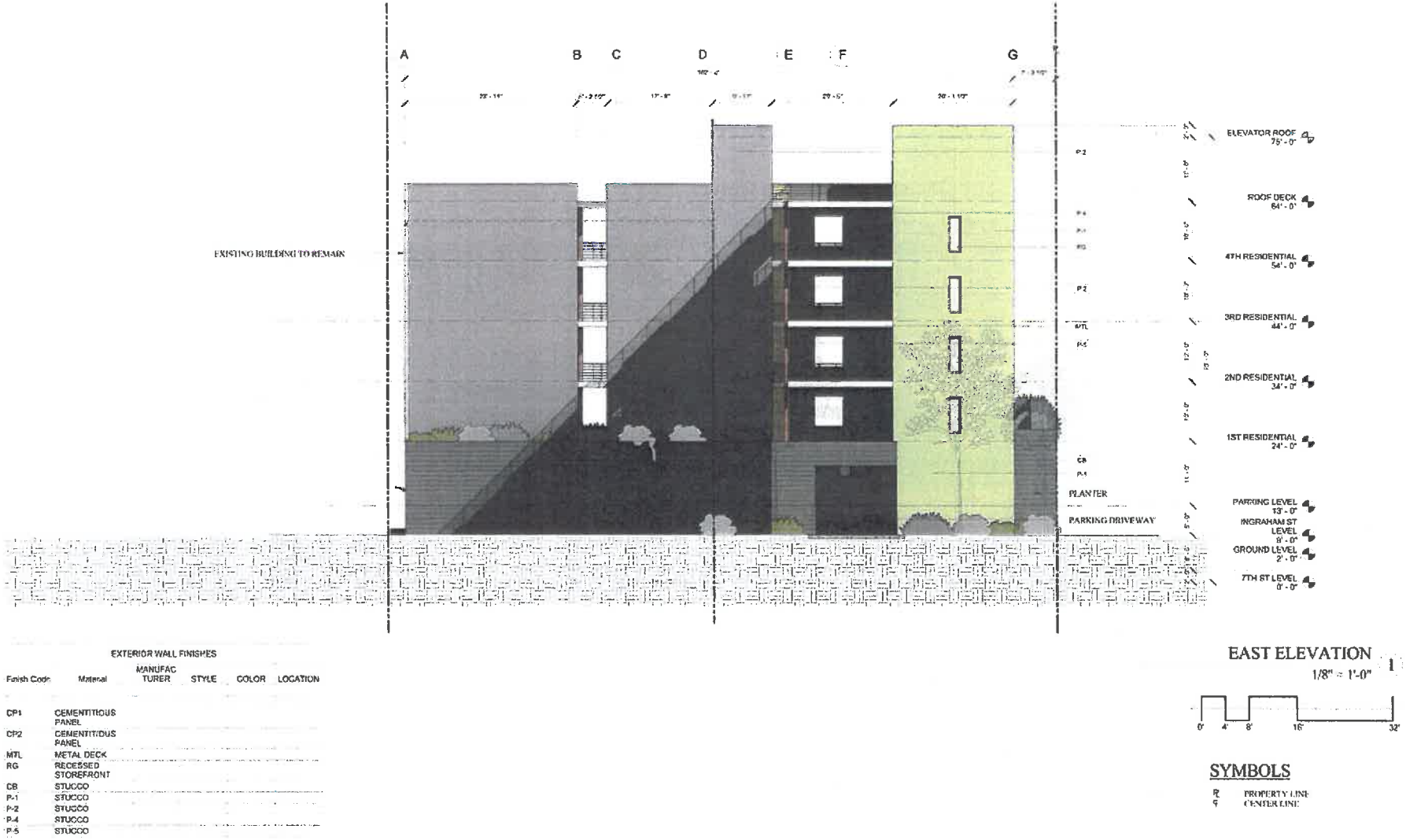
Figure II-12
Roof Level Floor Plan



EXTERIOR WALL FINISHES

Finish Code	Material	MANUFACTURER	STYLE	COLOR	LOCATION
CP1	CEMENTITIOUS PANEL				
CP2	CEMENTITIOUS PANEL				
MTL	METAL DECK				
RG	RECESSED STOREFRONT				
CB	STUCCO				
P-1	STUCCO				
P-2	STUCCO				
P-4	STUCCO				
P-5	STUCCO				

EAST ELEVATION 1

1/8" = 1'-0"

0' 4' 8' 16' 32'

SYMBOLS

PROPERTY LINE

CENTER LINE

Source: Hatch Colasuonno + Relativity Architects, December 16, 2015.

PARKER ENVIRONMENTAL CONSULTANTS

Figure II-13
East Elevation

EXTERIOR WALL FINISHES

Finish Code	Material	Manufacturer	Style	Color	Location
CP1	CEMENTITIOUS PANEL				
CP2	CEMENTITIOUS PANEL				
MTL	METAL DECK				
RG	RECESSED STOREFRONT				
CB	STUCCO				
P-1	STUCCO				
P-2	STUCCO				
P-4	STUCCO				
P-5	STUCCO				

0' 4' 8' 16' 32'

WEST ELEVATION 2
1/8" = 1'-0"

SYMBOLS

℄	PROPERTY LINE
℄	CENTER LINE

Source: Hatch Colasuonno + Relativity Architects, December 16, 2015.

PARKER ENVIRONMENTAL CONSULTANTS

Figure II-14
West Elevation

Source: Hatch Colasuonno + Relativity Architects, December 16, 2015.

PARKER ENVIRONMENTAL CONSULTANTS

Figure II-15
North Elevation

EXTERIOR WALL FINISHES

Finish Code	Material	MANUFACTURER	STYLE	COLOR	LOCATION
CP1	CEMENTITIOUS PANEL				
CP2	CEMENTITIOUS PANEL				
MTL	METAL DECK				
RG	RECESSED STOREFRONT				
CB	STUCCO				
P-1	STUCCO				
P-2	STUCCO				
P-4	STUCCO				
P-5	STUCCO				

SOUTH ELEVATION 1

1/8" = 1'-0"

0' 4' 8' 16' 32'

SYMBOLS

P. PROPERTY LINE
℄ CENTERLINE

Source: Hatch Colasuonno + Relativity Architects, December 16, 2015.

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Figure II-16
South Elevation

Source: Hatch Colasuonno + Relativity Architects, December 16, 2015.

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Figure II-17
Architectural Rendering

OPEN SPACE AND LANDSCAPING

The open space requirements and amount of open space proposed for the Proposed Project are summarized in Table II-3, Summary of Required and Proposed Open Space Areas, below. Pursuant to the Specific Plan, the Proposed Project would be required to provide 7,600 square feet of open space. Pursuant to Appendix D of the Specific Plan, all of the required 7, 600 square feet of open space would be required to be provided as common open space. The Project Site would provide 8,276 square feet of open space including a 954 square foot ground floor indoor courtyard, a 2,924 square foot courtyard at the podium level, and 4,398 square feet of landscaped area at the roof level. The Proposed Project is also required that 25% of the open space be landscaped, for a total of 1,900 square feet required. The Proposed Project would provide 2,500 square feet of landscaped area. The Proposed Project would also provide one tree per every residential unit for a total of 76 trees on-site, pursuant to the Urban Design Guidelines of the Specific Plan. In the event that the number of dwelling units is reduced from the current plans, the amount of open space and trees would be revised accordingly to meet the code requirements.

Table II-3
Summary of Required and Proposed Open Space Areas

LAMC Open Space Requirements	Dwelling Units	Open Space (square feet)
Less than 3 Habitable Rooms (100 sf/du)	76	7,600
Total	**76**	**7,600**
Proposed Open Space	**Open Space (square feet)**	
Ground Floor	954	
Podium Level	2,924	
Roof	4,398	
Total	**8,276 square feet**	

Notes: du = dwelling unit; sf = square feet
Source: Hatch Colasuonno Relativity Architects, December 16, 2015.

PARKING AND ACCESS

Parking for the proposed retail and residential uses on-site would be provided in the second level of the building. Vehicular access to the Project Site would be provided through an ingress/egress driveway on Ingraham Street, which would provide access to the commercial and residential parking spaces.

The Project Site is located within the Central City Parking Exception area (LAMC Section 12.21 A 4 (p)). However, the Applicant proposes to provide automobile parking spaces in accordance with LAMC Section 12.22A.25(d)(2) ("Parking Option 2") to calculate automobile parking at 0.25 space per Restricted Affordable Unit in a Residential Hotel. The Project Site is also located in the Los Angeles State Enterprise Zone (ZI-2374), which requires 2 parking spaces for every 1,000 square feet of retail floor area.

As summarized in Table II-4, and discussed in further detail below, the Proposed Project would be consistent with the applicable parking requirements of the LAMC. A total of 32 parking stalls would be provided, which includes 20 residential parking spaces (0.25 stall per unit and 1 stall for the on-site Manager's unit) and 12 commercial parking spaces (2 stalls per 1,000 square feet of commercial space).

Table II-4
Summary of Required and Proposed Vehicle Parking Spaces

Description	Quantity	Parking Required [a], [b]		Parking Provided
		Rate	Spaces	
Residential				
Units with 3 or less Habitable Rooms	75	0.25 space / du	19	19
Manager's Unit	1	1 space	1	1
Subtotal Residential	**76 du**		**20**	**20**
Commercial				
Retail	6,035 sf	2 space /1,000 sf	12	12
Subtotal Retail	**6,035 sf**		**12**	**12**
		TOTAL		**32**

Notes:
du = dwelling unit, sf = square feet
[a] LAMC 12.22 A.25(d)(2) Parking Option 2. 0.25 space for each Restricted Affordable Unit in a Residential Hotel.
[b] ZI-2374, Los Angeles State Enterprise Zone: 2 spaces for every 1,000 square feet of commercial floor area.
Source: Hatch Colasuonno Relativity Architects, December 16, 2015.

The Proposed Project provides on-site bicycle parking in bicycle storage spaces located on the parking level. As summarized in Table II-5, below, the Proposed Project would be consistent with the applicable parking requirements of the LAMC for bicycle parking spaces.

Table II-5
Summary of Required and Proposed Bicycle Parking Spaces

Description	Quantity	Parking Required [a]		Total Spaces Required	Total Spaces Provided
		Short Term	Long Term		
Residential		**(1 per 10 DUs)**	**(1 per DU)**		
Dwelling Units	76 du	8	76	84	84
Commercial		**(1 per 2,000 sf, 1 if <10,000 sf)**	**(1 per 2,000 sf, 1 if <10,000 sf)**		
Retail	6,035 sf	1	1	2	3
	TOTAL	**9**	**77**	**86**	**87**

Notes:
du = dwelling unit, sf = square feet
[a] City of Los Angeles, Bicycle Parking Ordinance CF 12-1297-S1, January 15, 2013.
Source: Hatch Colasuonno Relativity Architects, December 16, 2015.

CONSTRUCTION

Construction Schedule/Phasing

For purposes of analyzing impacts associated with air quality, this analysis assumes a Project construction schedule of approximately 18 months, with final buildout occurring in 2018. Construction activities associated with the Project would be undertaken in four main steps: (1) demolition/site clearing, (2) grading and foundations, (3) building construction, and (4) finishing/architectural coatings. The demolition/site clearing phase would include the demolition of the one-story commercial brick building and asphalt covered surface parking lot. In addition, this phase may include the removal of street trees, walls, fences, and associated debris. The demolition/site clearing would be completed in approximately one to two months and would require approximately 375 cubic yards (cy) of asphalt and debris to be hauled off-site. After the completion of demolition/site clearing, the grading phase for the Proposed Project would occur for approximately one month and would involve the cut and fill of land to ensure the proper base and slope for the building foundations. The Proposed Project would require approximately 500 cy of soil to be hauled off-site in order to build the foundation. Haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the haul route to be approved by the Department of Building and Safety. The building construction phase is expected to occur for approximately 12 months. Upon completion of the structures, architectural coating and finishing would occur. It is estimated that architectural coatings would occur over the final three months of the building construction phase.

Construction activities may necessitate temporary lane closures on streets adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities as may be required. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on-site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Construction equipment would be staged on-site for the duration of construction activities. Traffic lane and right-of-way closures, if required, would be properly permitted by the City agencies and will conform to City standards.

Unless stated otherwise, all construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 a.m. to 9:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on any Saturday or national holiday. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.

Haul Route

All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the Project Site that cannot be recycled or diverted would be hauled to the Sunshine Canyon or Chiquita Canyon landfills, which accept construction and demolition debris and inert waste from areas within the City of Los Angeles. The Sunshine Canyon Landfill is approximately 27

miles north of the Project Site (approx. 54 miles round trip). The Chiquita Canyon landfill is approximately 44 miles to the north of the Project Site (approx. 88 miles round trip). For recycling efforts, the Waste Management Downtown Diversion center accepts construction waste for recycling and is located approximately 3.3 miles from the Project Site (approx. 6.6 miles round trip).

For purposes of analyzing the construction-related impacts, it is anticipated that the grading and soil export would involve 18-wheel bottom-dump trucks with a 20 cubic yard hauling capacity (i.e., 30 tons maximum gross weight). All truck staging would either occur on-site or at designated off-site locations and radioed into the site to be filled. The local haul route from the 110 Freeway would utilize the 8th Street on- and off-ramps. 8th Street is a two-way westbound street and is designated as a Modified Avenue II in the City's Mobility Element. The haul route specified above may be modified in compliance with City policies, provided DOT and/or Street Services approves any such modification.

RELATED PROJECTS

In accordance with CEQA Guidelines Section 15064(h), this IS/MND includes an evaluation of the Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

> *"(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*
>
> *(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.*
>
> *(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make*

specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.

(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."

In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

The related projects identified are included in Table II-6, Related Projects List, below. A total of 100 related projects were identified within the affected Project area. An analysis of the cumulative impacts associated with these related projects and the Project are provided under each individual environmental impact category in Section III of this IS/MND. The locations of the related projects are shown in Figure II-18, Related Projects Location Map.

Table II-6
Related Projects List

Project Number	Project Name	Location/Address	Project Description	Size	Units
1	City Center West Apartments Project	1150 W. Wilshire Boulevard	Apartment Quality Restaurant	80 4,589	du sf
2	Avant Mixed-Use Project	1340 S. Figueroa Street	Apartment Restaurant	252 11,000	du sf
3	Embassy Tower Project	848 S. Grand Avenue	High-Rise Condominium Supermarket	420 37,500	du sf
4	Beverley + Lucas Project	1430 W. Beverly Boulevard	Apartment	157	du
5	Glass Tower Project	1050 S. Grand Avenue	Condominium Retail Restaurant	151 3,472 2,200	du sf sf
6	Zen Mixed-Use Project	250 S. Hill Street	Condominium Retail	330 12,000	du sf
7	Oak Village Residences Project	902 W. Washington Boulevard	Condominium	142	du
8	Good Samaritan New Medical Office Project	1245 W. Wilshire Boulevard	Medical Office	56,450	sf
9	Wilshire Grand Redevelopment Project	900 W. Wilshire Boulevard	Condominium Hotel Fitness Facility General Office Retail/Restaurant Meeting Room and Ballroom Ancillary Hotel, Residential, and Office Areas	100 560 20,000 1,500 50,000 55,000 150,000	du room sf sf sf sf sf
10	Hall of Justice Reuse Project	211 W. Temple Street	Government Office Parking Structure	30 1,000	emp spaces
11	Da Vinci Apartments	327 N. Fremont Avenue	Apartment Retail	600 30,000	du sf
12	Ava Little Toyko Project	200 S. Los Angeles Street	Condominium Apartment Retail	570 280 50,000	du du sf
13	Wilshire Coronado Project	2525 Wilshire Boulevard	Condominium Retail	160 7,500	du sf
14	Jia Apartments – Chinatown Mixed-Use Project	639 N. Broadway	Apartment Retail	280 22,000	du sf
15	Northeast Tower Mixed-Use Project	215 W. 9th Street	Condominium Retail	210 9,000	du sf
16	TenTen Wilshire Expansion Project	1027 W. Wilshire Boulevard	Condominium Retail	402 7,428	du sf
17	Vibiana Lofts Mixed-Use Project	225 S. Los Angeles Street	Condominium Retail	300 3,400	du sf
18	Amacon Project	1133 S. Hope Street	Apartment Retail	208 5,029	du sf
19	5th and Olive Project	427 W. 5th Street	Apartment	600	du

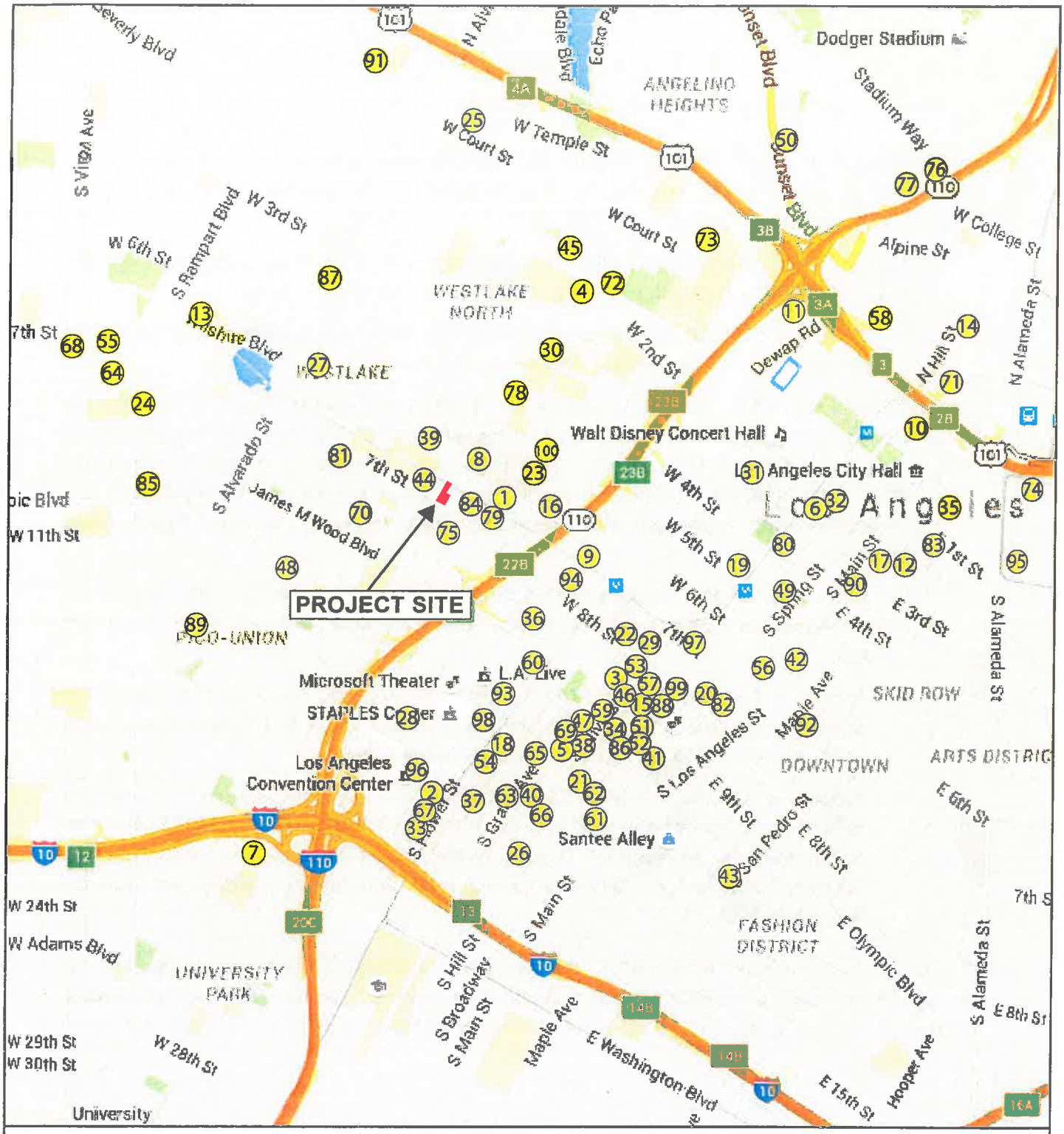
Project Number	Project Name	Location/Address	Project Description	Size	Units
			Restaurant	13,872	sf
20	--	737 S. Spring Street	Condominium Retail	320 18,500	du sf
21	11th and Hill Project	1115 S. Hill Street	Condominium Restaurant	172 6,850	du sf
22	8th / Hope / Grand Project	609 W. 8th Street	Condominium Hotel Retail Restaurant	225 200 30,000 32,000	du room sf sf
23	Bixel and Lucas Project	1102 W. 6th Street	Apartment Retail	648 39,996	du sf
24	--	820 S. Hoover Street	Condominium Retail	32 4,500	du sf
25	--	1924 W. Temple Street	High-Rise Condominium Condominium Apartment Retail	132 73 46 19,103	du du du sf
26	--	1340 S. Olive Street	Condominium	150	du
27	Westlake Theater Apartment Projects	619 S. Westlake Avenue	Apartment	52	du
28	Convention Center and Farmers Field Project	1110 W. 11th Street	Convention Center and Field	1,700,000	sf
29	--	710 S. Grand Avenue	Apartment Retail Restaurant	700 27,000 5,000	du sf sf
30	--	1435 W. 3rd Street	Apartment Retail	122 5,000	du sf
31	Grand Avenue Project	237 S. Grand Avenue	Condominium Apartment Retail General Office	1,648 412 449,000 681,000	du du sf sf
32	--	201 S. Broadway	Retail/Restaurant	27,765	sf
33	1500 S. Figueroa Mixed-Use Project	1500 S. Figueroa Street	Apartment Retail	190 10,922	du sf
34	Olympic and Hill Mixed-Use Project	301 W. Olympic Boulevard	Apartment Retail Restaurant	300 14,500 8,500	du sf sf
35	LA Civic Center Office Project	150 N. Los Angeles Street	Office Retail Child Care	712,500 35,000 2,500	sf sf sf
36	Metropolis Mixed-Use Project	899 S. Francisco Street	Office Hotel All-Suites Hotel Business Hotel Retail/Restaurant	495,164 900 388 388 50,866	sf room room room sf
37	Onyx Mixed-Use Project	1306 S. Hope Street	Apartment Retail	419 42,200	du sf
38	1001 Olive Street Project	1001 S. Olive Street	Apartment Restaurant	225 5,000	du sf
39	Valencia Mixed-Use Project	1501 W. Wilshire	Apartment	217	du

Project Number	Project Name	Location/Address	Project Description	Size	Units
		Boulevard	Retail Restaurant	2,400 4,450	sf sf
40	G12 Mixed-Use Project	1200 S. Grand Avenue	Apartment Retail	640 45,000	du sf
41	Olympic and Broadway Mixed-Use Project	928 S. Broadway	Apartment Live/Work Retail Commercial Live/Work	667 17 47,600 11,100	du du sf sf
42	LA Main Apartments Projects	534 S. Main Street	Apartment Retail Quality Restaurant Fast-Food Restaurant without Drive-Through	160 18,000 3,500 3,500	du sf sf sf
43	The City Market Mixed-Use Project	1057 S. San Pedro Street	Multi-Family Residential Hotel Office Retail Cinema	945 210 294,641 224,862 744	du room sf sf sf
44	--	1329 W. 7th Street	Apartment Retail	94 2,000	du sf
45	--	1552 W. Rockwood Street	High School	600	stu
46	--	840 S. Olive Street	Condominium Restaurant	303 9,680	du sf
47	--	1000 S. Grand Avenue	Apartment Restaurant	274 12,000	du sf
48	--	1700 W. Olympic Boulevard	Hotel	160	room
49	400 S. Broadway Mixed-Use Project	400 S. Broadway	Apartment Retail	450 7,500	du sf
50	--	1185 W. Sunset Boulevard	Apartment	210	du
51	Hill Street Mixed-Use Project	920 S. Hill Street	Apartment Retail	239 5,400	du sf
52	Broadway Mixed-Use Project	955 S. Broadway	Apartment Retail	201 6,000	du sf
53	--	801 S. Olive Street	Apartment Restaurant	331 10,000	du sf
54	Flower (1212) Mixed-Use Project	1212 W. Flower Street	Condominium Retail/Restaurant Office	730 10,500 70,465	du sf sf
55	--	2850 W. 7th Street	Apartment Restaurant	206 7,500	du sf
56	--	601 S. Main Street	Apartment Retail	452 25,000	du sf
57	--	820 S. Olive Street	Apartment Retail	589 4,500	du sf
58	--	700 W. Cesar Chavez Avenue	Apartment Retail	300 8,000	du sf
59	Olympic and Olive Mixed-	960 S. Olive Street	Apartment	263	du

Project Number	Project Name	Location/Address	Project Description	Size	Units
	Use Project		Restaurant	14,500	sf
60	Variety Arts Mixed-Use Project	940 S. Figueroa Street	Theater Office Restaurant Bar	1,942 3,295 10,056 5,119	seat sf sf sf
61	--	1148 S. Broadway	Apartment Retail	94 2,500	du sf
62	Harold Examiner Mixed-Use Project	1111 S. Broadway	Apartment Office Retail	391 39,725 49,000	du sf sf
63	--	1247 S. Grand Avenue	Apartment Retail	118 5,125	du sf
64	Equitas Charter School Project	2723 W. 8th Street	K-8 School	450	stu
65	DTLA South Park Project Site 1	1120 S. Grand Avenue	High-Rise Apartment Hotel Retail	461 300 8,700	du room sf
66	DTLA South Park Project Site 4	1230 S. Olive Street	Apartment Retail	362 4,000	du sf
67	1400 S. Figueroa Street Residential Project	1400 S. Figueroa Street	Apartment Retail/Restaurant	106 4,834	du sf
68	--	2929 W. Leeward Avenue	Condominium	80	du
69	--	1036 S. Grand Avenue	Restaurant	7,149	sf
70	Legal Aid Foundation of Los Angeles Project	400 S. Broadway	Office	34,000	sf
71	La Plaza Cultura Village Project	527 N. Spring Street	Apartment Retail Specialty Retail Restaurant	345 23,000 21,000 11,000	du sf sf sf
72	--	1335 W. 1st Street	Apartment Retail	101 3,514	du sf
73	--	401 N. Boylston Street	Apartment	101	du
74	--	454 E. Commercial Street	Bus Facility	2	acre
75	--	742 S. Hartford Avenue	Condominium	58	du
76	--	959 E. Stadium Way	Apartment	158	du
77	Kaiser Victor Heights Medical Office Project	765 W. College Street	Medical Office	100,000	sf
78	--	459 S. Hartford Avenue	Apartment	94	du
79	--	1145 W. 7th Street	Condominium Apartment Retail	126 100 7,200	du du sf
80	--	340 S. Hill Street	Apartment Retail	428 6,700	du sf
81	--	1728 W. 7th Street	Restaurant Bar	9,600 3,500	sf sf
82	--	732 S. Spring Street	Apartment Pharmacy/Drug Store	400 15,000	du sf
83	--	118 Astronaut E. S.	Apartment	77	du

Project Number	Project Name	Location/Address	Project Description	Size	Units
		Onizuka Street			
84	--	1218 W. Ingraham Street	Apartment	90	du
85	--	1011 S. Park View Street	Apartment	108	du
86	--	940 S. Hill Street	Apartment Retail	240 14,000	du sf
87	--	422 S. Lake Street	Apartment	80	du
88	Alexan South Broadway Project	850 S. Hill Street	Apartment Retail Restaurant	300 3,500 3,500	du sf sf
89	--	1929 W. Pico Boulevard	Charter School	480	stu
90	Medallion Phase 2 Project	300 S. Main Street	Apartment Retail High-Turnover Restaurant	471 5,190 27,780	du sf sf
91	--	2335 W. Temple Street	Apartment	71	du
92	Clinic at 7th and Wall Project	649 S. Wall Street	Assisted Living Medical Office	55 55	bed emp
93	Shenzhen Hazens Mixed-Use Project	1020 S. Flower Street	High-Rise Condominium Retail Hotel	650 80,000 250	du sf room
94	Citi Corp Plaza Phase III Project	755 S. Figueroa Street	General Office	792,000	sf
95	Metro Regional Connector Transit Project	Downtown Los Angeles	--	--	--
96	Figueroa Streetscape Project	Figueroa Street	--	--	--
97	L.A. Streetcar Project	Downtown Los Angeles	--	--	--
98	Fig Central Project	1101 S. Flower Street	High-Rise Condominium Retail Restaurant Health Club Bar/Nightclub Hotel	504 120,583 40,000 4,062 14,409 183	du sf sf sf sf room
99	Broadway Trade Center	801 S. Broadway	General Office Retail Restaurant Hotel	500,000 200,000 21,000 200	sf sf sf room
100	Sapphire Project	1111 W. 6th Street	Apartment Retail	369 20,843	du sf

Notes:
du = dwelling unit, sf = square feet, emp = employee, stu = student
Source: Los Angeles Department of Transportation, City of Los Angeles, Department of City Planning, Parker Environmental Consultants, 2015.



LEGEND

- Project Site
- (#) Related Project

NORTH

Source: City of Los Angeles, Department of Transportation, December 2015; Parker Environmental Consultants, 2015.

PARKER ENVIRONMENTAL CONSULTANTS

Figure II-18
Related Projects Location Map

II. PROJECT DESCRIPTION
C. ENTITLEMENT REQUESTS

7th & Witmer, L.P., ("the Applicant") requests the following discretionary approvals to allow for the construction of a mixed-use project consisting of 76 residential units located above approximately 6,035 square feet of neighborhood serving commercial uses.

1) Pursuant to **L.A.M.C. Section 11.5.7.C** and **Section 17.A.2 of the Central City West Specific Plan ("CCWSP"),** the Applicant requests Project Permit Compliance review.

   a. Pursuant to **CCWSP Section 3D**, this Specific Plan shall serve as a substitute ordinance and process for the requirements of LAMC 16.05 and 12.24.U.14.

2) Pursuant to **L.A.M.C. Section 12.22.A.25**, the Applicant proposes to set aside 100% of the base density as "very low" income restricted affordable housing. The Applicant seeks a Density Bonus of up to 35% and to provide parking consistent with **L.A.M.C. Section 12.22.A.25(d)(2)(i)(b)** to allow 0.25 parking spaces for each Restricted Affordable Unit in a Residential Hotel. Additionally, the Applicant requests the following "On-Menu" Density Bonus Incentives:

   a. Pursuant to **L.A.M.C. Section 12.22.A.25(f)(1)**, the Applicant requests a 20% reduction in the western side yard as required by LAMC Section 12.11.C.2., to permit 7.2 feet in lieu of 9 feet.

   b. Pursuant to **L.A.M.C. Section 12.22.A.25(f)(1)**, the Applicant requests a 20% reduction in the eastern side yard of the portion of the project located within the R5 zone, as required by LAMC Section 12.11.C.2., to permit 7.2 feet in lieu of 9 feet.

   c. Pursuant to **L.A.M.C. Section 12.22.A.25(f)(8)**, the Applicant requests to average or reallocate the permitted density and parking within the (CW)C2-U/3 and (CW)R5-U/6 zones, which would be occupied by a single integrated building combining access, parking, residential uses, and neighborhood serving retail straddling two zoning and land use designations.

Pursuant to various section of the LAMC, the Applicant would request administrative approvals and permits for the Building and Safety Department and other municipal agencies for project construction actions, including but not limited to the following: demolition, foundation, building, and tenant improvements.

III. ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines, C.C.R. Title 14, Chapter 3, 15000-15387). The analytical methodology and thresholds of significance are based on the *L.A. CEQA Thresholds Guide (2006)* unless otherwise noted.

As discussed in Section II, Project Description, the Proposed Project includes up to 76 dwelling units (28 studio units and 48 one-bedroom units) and a maximum of 6,035 square feet of commercial floor area. The intent of the Project is to comply with the LAMC with respect to vehicle and bicycle parking, on-site open space, landscaping (trees), and all applicable school and recreation fees associated with residential units. To the extent the number of dwelling units is reduced, the corresponding metrics for these issues would change respective to the code requirements.

ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

Senate Bill 743 - Environmental Quality: Transit Oriented Infill Projects

In 2013, the State of California enacted Senate Bill 743 (SB 743),[1] which provides that "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 significant impacts on the environment." Public Resources Code Section 21099 defines a "transit priority area" as an area within one-half mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "Major Transit Stop" as "a site containing an existing 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 morning and afternoon peak commute periods." Public Resources Code Section 21061.3 defines an "Infill Site" as a lot located within an urban area that has been previously developed, or on 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. This state law supersedes the aesthetic impact thresholds of significance that were previously adopted in the L.A. CEQA Thresholds Guide (2006).

[1] *SB 743 is codified as Public Resources Code Section 21099.*

The Project Site is an infill site within a Transit Priority Area as defined by CEQA. It is located within ½ mile of an existing rail transit station, the 7th Street/Metro Center Station. The Project Site is also located within ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The Furthermore, the City of Los Angeles identifies the Project Site as being within a transit priority area per the Department of City Planning's Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA.[2] Accordingly, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. While Section 21090 prohibits aesthetic impacts from being considered significant environmental impacts pursuant to CEQA, it does not affect the ability of the City of Los Angeles to implement design review through its ordinances or other discretionary powers.

The following discussion is therefore provided for informational purposes only.

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

No Impact. Where Public Resources Code Section 21099 is not applicable, the City's CEQA thresholds provide that a significant impact may occur if the Proposed Project includes a proposal to develop or allow development in an existing natural open space area, has the potential to introduce features that would block or detract from the existing valued aesthetic quality of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). The Project Site is currently developed with a one-story commercial building and surface parking lot. The parking lots are completely enclosed with metal fences around the perimeter of the Project Site and sliding gates at the driveways to limit access during non-operational hours. There is no significant vegetation on the Project Site.

While the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099, the Proposed Project would not block or detract from the existing valued aesthetic quality of a scenic vista. The Proposed Project would redevelop an infill site with a mixed-use building that would be visually consistent with the surrounding neighborhood. The design and construction of the Proposed Project would be consistent with the LAMC policies and City design guidelines that apply to the Project Site. Further, the Project Site is not located within or along a designated scenic corridor and no scenic views exist from or through the Project Site. Therefore, development of the Proposed Project would not have an impact on a scenic vista and no impact would occur.

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[2] *City of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA, website: http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf, accessed March 1, 2016.*

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

Less Than Significant Impact. Where Public Resources Code Section 21099 is not applicable, the City's CEQA thresholds provide that a significant impact may occur if scenic resources would be damaged and/or removed by development of a project. The Project Site is currently developed with a one-story commercial building and a surface parking lot. The existing building is not listed on the National Register, California Register, or local listing. The Project Site does not contain any historic structures or scenic resources. Therefore, development of the Project would not negatively affect the physical integrity of any historical resource. Further, there is no vegetation or unique geologic features on-site. The Project Site is not bordered by or within the viewshed of any designated scenic highway as identified in the Mobility Element of the City of Los Angeles General Plan.[3] Therefore, the Proposed Project would have a less than significant impact to scenic resources, historical structures, and scenic highways.

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

Less Than Significant Impact. Notwithstanding Public Resources Code Section 21099, the City's CEQA thresholds provide that a significant impact may occur if the Project were to introduce features that would detract from the existing valued aesthetic quality of a neighborhood, community, or localized area by conflicting with important aesthetic elements or the quality of the area (such as theme, style, setbacks, density, massing, etc.) or by being inconsistent with applicable design guidelines. The Proposed Project would be required to comply with all applicable building code requirements, which are listed below. Thus, with adherence to the following regulatory code compliance measures, impacts related to the general aesthetic appearance, upkeep, and character of the Project Site would be less than significant.

Regulatory Compliance Measure RC-AES-1 (Vandalism): Compliance with provisions of the Los Angeles Building Code. The project shall comply with all applicable building code requirements, including the following:

- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

Regulatory Compliance Measure RC-AES-2 (Signage): Compliance with provisions of the Los Angeles Building Code. The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.

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[3] *Mobility Element of the General Plan, Appendix B, Inventory of Designated Scenic Highways, May 2015.*

Regulatory Compliance Measure RC-AES-3 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code. The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:

- The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
- Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

Building Heights and Massing

The Central City West Specific Plan and the Westlake Community Plan guide the development on the Project Site. The Proposed Project would consist of a 6-story mixed-use building with commercial and retail land uses. The proposed building would reach a maximum of approximately 64 feet above grade. The Applicant requests on-menu density bonus incentives to reduce building setbacks and to average permitted density and floor area across the Project Site (Refer to the Project's entitlement requests located in Section II. Project Description). The Proposed Project would result in an increase in building density, scale and massing, and building height as compared to the existing building on the Project Site. The Project's mixed-use nature, design, and architectural details would make the proposed building visually compatible with the immediate neighborhood. A less than significant impact would occur.

Shade/Shadow

Notwithstanding Public Resources Code Section 210999, which exempts aesthetics impacts of an infill project from being considered significant impacts, building shadow is a general condition of the urbanized environment, and is considered an aesthetic issue by the City of Los Angeles, which has established shadow impact standards. In accordance with the *L.A. CEQA Thresholds Guide*, "facilities and operations sensitive to the effects of shading include: routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors." These land uses are termed "shadow-sensitive" because sunlight is important to function, physical comfort of commerce. Pursuant to the *L.A. CEQA Thresholds Guide*, a shading impact would normally be considered significant if the Proposed Project's structures cast shadows on a shadow sensitive land use for more than three hours each day between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time between late October and early April, or for more than four hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time between early April and late October. Furthermore, the Central City West Specific Plan, Section 8.A.5 states that buildings or structures located on a lot in the R5(CW), RC5(CW), C2(CW), C4(CW) or CM(CW) Land Use Category shall not cast shadows on a lot located in the R3 or R4 Zone or the R4(CW) or RC4(CW) Land Use Category for more than two hours each day between the hours of 9:00 a.m. and 3:00 p.m. on the Winter Solstice and 9:00

a.m. and 5:00 p.m. on the Summer Solstice.

The Project Site is surrounded by multi-family residential land uses to the north and west, hotel and mixed-use residential buildings to the south, and office and multi-family residential buildings to the east. The surrounding residential, hotel, and commercial land uses range from mid-rise to high-rise buildings. None of the surrounding residential buildings that would be shaded by the Proposed Project have any shadow-sensitive features such as solar panels, outdoor courtyards, pool areas or south facing balconies. Therefore, the Project's shade and shadow impacts would not impact any shadow sensitive land uses.

Specific Plan Section 8A states that buildings on the Project Site should not exceed 1,168 feet above the mean sea level (MSL), and a licensed survey establishing the MSL elevation is required. An ALTA Survey for the Proposed Project finds that the Project Site ranges between 302 feet (south) to 309 feet MSL (north) on an approximate 7-foot slope.[4] The Proposed Project proposes a six-story building that is approximately 64 feet above grade. The proposed building height would result in a maximum height of approximately 373 feet above MSL, which is well below the established height criteria. As such, the Project is consistent with the height specifications of the Specific Plan and would result in a less than significant shade and shadow impact.

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

Less Than Significant Impact. Where Public Resources Code Section 21099 is not applicable, the City's CEQA thresholds provide that a significant impact may occur if the project introduces new sources of light or glare on or from the project site which would be incompatible with the areas surrounding the Project Site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the Proposed Project results in a significant nighttime illumination impact shall be made considering the following factors: (a) the change in ambient illumination levels as a result of proposed project sources; and (b) the extent to which proposed project lighting would spill off the project site and affect adjacent light-sensitive areas.

Light

Lighting for the Proposed Project would be provided in order to illuminate the building entrances, common open space areas and parking areas, largely to provide adequate night visibility for residents and visitors and to provide a measure of security. All outdoor lighting would be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way. A moderate degree of illumination already exists in the Project vicinity in the form of streetlights, building lighting, and car headlights along 7th Street, Witmer Street, and Ingraham Street. The Proposed Project would not generate a substantial increase in ambient lighting as the majority of lighting would be

[4] *PSOMAS, ALTA/ACSM Land Title Survey, 1301 West 7th Street, March 26, 2014. (See Appendix F)*

directed towards the interior of the Project Site and away from any nearby land uses. Access to the Project Site would be via an ingress/egress driveway along Ingraham Street, north of the Project Site. The Proposed Project would not introduce any new sources of substantial light that are incompatible with the surrounding areas. Therefore, the Proposed Project's impacts would be less than significant.

Glare

Potential reflective surfaces in the Project vicinity include automobiles traveling and parked on streets, exterior building windows, and surfaces of brightly painted buildings. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. The Proposed Project's architectural materials and landscaping would prevent unnecessary glare. The landscaped courtyards and green areas would serve to reduce heat gain and reflective glare potential. The Proposed Project is located in a highly urbanized and developed area, and would not introduce any new substantial sources of glare that are incompatible with the surrounding areas. Therefore, the Proposed Project's impacts with respect to light and glare would be less than significant.

Cumulative Impacts

Less Than Significant Impact. The application of Public Resources Code Section 21099 provides that the aesthetic impacts of a mixed-use project, such as the Project, upon an infill site within a transit priority area shall not be considered significant impacts on the environment. Development of the Proposed Project in conjunction with the 100 related infill projects would result in an intensification of existing prevailing land uses in the transit priority area within the Westlake Community within the City of Los Angeles. Development of the related projects is expected to occur in accordance with adopted plans and regulations. With respect to the overall visual quality of the surrounding neighborhood, each of the related projects would be subject to site plan review by the Los Angeles Department of City Planning for review and approval. The site plan review process would ensure each project is designed and constructed in a manner that is consistent with and compatible with the existing urban form and character of the surrounding environment. Therefore, cumulative aesthetic impacts would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

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

No Impact. The Project Site is located in a highly developed area of Los Angeles. No farmland or agricultural activity exists on the Project Site, nor are there any farmland or agricultural activities in the vicinity of the Project Site. According to the "Los Angeles County Important Farmland 2012" map, which was prepared by the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site are not candidate for listing as Prime Farmland, Unique Farmland,

or Farmland of Statewide Importance.[5] Therefore, under current analysis, no impact to agricultural lands would occur.

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

No Impact. The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the Los Angeles Municipal Code (LAMC). The Project Site is currently zoned (CW)C2-U/3 and (CW)R5-U/6 with the General Plan land use designations of Community Commercial and High Density Residential in the Central City West Specific Plan within the Westlake Community Plan. The Project Site is not zoned for agricultural production, and no farmland activities exist on-site. In addition, no Williamson Act Contracts are in effect for the Project Site.[6] Therefore, no impact would occur.

c) Would the project 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))?

No Impact. The Project Site is zoned (CW)C2-U/3 and (CW)R5-U/6, which have General Plan land use designations of Community Commercial and High Density Residential in the Central City West Specific Plan within the Westlake Community Plan. The Project Site is not zoned as forestland or timberland, and there is no timberland production at the Site. Therefore, no impact would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site is fully developed and currently contains a one-story commercial development and a surface parking lot. The Project Site is located in a highly developed area of the Westlake Community. There is no vegetation on-site. No forested lands or protected vegetation exist on or in the vicinity of the Project Site. Therefore, no impact would occur.

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

No Impact. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses. As discussed above, the Project Site is not classified in any "Farmland" category designated

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5 *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2012, Map, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/los12.pdf, accessed December 2015.*

6 *California Department of Conservation, State of California Williamson Act Contract Land Map 2014, website: http://www.conservation.ca.gov/dlrp/lca, accessed December 2015.*

by the State of California. According to the "Los Angeles County Important Farmland 2012" map, which was prepared by the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site is not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[7] Therefore, no impact would occur.

Cumulative Impacts

No Impact. Development of the Proposed Project in combination with the 100 related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of any forest land or conversion of forest land to non-forest use. The Los Angeles County Important Farmland 2012 Map maintained by the California Division of Land Resource Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category.[8] The Project Site is located in an urbanized area in the Westlake Community within the City of Los Angeles and does not include any State-designated agricultural lands or forest uses. Therefore, no cumulative impact would occur.

III. AIR QUALITY

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

Less Than Significant Impact. A significant air quality impact could occur if the Proposed Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The most recent AQMP was adopted by the Governing Board of the South Coast Air Quality Management District (SCAQMD) on December 7, 2012 ("Final 2012 AQMP"). The transportation strategy and transportation control measures (TCMs), included as part of the 2012 AQMP and SIP for the South Coast Air Basin, are based on SCAG's adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2011 Federal Transportation Improvement Program (FTIP). For purposes of assessing a project's consistency with the AQMP, Projects that are consistent with the growth forecast projections of employment and population forecasts identified in the 2012-2035 RTP/SCS are considered consistent with the AQMP, since the growth projections contained in the 2012-2035 RTP/SCS form the basis of the land use and transportation control portions of the AQMP.

As discussed in Question XII(a), the Proposed Project is consistent with the regional growth projections for the Los Angeles Subregion and is consistent with the smart growth policies of the 2012-2035 RTP/SCS to increase housing density within close proximity to High-Quality Transit Areas (HQTA). An

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[7] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2012, Map. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/los12.pdf, accessed December 2015.*

[8] *Ibid.*

HQTA is defined as a generally walkable transit village or corridor within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The Proposed Project would concentrate new development and jobs within a half of a mile (walking distance) from the 7th Street / Metro Center Station and is served by several Metro bus lines. The City of Los Angeles identifies the Project Site as being within a transit priority area per the Department of City Planning's Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA. Thus the Project's location provides opportunities for employees, guests, visitors, and residents to use public transit to reduce vehicle trips. The Project Site is also located in a Transit Priority Area as defined by CEQA Sections 21099 and 21064.3. Studies by the California Department of Transportation, the U.S. Environmental Protection Agency and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's mixed-use nature and close proximity to neighborhood-serving commercial/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone land uses that are not located in close proximity to transit. Thus, because the Proposed Project would be consistent with the growth projections and regional land use planning policies of the 2012-2035 RTP/SCS, the Project would not conflict with or obstruct implementation of the 2012 AQMP and project impacts would be less than significant.

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

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation.

Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 18 months with buildout anticipated in 2018. This assumption is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in four main steps: (1) demolition/site clearing, (2) grading and foundations, (3) building construction, and (4) architectural coatings. The building construction phase includes the construction of the proposed building, connection of utilities to the building, architectural coatings, and landscaping the Project Site. Construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving foundation preparation would primarily generate $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

The Proposed Project's construction emissions were quantified utilizing the California Emissions Estimator Model (CalEEMod *Version 2013.2.2*) as recommended by the SCAQMD. Table III-1, Estimated Peak Daily Construction Emissions, identifies the maximum daily emissions that are estimated to occur on peak construction days for each phase of project construction. These calculations assume that

Table III-1
Estimated Peak Daily Construction Emissions

Emission Source	ROG	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
Demolition						
On-Site Fugitive Dust	--	--	--	--	0.31	0.05
On-Site Off-Road (Diesel Equipment)	1.31	11.24	8.70	0.01	1.12	0.81
Off Site (Hauling, Vendor, Worker)	0.07	0.47	0.92	<0.01	0.14	0.04
Total Emissions	***1.38***	***11.71***	***9.62***	***0.01***	***1.57***	***0.90***
SCAQMD Thresholds	**100**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Site Clearing						
On-Site Fugitive Dust	--	--	--	--	0.04	<0.01
On-Site Off-Road (Diesel Equipment)	1.36	13.64	7.34	<0.01	0.87	0.77
Off Site (Hauling, Vendor, Worker)	0.07	0.79	0.89	<0.01	0.11	0.04
Total Emissions	***1.43***	***14.43***	***8.23***	***<0.01***	***1.02***	***0.81***
SCAQMD Thresholds	**100**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Grading						
On-Site Fugitive Dust	--	--	--	--	0.78	0.42
On-Site Off-Road (Diesel Equipment)	1.31	11.24	8.70	0.01	0.80	0.77
Off Site (Hauling, Vendor, Worker)	0.08	0.70	1.09	<0.01	0.16	0.05
Total Emissions	***1.39***	***11.94***	***9.79***	***0.01***	***1.74***	***1.24***
SCAQMD Thresholds	**100**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Building Construction Phase						
On-Site Off-Road Diesel Equipment	1.38	13.71	8.21	0.01	0.94	0.86
Off Site (Hauling, Vendor, Worker)	0.36	1.33	5.02	0.01	0.78	0.22
Total Emissions	***1.74***	***15.04***	***13.23***	***0.02***	***1.72***	***1.08***
SCAQMD Thresholds	**100**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Architectural Coating						
On-Site Architectural Coating	11.23	--	--	--	--	--
On-Site Off-Road Diesel Equipment	0.33	2.19	1.87	<0.01	0.17	0.17
Off-Site Hauling/Vendor/Worker Trips	0.05	0.06	0.65	<0.01	0.14	0.04
Total Emissions	***11.61***	***2.25***	***2.52***	***<0.01***	***0.31***	***0.21***
SCAQMD Thresholds	**100**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.
Calculation sheets are provided in Appendix A to this IS/MND.

appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required and regulated by SCAQMD. For purposes of this analysis, the following regulatory compliance measures have been identified as being applicable to the Proposed Project's construction activities:

- **Regulatory Compliance Measure RC-AQ-1** (Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
  a) All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
  b) The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
  c) All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
  d) All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
  e) All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
  f) General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
  g) Trucks having no current hauling activity shall not idle but be turned off.

- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

As shown in Table III-1, above, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, construction impacts are considered to be less than significant.

Operational Emissions

Air pollutant emissions are currently generated at the Project Site by the existing commercial building. These uses generate air pollutant emissions from stationary sources, such as space and water heating, architectural coatings (paint), and mobile vehicle traffic traveling to and from the Project Site. The average daily emissions generated by the existing uses at the Project Site have been estimated utilizing the California Emissions Estimator Model (CalEEMod *Version 2013.2.2*) recommended by the SCAQMD. As shown in Table III-2, motor vehicles are the primary source of air pollutant emissions associated with existing uses at the Project Site.

Table III-2
Existing Daily Operational Emissions from the Project Site

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Mobile (Vehicles)	4.04	7.05	31.73	0.05	3.61	1.03
Energy (Natural Gas)	<0.01	0.04	0.04	<0.01	<0.01	<0.01
Area Source	0.19	<0.01	<0.01	0.00	0.00	0.00
Total Emissions	***4.23***	***7.09***	***31.77***	***0.05***	***3.61***	***1.03***
Wintertime (Non-Smog Season) Emissions						
Mobile (Vehicles)	4.26	7.37	33.28	0.05	3.61	1.03
Energy (Natural Gas)	<0.01	0.04	0.04	<0.01	<0.01	<0.01
Area Source	0.19	<0.01	<0.01	0.00	0.00	0.00
Total Emissions	***4.45***	***7.41***	***33.32***	***0.05***	***3.61***	***1.03***

Note: Calculation worksheets are provided in Appendix A to this IS/MND.
Source: Parker Environmental Consultants, 2015.

Similar to existing conditions, operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the Proposed Project. Area source emissions would be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site.

The Proposed Project's regional operational emissions are presented in Table III-3, Proposed Project Estimated Daily Operational Emissions. As shown, the Proposed Project's net operational emissions would not exceed the regional thresholds of significance set by the SCAQMD. ROG and NO_x emissions would decrease with the development of the Proposed Project compared to existing conditions. The Proposed Project's operational activities would slightly increase emissions for CO, SO_x, PM_{10}, and $PM_{2.5}$ compared to the current emissions generated from the Project Site. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

Table III-3
Proposed Project Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Mobile (Vehicle) Sources	2.53	6.79	27.79	0.08	5.13	1.44
Energy (Natural Gas)	0.02	0.13	0.06	<0.01	0.01	0.01
Area Source	1.54	0.07	6.32	<0.01	0.03	0.03
Total Project Emissions	***4.09***	***6.99***	***34.17***	***0.08***	***5.17***	***1.48***
Less Existing Project Site Emissions	*4.23*	*7.09*	*31.77*	*0.05*	*3.61*	*1.03*
NET Project Emissions	**-0.14**	**-0.1**	**2.40**	**0.03**	**1.56**	**0.45**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Wintertime (Non-Smog Season) Emissions						
Mobile (Vehicle) Sources	2.61	7.13	27.57	0.07	5.13	1.44
Energy (Natural Gas)	0.02	0.13	0.06	<0.01	0.01	0.01
Area Source	1.54	0.07	6.32	<0.01	0.03	0.03
Total Project Emissions	***4.17***	***7.33***	***33.95***	***0.07***	***5.17***	***1.48***
Less Existing Project Site Emissions	*4.45*	*7.41*	*33.32*	*0.05*	*3.61*	*1.03*
NET Project Emissions	**-0.28**	**-0.08**	**0.63**	**0.02**	**1.56**	**0.45**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Calculation worksheets are provided in Appendix A to this IS/MND.
Source: Parker Environmental Consultants, 2015.

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

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project adds a considerable cumulative contribution to federal or State non-attainment pollutants. As the Basin is currently in State non-attainment for ozone, PM_{10}, and $PM_{2.5}$, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. In regards to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would

not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment.

As discussed under Question III(b) above, the Proposed Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. Therefore, the Proposed Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in non-attainment, and impacts would be less than significant.

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

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact could occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. 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.[9] The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project include multi-family residences and hotel uses. Given the proximity of these sensitive receptors to the Project Site, the LSTs with receptors located within 25 meters (82.02 feet) are used to address the potential localized air quality impacts associated with the construction-related NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions for each construction phase. Other sensitive land uses, such as the John H. Liechty Middle School, which is located approximately 500 feet to the west, would be impacted to a lesser degree than the receptors within the first 25 meters of the Project Site.

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD,[10] apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM_{10}, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each SRA. For PM_{10}, the LSTs were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For $PM_{2.5}$, the LSTs were derived based on a general ratio of $PM_{2.5}$ to PM_{10} for both fugitive dust and combustion emissions. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas,

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9 *South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, page 5-1.*

10 *South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*

reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

As shown in Table III-4, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for an approximate 1-acre site in SRA 1. Therefore, with implementation of the regulatory code compliance measures identified above, localized air quality impacts from construction activities on the off-site sensitive receptors would be less than significant.

Table III-4
Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Demolition	11.24	8.70	1.43	0.86
Site Clearing	13.64	7.34	0.91	0.77
Grading	11.24	8.70	1.58	1.19
Building Construction	13.71	8.21	0.94	0.86
Architectural Coatings	2.19	1.87	0.17	0.17
SCAQMD Localized Thresholds [c]	**74**	**680**	**5**	**3**
Potentially Significant Impact?	*No*	*No*	*No*	*No*

[a] *The localized thresholds for all phases are based on a receptor within a distance of 82 feet (25 meters) in SCAQMD's SRA 1 for a Project Site of 1 acre.*
[b] *The localized thresholds listed for NO_x takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the SCAQMD's "Final Localized Significance Threshold Methodology" guidance document. The analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.*
[c] *SCAQMD, Final LST Methodology Document, Appendix C – Mass Rate LST Look-Up Tables, October 21, 2009.*

Source: CalEEMod 2013.2.2, Calculation worksheets are provided in Appendix A to this IS/MND.

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) to any level below C, and for any intersection rated D or worse where the project would increase the V/C ratio by two percent or more. Based on a review of the Project's Traffic Study[11], the Proposed Project would not meet these criteria for any of the studied intersections and thus would not have the potential to cause or contribute to an exceedance of localized air quality standards. Therefore, impacts with respect to localized CO concentrations would be less than significant. Therefore,

[11] *Coco Traffic Planners, Inc., 1301-1307 West 7th Street Residential Hotel Development Project Traffic Generation Analysis – Los Angeles, California, November 13, 2015.*

no further analysis for CO hotspots is warranted and localized operational emissions would be less than significant.

Toxic Air Contaminants (TAC)

The Proposed Project consists of a mixed-use development containing apartments and ground-floor commercial retail uses and would not support any land uses or activities that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. As such no significant toxic airborne emissions would result from Proposed Project implementation. In addition, construction activities would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

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

Less Than Significant. A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the Proposed Project involves no elements related to these types of activities, no odors from these types of uses are anticipated. Garbage collection areas for the Project Site would have the potential to generate foul odors if the areas are located in close proximity to habitable areas. Good housekeeping practices would be sufficient to prevent nuisance odors. In addition, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's long-term operations phase. Therefore, the Project's odor impacts would be reduced to less than significant levels.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects in the Project Site vicinity would result in an increase in construction and operational emissions in the already urbanized area of the City of Los Angeles.

Cumulative development can affect implementation of the 2012 AQMP. The 2012 AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth considered to be consistent with the 2012 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2012 AQMP would not be obstructed by such growth and cumulative impacts would be less than significant. Since the Proposed Project is consistent with SCAG's growth projections, it would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, cumulative impacts related to conformance with the 2012 AQMP would be less than significant.

Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed in Question 3(c) above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Proposed Project would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

Based on mandatory compliance with SCAQMD Rules, construction activities and materials used in the construction of the Proposed Project and related projects would not combine to create objectionable construction odors. Thus, cumulative odor impacts would be less than significant.

IV. BIOLOGICAL RESOURCES

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

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is improved with a one-story commercial building and a surface parking lot. The Project Site does not contain any critical habitat or support any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Therefore, no impact would occur.

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

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected,

candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; (c) the alternation of an existing wetland habitat; or (d) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is occupied by a one-story commercial building and a surface parking lot. No riparian or other sensitive natural vegetation communities are located on or adjacent to the Project Site. Therefore, development of the Proposed Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities.

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

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat. The Project Site is entirely developed with impermeable surfaces and does not contain any wetlands or natural drainage channels. Therefore, the Project Site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act (see Section 4(b), above), and no impacts to riparian or wetland habitats would occur with implementation of the Proposed Project.

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

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally result in a significant impact on biological resources if it results in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project Site is located in a heavily urbanized area of the City of Los Angeles. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Project vicinity. Thus, the Proposed Project would not interfere with the movement of any residents or migratory fish or wildlife. Therefore no impact would occur.

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

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance, 177,404. As stated above the Project Site is improved with a commercial building and surface parking lot. There are no protected tree species located on the Project Site. Therefore, the Proposed Project would not have the potential to conflict with the City of Los Angeles Protected Tree Ordinance. However, it is anticipated that four street trees may be removed

during Project construction. One street tree is located east of the Project Site along Witmer Street, one street tree is located along 7th Street, south of the Project Site and two street trees are located along Ingraham Street, north of the Project Site. The Proposed Project is subject to the approval and tree replacement conditions set forth by the Board of Public Works, Urban Forestry Division. Further, the Proposed Project would be required to comply with the Federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, which prohibits take of all birds and their active nests including raptors and other migratory non-game birds. Further compliance with Mitigation Measures BIO-1 and BIO-2, below, would ensure that impacts upon the loss of street trees would be less than significant.

Mitigation Measures

Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas) BIO-1
The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
  a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
  b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
  c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
  d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

IV-70 Tree Removal (Non-Protected Trees) BIO-2 Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

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

No Impact. A significant impact would occur if the Proposed Project would be inconsistent with maps or policies in any conservation plans of the types cited. The Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, no impact would occur with the development of the Proposed Project.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project would have a less than significant impact upon biological resources with mitigation. Development of the Proposed Project in combination with the 100 related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS. No such habitat occurs in the vicinity of the Project Site or related projects due to the existing urban development. Development of any of the related projects would be subject to the City of Los Angeles Protected Tree Ordinance, Federal Migratory Bird Treaty Act, and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code. Thus, cumulative impacts to biological resources would be considered less than significant.

V. CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of an historic resource pursuant to CEQA § 15064.5?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the Proposed Project results in a substantial adverse change in the significance of a historic resource. Section 15064.5 of the State CEQA Guidelines defines a historical resource as: (1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain State guidelines; or (3) an object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.[12]

Section 15064.5(b)(2) of the CEQA Guidelines provides that "[t]he significance of an historical resource is materially impaired when a project:

> *(a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or*
>
> *(b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or*
>
> *(c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.*

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[12] *CEQA Guidelines, Section 15064.5(b)(1).*

The Project proposes to demolish the existing commercial brick building on-site and construct a 6-story mixed-use residential and commercial building. The building located at 1301 W. 7th Street is not listed on the National Register, California Register, or local listing.[13] Neither the Project Site nor the structure that occupies the Project Site is designated as a historic resource pursuant to CEQA. The demolition of the existing building would not alter a historical resource, and no impact would occur with respect to historic resources.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with the Proposed Project would disturb archaeological resources. No known archaeological sites are identified on the Project Site. There is no evidence that suggests any archaeological sites or archaeological resources exist on the Project Site.[14] The Project Site has been previously developed and is located in a highly urbanized area of the City of Los Angeles. Although the Project Site has been previously disturbed, the potential exists for the accidental discovery of archaeological materials during construction. However, the following Regulatory Compliance Measure would be implemented to ensure that if any archaeological resources are encountered during construction, impacts to such resources would remain less than significant.

> **Regulatory Compliance Measure RC-CR-1 (Archaeological):** If archaeological resources are discovered during site preparation, 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.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading activities associated with the Proposed Project were to disturb paleontological resources or geologic features which presently exist within the Project Site. The Project Site has been previously graded and is currently improved with a commercial building and surface parking lot. The Project Site and immediate surrounding areas do not contain any known vertebrate

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[13] *SurveyLA, Historic Resources Survey Report, Westlake Community Plan Area, April 2014.*

[14] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996.*

paleontological resources.[15] Although no paleontological resources are known to exist on-site, there is a potential for paleontological resources to exist at sub-surface levels on the Project Site, which may be uncovered during site preparation and grading activities for construction of the Proposed Project. Implementation of the following Regulatory Compliance Measure would ensure that if any such resources are found during construction of the Proposed Project, they would be handled according to the proper regulations and any potential impacts would be reduced to less than significant levels.

> **Regulatory Compliance Measure RC-CR-2 (Paleontological)**: If paleontological resources are discovered during site preparation, 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 California Public Resources Code Section 21083.2.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if grading activities associated with the Proposed Project would disturb previously interred human remains. No known human burials have been identified on the Project Site or its vicinity. However, it is possible that the discovery of unknown human remains could occur on the Project Site, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur. The following Regulatory Compliance Measure is required to reduce potential impacts related to the disturbance of unknown human remains to a less than significant level.

- **Regulatory Compliance Measure RC-CR-3 (Human Remains):** 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. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
    - Stop immediately and contact the County Coroner:
    - 1104 N. Mission Road
      Los Angeles, CA 90033

[15] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Vertebrate Paleontological Resources in the City of Los Angeles, September 1996.*

323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
- The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project, in combination with the other 100 related projects in the Project Site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. Each of the related projects would be subject to site plan review by the Los Angeles Department of City Planning for review and approval. Each project is also subject to CEQA review. The analysis of the Proposed Project's impacts to cultural resources concluded that the Proposed Project would have no significant impacts with respect to cultural resources following appropriate regulatory compliance measures. Therefore, the Proposed Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to cultural resources would be less than significant.

VI. GEOLOGY AND SOILS

The following section summarizes and incorporates the reference information from the Preliminary Soils Engineering Investigation, Proposed 4-story Residential Building Over Semi-Subterranean Garage, 1301-1307 W. 7th Street, Los Angeles, prepared by T.K. Engineering Corp., dated January 15, 2016 ("Geotechnical Report"). The Project Geotechnical Report is included as Appendix B.

T.K. Engineering Corp. conducted a field exploration on December 23, 2015 at the Project Site, which consisted of three test borings drilled to a depth of 30 to 35 feet below the existing ground surface. The native soils encountered in the test borings generally consist of silty clayey sand, and sandy silty clay occasionally with gravel underlain by bedrock. Fill soils were encountered in the test boring #1 and #3 to a depth of 1 to 3 feet below the existing surface. However, in view of the existing site conditions, the fill soils up to 5 feet or deeper should be anticipated within the Project Site. Information derived from the field exploration and laboratory tests indicated that the fill soils and upper native soils are relatively loose and soft. Groundwater was not encountered in any of the three test borings. More detailed descriptions of the earth materials encountered and the subsurface excavations may be obtained from the individual logs for each boring in the Geological Report, Appendix B.

a) Would the project 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.

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The Project Site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards.[16] The Project Site is located in the seismically active Southern California region, and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. The nearest fault to the Project Site is the Puente Hills Blind Thrust Fault, approximately 0.5 miles east of the Project Site. No active or potentially active faults with the possibility for surface fault rupture are known to pass directly beneath the Project Site. Therefore, the potential for surface rupture due to faulting occurring beneath the Project Site during the design life of the Proposed Project is considered low, and the potential for impacts associated with surface fault rupture would be considered less than significant.

The Project would adhere to current engineering standards, the seismic safety requirements set forth in the Earthquake Regulations of the 2014 City of Los Angeles Building Code (LABC), the Los Angeles Municipal Code (LAMC), and design recommendations set forth in the Geotechnical Report so that the proposed structures may withstand typical seismic ground shaking. In addition, geologic and geotechnical evaluations of the Proposed Project would follow the guidelines presented in CGS *Special Publication 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California,* which provides guidance for evaluation and mitigation of earthquake-related hazards (other than fault rupture). Thus, impacts related to strong seismic shaking would be reduced to less than significant levels. Potential impacts associated with seismic safety would be further reduced to less than significant levels with incorporation of the following regulatory compliance measure:

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

b) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California. The Project Site is located within a seismically active region, as is all of Southern California. The intensity of ground shaking depends upon the earthquake magnitude, the distance from the source, and the site response

[16] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), website: www.zimas.lacity.org, accessed December 2015.*

characteristics. The Project Site is not located within a seismic hazard zone for landsliding or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act and the Alquist-Priolo Act. The primary seismic hazard for this Project Site is the potential for strong ground motion from future earthquakes within the Los Angeles Basin. However, the potential for strong ground motion at the Project Site is not unusual for Southern California.

The Project Site is considered suitable for the construction of the Proposed Project provided that the recommendations included in the design and construction of the Proposed Project are to the satisfaction of the Department of Building and Safety. Sign off from the Department of Building and Safety would ensure that the Proposed Project meets the applicable performance measures, and impacts would be less than significant. Accordingly, regulatory compliance measure RC-GEO-1, above, would ensure impacts associated with seismic hazards are reduced to a less than significant level.

c) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a 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 cyclic loading conditions such as those induced by an earthquake. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

Based on the Seismic Hazards Map for the Hollywood 7½-Minute Quadrangle, the Project Site is not located within or partially within a potentially "Liquefiable" area.[17] Additionally, the Project Site is not located within an area identified as having a potential for liquefaction as identified in the City of Los Angeles Safety Element of the General Plan (1996). The historically highest groundwater level is at a depth of 50 to 60 feet below the ground surface.[18] The Project proposes a semi-subterranean floor level and the lowest point of the building and footings would be no more than 5 feet below the ground surface. The potential for liquefaction occurring at the Project Site is considered to be remote. Therefore, no impact would occur.

d) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

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

[18] *State of California, Department of Conservation, Division of Mines and Geology, Seismic Hazards Zone Report for the Hollywood 7.5-Minute Minute Quadrangle, Los Angeles County, California, 1998.*

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A project-related significant adverse effect may occur if a project is located in a hillside area with soil conditions that would suggest a high potential for sliding. The Project Site is not located within a City of Los Angeles Hillside Grading Area or Hillside Ordinance Area (City of Los Angeles, 2015). The City of Los Angeles Safety Element (1996) indicates the Project Site is not within an area identified as having a potential for slope instability. Additionally, the Project Site is not within an area identified as having a potential for seismic slope instability (CDMG, 1999).[19] There are no known landslides near the Project Site, nor is the Project Site in the path of any known or potential landslides. Therefore, the potential for slope stability hazards to adversely affect the Proposed Project is considered low. Therefore, the probability of landslides, including seismically induced landslides, is considered to be very low. A less than significant impact would occur.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have significant sedimentation or erosion impact if it would: (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site. Although development of the Proposed Project has the potential to result in the erosion of soils during site preparation and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed by the City of Los Angeles through grading and building permit regulations. Minor amounts of erosion and siltation could occur during grading. The potential for soil erosion during the ongoing operation of the Proposed Project is extremely low due to the fact that the Project Site would be mostly paved-over or built upon so little soil would be exposed. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. Additionally, implementation of Regulatory Compliance Measure RC-GEO-2, below, would further ensure a less-than-significant impact would occur with respect to erosion or loss of topsoil.

RC-GEO-2 Erosion/Grading/Short-Term Construction Impacts

- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:

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

- Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
- Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

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

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A significant impact may occur if the Proposed Project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. The potential for seismically induced settlement at the Project Site is considered small, and the geotechnical conditions are favorable for the Proposed Project provided that applicable regulatory compliance measures and recommendations from the Geotechnical Report are included in the design and construction of the Proposed Project are to the satisfaction of the Department of Building and Safety. The Project Site is not within a liquefaction zone and is not located in an area susceptible to liquefaction or collapse. Additionally, the Project Site is not located within an area that has a potential for slope instability. The Project would comply with the Los Angeles Building Code and in accordance with the conditions approved by the Department of Building and Safety. Therefore, no impact would occur.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A significant impact may occur if the Proposed Project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Based on the expansion test conducted by T.K. Engineering Corp., the expansion index of the on-site upper soil was 73 with a medium expansion potential. The Project Site is suitable for the proposed development provided that the recommendations on the Geotechnical Report are implemented during the construction. All grading activities would comply with the requirements and standards designed to limit potential impacts to acceptable levels under provision of the Department of Building and Safety. In addition, all on-site grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. With adherence to the City of Los Angeles Department of Building and Safety requirements and regulatory compliance measures, a less than significant impact would occur with respect to expansive soils.

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

No Impact. This question would apply to the Proposed Project only if it was located in an area not served by an existing sewer system. The Project Site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems neither are necessary, nor are they proposed. Thus, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Proposed Project and any of the 100 related projects. Similar to the Proposed Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Proposed Project's geology and soils impacts concluded that, through the implementation of the regulatory compliance measures recommended above, Proposed Project impacts would be reduced to less than significant levels. Therefore, the Proposed Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.

VII. GREENHOUSE GAS EMISSIONS

Greenhouse gas (GHG) emissions refer to a group of emissions that have the potential to trap heat in the atmosphere and consequently affect global climate conditions. Scientific studies have concluded that there is a direct link between increased emission of GHGs and long-term global temperature. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

Regulatory Setting

California Global Warming Solutions Act of 2006 (AB32)

The California Global Warming Solutions Act of 2006, widely known as AB 32, set a mandate for the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verification of statewide GHG emissions. The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020. In its Climate Change Scoping Plan (2008), ARB developed a California statewide GHG emission inventory for years 1990–2004 to support the effort of determining the 1990 level and 2020 near-term emissions limit. To determine the amount of GHG emission reductions needed to reduce to 1990 emissions, ARB then developed a forecast of 2020

emissions in a business-as-usual scenario (2020 BAU), which is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented.

In May 2014, CARB published the First Update to the Climate Change Scoping Plan, where it revised the previously adopted 1990 GHG emissions level from 427 $MMTCO_2e$ to 431 $MMTCO_2e$ based on the scientifically updated global warming potential (GWP) values in the Intergovernmental Panel on Climate Change's (IPCC's) Fourth Assessment Report.[20] The total future emissions forecasted in the 2020 BAU scenario were also updated from the previously adopted estimate of 596 $MMTCO_2e$ to 509 $MMTCO_2e$. The updated 2020 BAU scenario includes reductions anticipated from the implementation of several policies aimed at reducing the statewide greenhouse gas emissions inventory which are now adopted into law (i.e., California's Low Carbon Fuel Standard, Pavley I and the Renewable Electricity Standard). As shown in Table III-5, below, the State anticipates it will meet its 2020 GHG emissions limit of 431 $MMTCO_2e$ through reductions in energy, transportation, waste and high-GWP sectors. The Cap-and-Trade Regulation provides a firm cap, ensuring that the 2020 statewide emission limit will not be exceeded. Thus, the estimated emission reductions attributed to the Cap-and-Trade Program depend on the emissions forecast. For example, if the emissions forecast increases, the reductions associated with the Cap-and- Trade Program will increase.

Table III-5
Climate Change Scoping Plan 2020 Emissions Target

Category	2020 CO_2e Emissions ($MMTOC_2e$) [a]
AB 32 Baseline 2020 Forecast Emissions (2020 BAU)	509
Expected Reductions from Sector-Based Measures	
Energy	25
Transportation	23
High-GWP	5
Waste	2
Cap and Trade Reductions	23 [b]
2020 Limit	431

[a] Based on AR4 GWP values.
[b] Cap and Trade emissions reductions depend on the emission forecast.
Source: CARB, First Update to the Climate Change Scoping Plan, May 2014.

While the Scoping Plan does not provide any specific mandates or policies that directly applies to CEQA Projects, statewide reductions in GHG emissions from construction is being accomplished through

[20] *The IPCC is the leading international body for the scientific assessment of climate change established in 1988 under the auspices of the United Nations.*

continuous updates to the California Green Building Standards (CALGreen) Code and other State-mandated laws and regulations. Originally adopted in 2008, the CALGreen Code included all voluntary standards that went beyond the basic building code requirements and introduced new standards for reducing water use, provisions for reducing and recycling construction and demolition waste, criteria for site development to locate buildings near public transit, and measures for improving indoor air quality to protect the health of building occupants. In 2010, the CALGreen Code became mandatory on a statewide basis. Effective January 2014, the scope of the CALGreen Code was expanded to all residential buildings, including high-rise residential, as well as to additions or alterations with increases in conditioned space.

Sustainable Communities and Climate Protection Act (SB 375)

California's Sustainable Communities and Climate Protection Act, also referred to as Senate Bill (SB) 375, became effective January 1, 2009. The goal of SB 375 is to help achieve AB 32's GHG emissions reduction goals by aligning the planning processes for regional transportation, housing, and land use. SB 375 requires CARB to develop regional reduction targets for GHGs, and prompts the creation of regional plans to reduce emissions from vehicle use throughout the State. California's 18 Metropolitan Planning Organizations (MPOs) have been tasked with creating Sustainable Community Strategies (SCS) in an effort to reduce the region's vehicle miles traveled (VMT) in order to help meet AB 32 targets through integrated transportation, land use, housing and environmental planning. Pursuant to SB 375, CARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the State's 18 MPOs. On September 23, 2010, CARB issued a regional eight (8) percent per capita reduction target for the planning year 2020, and a conditional target of 13 percent for 2035.

With respect to motor vehicles, page 48 of the 2008 Scoping Plan states that local governments will play a significant role in the regional planning process to reach passenger vehicle greenhouse gas emissions reduction targets. Local governments have the ability to directly influence both the siting and design of developments in a way that reduces greenhouse gases associated with vehicle travel, as well as energy, water, and waste. A partnership of local and regional agencies is needed to create a sustainable vision for the future that accommodates population growth in a carbon efficient way while meeting housing needs and other planning goals. Integration of the sustainable communities' strategies or alternative planning strategies with local general plans will be key to the achievement of these goals. State, regional, and local agencies must work together to prioritize and create the supporting policies, programs, incentives, guidance, and funding to assist local actions to help ensure regional targets are met. Enhanced public transit service combined with incentives for land use development that provides a better market for public transit will play an important role in helping to reach regional targets. Thus, based on the above targets noted in the Scoping Plan, a new development Project that can demonstrate it directly influences both the siting and design of new developments in a way that reduces greenhouse gases associated with vehicle travel would be considered consistent with statewide GHG-reduction goals and policies, including AB 32, and would not make a cumulatively considerable contribution to global warming.

2012–2035 RTP/SCS

On April 4, 2012, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future (2012–2035 RTP/SCS). Within the RTP, the SCS demonstrates the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB. The SCS sets forth a regional plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. Finally, the 2012–2035 RTP/SCS fully integrates the two subregional SCSs prepared by the Gateway Cities and Orange County Council of Governments. On June 4, 2012, CARB accepted SCAG's quantification of GHG emission reductions from the 2012–2035 RTP/SCS and the determination that the 2012–2035 RTP/SCS would, if implemented, achieve the 2020 and 2035 GHG emission reduction targets established by CARB.[21]

SCAQMD

SCAQMD has released draft guidance regarding interim CEQA GHG significance thresholds. In October 2008, SCAQMD proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons of CO2e per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where SCAQMD is lead agency. However, SCAQMD has yet to formally adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects) and has formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds.

CALGreen Code

Originally adopted in 2008, the California Green Building Standards (CALGreen) Code included all voluntary standards that went beyond the basic building code requirements and introduced new standards for reducing water use, provisions for reducing and recycling construction and demolition waste, criteria for site development to locate buildings near public transit, and measures for improving indoor air quality to protect the health of building occupants. In 2010, the CALGreen Code became mandatory on a statewide basis. For the 2013 Code, effective January 2014, the scope of the CALGreen Code was expanded to all residential buildings, including high-rise residential, as well as to additions or alterations with increases in conditioned space.

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[21] *CARB Executive Order G-12-039.*

LA Green Plan

The City is addressing the issue of global climate change through implementation of the Green LA, An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan), which outlines the goals and actions that the City has established to reduce the generation and emission of GHGs from public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels by the year 2030. To achieve this goal, the City is increasing the generation of renewable energy, improving energy conservation and efficiency, and changing transportation and land use patterns to reduce dependence on automobiles.

LA Green Building Code

The City of Los Angeles *L.A. Green Building Code* (Ordinance No. 181480), which incorporates applicable provisions of the CALGreen Code and in many cases outlines more stringent GHG reduction measures available to development projects in the City of Los Angeles is consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. Among the many GHG reduction measures outlined later in this Section, the *L.A. Green Building Code* requires new development projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission on December 17, 2008, and meet 50 percent construction waste recycling levels. New development projects are required to comply with the *L.A. Green Building Code,* and therefore are generally considered consistent with statewide GHG-reduction goals and policies, including AB 32. A Project that requests variances or deviations from the *L.A. Green Building Code* that creates the potential to result in increased GHG emissions as a result of the specific requests would not be considered consistent with the *L.A. Green Building Code*.

Thresholds of Significance

The *L.A. CEQA Thresholds Guide* does not provide any guidance as to how climate change issues are to be addressed in CEQA documents. Furthermore, neither the SCAQMD nor the State CEQA Guidelines Amendments provide any adopted thresholds of significance for addressing a mixed-use project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments provides guidance to lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a mixed-use project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines.

As required in Section 15064.4 of the CEQA Guidelines, this analysis is based on a quantification of the Modified Project's GHG emissions using the CalEEMod software program. The CalEEMod software program was employed in this analysis because it is the CARB and SCAQMD's recommended platform for quantifying a project's construction and operational greenhouse gas emissions. CalEEMod utilizes widely accepted models for emission estimates combined with appropriate default data that can be used if site-specific information is not available. These models and default estimates use sources such as the

United States Environmental Protection Agency (USEPA) AP-42 emission factors, California Air Resources Board (ARB) vehicle emission models, studies commissioned by California agencies such as the California Energy commission (CEC) and CalRecycle. Additionally, several of the mitigation measures described in CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* have been incorporated into CalEEMod.

In determining the significance of a project's greenhouse gas emissions, Guidelines Section 15064.4 states a lead agency "should consider," among other factors, "[t]he extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting" (id., subd. (b)(1)) and "[w]hether the project emissions exceed a threshold of significance that the lead agency determines applies to the project" (id., subd. (b)(2). The Guidelines, however, do not mandate the use of absolute numerical thresholds to measure the significance of greenhouse gas emissions. Thus, for purposes of this analysis, determination on the significance of the Modified Project's impacts from GHG emissions is based on the extent to which the Project would increase GHG emissions as compared to the existing environmental setting and the extent to which the Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. A significant impact would occur if the Project is not substantially consistent with the applicable policies and/or regulations outlined in the applicable state, regional and local planning policies and codes, including the Scoping Plan, SB 375, SCAG's 2012-2035 RTP/SCS, CALGreen and the LA Green Building Code.

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The Proposed Project's construction and operational GHG emissions would be less than significant on a project specific and cumulative level. The analysis for both construction and operational impacts is provided below.

Construction Impacts

Construction of the Proposed Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. These impacts would vary day to day over the approximate 18-month duration of construction activities. Emissions of GHGs were calculated using CalEEMod *Version 2013.2.2* for the construction duration of the Proposed Project and the results of this analysis are presented in Table III-6, Project Construction-Related Greenhouse Gas Emissions. As shown in Table III-6, the total GHG emissions from construction activities related to the Proposed Project would be approximately 300 metric tons with the greatest annual emissions of 171.7 metric tons occurring in year 2017.

Table III-6
Project Construction-Related Greenhouse Gas Emissions

Year	CO_2e Emissions (Metric Tons per Year) [a]
2016	128
2017	172
Total Construction GHG Emissions	**300**

[a] Construction CO_2 values were derived using CalEEMod Version 2013.2.2 Calculation data and results are provided in Appendix C, Greenhouse Gas Emissions Calculations Worksheets.

Operational Impacts

Existing GHG Emissions

The average daily GHG emissions generated by the existing Project Site have been estimated utilizing CalEEMod as recommended by the SCAQMD. Table III-7, Existing Project Site Greenhouse Gas Emissions, presents the GHG emissions associated with existing operations at the Project Site. As shown in Table III-7, the existing operations on the Project Site generate approximately 725.21 CO_2e $MTYCO_2e$.

Table III-7
Existing Project Site Greenhouse Gas Emissions

Emissions Source	CO_2e Emissions (Metric Tons per Year)
Area	<0.01
Energy	163.45
Mobile	536.00
Waste	18.16
Water	7.59
Total	**725.21**

Calculation data and results provided in Appendix C, Greenhouse Gas Emissions Calculations Worksheets.
Source: Parker Environmental Consultants, 2015.

Project GHG Emissions

The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of solid waste and wastewater, were calculated under two separate scenarios in order to illustrate the effectiveness of the Project's compliance with the *L.A. Green Building Code* and other mitigating features that would be effective in reducing GHG emissions, such as the Site being an infill lot, its proximity to transit and walking distance to a major employment center. For purposes of demonstrating the Proposed Project's consistency with AB32 and the State's goals for reducing GHG emissions to 1990 levels by 2020, the Project's greenhouse gas emissions were generated under two scenarios: (a) Proposed Project Without GHG Reduction Features and (b) Proposed Project. The "Proposed Project" scenario reflects the project's design features such as being an infill development with applicable trip credits for increased density,

walkability, transit accessibility, proposing Energy Star rated appliances, dwelling units without fireplaces, and as otherwise required by code (i.e., compliance with Rule 403 (dust suppression), low VOC coatings, increasing energy conservation beyond Title 24, implementing on-site solid waste recycling program). The "Without GHG Reduction Features" scenario reflects a multi-family residential /retail project of similar size and scale built to Title 24 standards but without any of the GHG reduction features or sustainability features as described above. This scenario is provided for informational purposes and is not intended to be used as a basis for establishing a quantitative threshold of significance.

As shown in Table III-8, below, the net increase in GHG emissions generated by the Proposed Project under the Project Without GHG Reduction Features would be 557.31 CO_2e MTY. The Proposed Project scenario would result in a net increase of 212.86 CO_2e MTY. For purposes of this comparison it should be noted that the Project's structural and operational design features such as installing energy efficient lighting, low flow plumbing fixtures, Energy Star-rated appliances, and implementing a construction and operational recycling program during the life of the Project would reduce the Project's GHG emissions by 344.45 CO_2e MTY (approximately 62 percent).

Table III-8
Project Operational Greenhouse Gas Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)		
	Project Without GHG Reduction Features	Proposed Project	Percent Reduction
Area	1.31	1.31	0%
Energy	275.27	241.01	12%
Mobile (Motor Vehicles)	910.15	623.85	31%
Waste	18.79	9.39	50%
Water	66.99	52.50	22%
Construction Emissions [a]	10.01	10.01	--
Project Total	**1,282.52**	**938.07**	**27%**
Less Existing Project Site	*725.21*	*725.21*	--
Project NET TOTAL	**557.31**	**212.86**	**62%**

[a] The total construction GHG emissions were amortized over 30 years and added to the operation of the Project. Calculation data and results provided in Appendix C, Greenhouse Gas Emissions Calculations Worksheets.

Furthermore, the Project is an infill development in an urban area within the City of Los Angeles. These project characteristics are substantially consistent with the intent of state, regional and local plans and policies such as AB32, SB375, and SCAG's 2012-2035 RTP/SCS growth strategy, which have been adopted for the purposes of reducing greenhouse gas emissions.

Through required implementation of the L.A. Green Building Code, the Project's mixed-use design, and the Project's location on an infill site, the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. Therefore, the Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to GHG emissions, and impacts would be less than significant.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if the Proposed Project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Proposed Project would comply with the City of Los Angeles' Green Building Ordinance standards. The Proposed Project would incorporate several measures and design elements that reduce the carbon footprint of the development:

1. Infill Development. The Proposed Project is located on an infill site that is currently developed with commercial land uses and that is located within a transit priority area. The Project is also located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development.

2. GHG Emissions Associated with Energy Demand. As mandated by the L.A. Green Building Code, the Project will be required to exceed Title 24 2013 standards and include ENERGY STAR appliances.

3. GHG Emissions Associated with Solid Waste Generation. The Project is subject to construction waste reduction of at least 50 percent. In addition, operation of the Project is subject to AB 939 requirements to divert 50 percent of solid waste to landfills through source reduction, recycling, and composting. As required by the California Solid Waste Reuse and Recycling Access Act of 1991, the Project will provide adequate storage areas for collection and storage of recyclable waste materials.

4. GHG Emissions Associated with Water Use. The Project would be required to provide a schedule of plumbing fixtures and fixture fittings that reduce potable water use within the development by at least 20 percent. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs.

As described above and in Question VII(a), the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. Therefore, the Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to conflicting with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gases and, the Proposed Project's impact would be less than significant.

Cumulative Impacts

The GHG emissions from a mixed residential and commercial development is relatively very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from more

than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many regulatory agencies, including the SCAQMD, concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project direct impact. Accordingly, the GHG analysis presented above analyzes whether the Proposed Project's impact would be cumulatively considerable using a plan-based approach (and quantitative and qualitative analysis) to determine the Proposed Project's contributing effect on global warming. As concluded above, the Proposed Project's generation of GHG emissions would represent a 62% reduction in GHG emissions with GHG reduction measures in place as compared to the Project's emissions in the absence of all of the GHG reducing measures and project design features. Furthermore the Proposed Project would be consistent with all applicable local ordinances, regulations and policies that have been adopted in furtherance of the state and City's goals of reducing GHG emissions. Thus, the Proposed Project would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS

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

Less Than Significant Impact. The Proposed Project would not result in the routine transport, use, or disposal of hazardous materials. No hazardous materials other than the modest amounts of typical cleaning supplies and solvents used for janitorial purposes would routinely be transported to the Project Site, and the use of these substances would comply with State Health Codes and Regulations.

Construction activities could involve the use of potential hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. There is nothing unique or specific about the Proposed Project or its location that would warrant any mitigation beyond general compliance. Therefore, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if a project utilizes quantities of hazardous materials as part of its routine operations and could potentially pose a hazard to nearby sensitive receptors under accident or upset conditions. The Project Site is not located within a City of Los

Angeles Methane Zone and Methane Buffer Zone.[22] There are two oil wells within 1,500 feet of the Project Site. These two oil wells are currently plugged and located approximately 1,200 feet south of the Project Site and 1,500 feet north of the Project Site, respectively.[23] There are no active or inactive wells that historically existed on the Project Site. Any impacts related to methane would be less than significant.

Commercial use of asbestos containing materials (ACM) and lead-based paint as a building material was banned by the federal government in 1989 and 1978, respectively. Since the building was built prior to 1978, asbestos containing materials, lead-based paint, and polychlorinated biphenyl (PCB) may be present. Such materials must be removed by a properly licensed asbestos consultant, lead paint abatement contractor, and/or PCB abatement contractor. With the Proposed Project's compliance with mandatory state and federal regulatory compliance measures, potential impacts associated with the release of a hazardous material would be less than significant.

Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)

- (Asbestos) Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as other state and federal regulations.
- (Lead Paint) Prior to the issuance of any permit for demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
- (Polychlorinated Biphenyl – Commercial and Industrial Buildings) Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the Project Site to identify and assist with compliance with applicable state and federal rules and regulations governing PCB removal and disposal.

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

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or (b) the project involved the

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[22] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), website: http://zimas.lacity.org, accessed December 2015.*

[23] *Department of Conservation, Division of Oil, Gas & Geothermal (DOGGR) Resources Well Finder, website: http://maps.conservation.ca.gov/doggr/#close, accessed December 2015.*

creation of any health hazard or potential health hazard. The determination of significance shall be made on a case-by-case basis considering the following factors: (a) the regulatory framework for the health hazard; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance; (c) the degree to which project design would reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance; (d) the probable frequency and severity of consequences to people from exposure to the health hazard; and (e) the degree to which project design would reduce the frequency of exposure or severity of consequences of exposure to the health hazard.

There are two Los Angeles Unified School District schools within one quarter mile of the Project Site: Mid-City Learning Center, located approximately 0.15 miles southwest of the Project Site, and John H. Liechty Middle School, located approximately 0.1 miles northwest of the Project Site. The Mid-City Learning Center provides education for adults. The school is mostly indoors and does not contain any outdoor playgrounds. John H. Liechty Middle School is the nearest public school serving the Project Site containing sensitive receptors such as children. With respect to operational impacts, no hazardous materials other than the modest amounts of typical cleaning supplies and solvents used for maintenance and janitorial purposes would be present at the Project Site, and use of these substances would comply with State Health Codes and Regulations. Further, the operational activities of the Proposed Project would not create a significant hazard through hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Localized construction impacts associated with noise, dust and localized air quality emissions, and construction traffic/hauling activities generally occur within an area of 500 feet or less of the Project Site. The Proposed Project would provide appropriate construction measures to reduce the Project's impacts upon the nearby school facility. Further, the Project's proposed haul route would be designed to minimize, to the greatest degree possible, hauling impacts on John H. Liechty Middle School. The proposed haul route would extend from the Project Site to the 8th Street freeway on-ramp to the Harbor (I-110) freeway, which would not pass by the aforementioned school. Implementation of Mitigation Measures HAZ-1, below, would reduce any construction impacts related to nearby schools to less than significant levels.

Mitigation Measures:

HAZ-1 Construction Activity Near Schools

- The Applicant and contractors shall maintain ongoing contact with administrator of John H. Liechty Middle School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

- The Applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

HAZ-2 Schools Affected by Haul Route

- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

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

No Impact. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if the Project Site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses. The Project Site is not listed in any government database for having hazardous wastes or released hazardous materials.[24] Development of the Proposed Project would not create a significant hazard to the public or the environment. Therefore, no impact would occur.

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

No Impact. A significant project-related impact may occur if the Proposed Project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The closest public airport to the Project Site is the Hawthorne Municipal Airport. However, the airport is not located within two miles of the Project Site. Furthermore, the Project Site is not located in an airport hazard area. Therefore, no impact would occur.

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[24] *State of California, Department of Toxic Substances, Search EnviroStor, website: http://www.envirostor.dtsc.ca.gov/public/, accessed December 2015.*

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

No Impact. This question would apply to the Proposed Project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project Site is not located within the vicinity of a private airstrip and therefore, no impact would occur.

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

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved possible interference with an emergency response plan or emergency evacuation plan. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences. The Project Site is not located on an identified disaster route or an adopted emergency response or evacuation plan.[25,26] Development of the Project Site may require temporary and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access, or travel upon public rights-of-way. Therefore, the Proposed Project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan, and no significant impacts would occur.

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

No Impact. The Project Site is located in a highly urbanized area of Downtown Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).[27] Therefore, no impacts from wildland fires are expected to occur.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with the 100 related projects has the potential to increase to some degree the risks associated with the use and potential

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[25] *Los Angeles County Department of Public Works, City of Los Angeles Central Area Disaster Route Map, August 13, 2008.*

[26] *City of Los Angeles, Safety Element Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, April 1995.*

[27] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), website: http://zimas.lacity.org, accessed December 2015.*

accidental release of hazardous materials in the City of Los Angeles. However, the potential impact associated with the Proposed Project would be less than significant and, therefore, not cumulatively considerable. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of those properties. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials, which would further reduce impacts associated with the related projects. Therefore, with compliance with local, state, and federal laws pertaining to hazardous materials, the Proposed Project in conjunction with related projects would be expected to result in less-than-significant cumulative impacts with respect to hazardous materials.

IX. HYDROLOGY AND WATER QUALITY

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving body of water. A significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB) through its nine Regional Boards. The Project Site lies within the Los Angeles Regional Water Quality Control Board (RWQCB). Applicable regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) and the Stormwater Low Impact Development (LID) Ordinance (No. 181899) requirements to reduce potential water quality impacts.

Construction

Three general sources of potential short-term, construction-related stormwater pollution associated with the Proposed Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. As required under the National Pollution Discharge Elimination System (NPDES), the Project Applicants are responsible for preparing a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. The primary objectives of the NPDES stormwater program requirements are to: 1) effectively prohibit non-stormwater discharges; and 2) reduce the discharge of pollutants from stormwater conveyance systems to the Maximum Extent Practicable ("MEP" statutory standard). The SWPPP would incorporate the required implementation of Best Management Practices (BMPs) for erosion control and other measures to meet the NPDES requirements for stormwater quality. Implementation of the BMPs

identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Furthermore, the implementation of the code required SWPPP would ensure that the Proposed Project's construction-related water quality impacts would be less than significant.

Operation

The Project Site is currently developed with a commercial building and surface parking lot. The Project Site is completely covered with impervious surfaces. Thus, 100 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site. The Proposed Project would continue to generate surface water runoff. Potential impacts to surface water runoff would be mitigated to a level of insignificance by incorporating stormwater pollution control measures. The Proposed Project would be required to demonstrate compliance with Low Impact Development Ordinance standards and retain or treat the first ¾-inch of rainfall in a 24-hour period. Compliance with this measure would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. City of Los Angeles Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control, which require the application of Best Management Practices (BMPs). The Proposed Project would also comply with water quality standards and wastewater discharge requirements set forth by the Standard Urban Stormwater Mitigation Plan (SUSMP) for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). The Proposed Project would also comply with provisions set forth by the LID Ordinance. Full compliance with the following regulatory compliance measures would ensure that the operation of the Proposed Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to

issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

Stormwater management design would be required to conform to the City of Los Angeles Stormwater LID Ordinance. The Stormwater LID Ordinance was adopted in November 2011 and requires stormwater mitigation for a larger number of development and redevelopment projects than was previously required under SUSMP. The Ordinance has expanded to include all development and redevelopment projects within the City of Los Angeles that require a building permit and that create, add, or replace 500 square feet or more of impervious area.[28] This Ordinance requires developments to capture and treat the first ¾-inch rainfall in accordance with established stormwater treatment priorities.

The Proposed Project falls within the second tier of the LID Ordinance requirements, which state that development projects that involve residential use with five or more units and result in an alteration of at least 50% or more of the impervious surfaces on an existing developed site, the entire site must comply with the standards and requirements of Article 4.4 of Chapter VI of the LA Municipal Code and with the Development Best Management Practices Handbook. The Project Site shall be designed to manage and capture stormwater runoff to the maximum extent feasible utilizing various LID Ordinance techniques, including but not limited to infiltration, evapotranspiration, capture for use, high efficiency bio-filtration and retention systems BMP (listed in priority order). If partial or complete on-site compliance of any type is technically infeasible, the Project Site and LID Plan shall be required to comply with all applicable SUSMP requirements in order to maximize on-site compliance.[29] Therefore, as the Proposed Project would be subject to the LID requirements, operational water quality impacts would be less than significant with code compliance.

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

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to: (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c)

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[28] *City of Los Angeles, Development Best Management Practices Handbook, Low Impact Development Manual, Part B Planning Activities. Fourth Edition, June 2011.*

[29] *Stormwater LID Ordinance (No. 181899), 2011.*

adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity. As discussed in Section 9 (a) the Project Site is 100 percent impervious. As such, 100 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site. According to the Seismic Hazard Evaluation Report, for the Hollywood 7 ½ Minute Quadrangle (CDMG, 1998), the historically highest groundwater at the Project Site is between 50 to 60 feet below the ground surface. The Proposed Project would not excavate soils deep below the ground surface and would not impact the groundwater table. The Proposed Project should not cause the depletion of the groundwater supplies or interfere with groundwater recharge, since the Project Site is currently 100 percent impervious and would continue to be 100 percent impervious. The Proposed Project would continue to be supplied with potable water by the LADWP. Further, the Proposed Project would comply with LAMC Section 64.70, Stormwater Runoff and Urban Pollution Control. Thus, construction of the Proposed Project would not deplete groundwater supplies or interfere substantially with groundwater recharge, and no impact would occur.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project Site is located in a highly urbanized area of Los Angeles, and no streams or river courses are located on or within the Project vicinity. The Project Site is 100 percent impervious. Implementation of the Proposed Project would not increase site runoff or result in any changes in the local drainage patterns. Further, the Proposed Project would comply with LAMC Section 64.70, Stormwater Runoff and Urban Pollution Control. Impacts associated with localized drainage and surface water runoff would therefore be considered less than significant.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. The Proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. In addition, the Proposed Project would comply with LAMC Section 64.70 and impacts would be less than significant.

e) Would the project create or contribute runoff water which would exceed the capacity of

existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. A significant impact may occur if the volume of stormwater runoff from the Project Site were to increase to a level which exceeds the capacity of the storm drain system serving the Project Site. A significant adverse effect would also occur if a project substantially increases the probability that polluted runoff would reach the storm drain system.

Currently, the Project Site is completely developed with impervious surfaces and nearly 100 percent of surface water runoff is directed to adjacent street storm drains. Existing storm drain lines serving the Project Site are located along W. 7th Street, Witmer Street, and Ingraham Street.[30] The Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage pattern. Runoff from the Project Site currently is and would continue to be collected on the Project Site and directed towards existing storm drains in the Project vicinity that have adequate capacity. Pursuant to local practice and City policy stormwater retention would be required as part of the Low Impact Development (LID) Ordinance / SUSMP implementation features (despite no increase in imperviousness of the site). Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance standards and retain or treat the first ¾–inch of rainfall in a 24-hour period, which would reduce the Proposed Project's impact to the stormwater infrastructure.

- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

Therefore, the Proposed Project would not create or contribute to runoff water which would exceed capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Potential impacts to surface water quality would be less than significant. Further, the Proposed Project would comply with LAMC Section 64.70, Stormwater Runoff and Urban Pollution Control, and all applicable laws and regulations pertaining to stormwater runoff and water quality would

[30] *City of Los Angeles, Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org/index01java.cfm, accessed December 2015.*

ensure impacts are reduced to a less than significant level.

f) Would the project otherwise substantially degrade water quality?

No Impact. A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. 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.

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

No Impact. A significant impact would occur if the Project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood which results from a severe rainstorm with a probability of occurring approximately once every 100 years. According to the Federal Emergency Management Agency (FEMA), the Project Site is not located in an area designated as a 100-year flood hazard area. The Project Site in a zone designated as Zone X, which signifies that the area is outside the 0.2% annual chance floodplain.[31] Therefore, the Proposed Project would not place housing within a 100-year flood hazard area, and no impact would occur.

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

No Impact. A significant impact may occur if the Project was located within a 100-year flood zone, which would impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area as mapped by the FEMA's Flood Insurance Rate Map. The Project Site is in a zone designated as Zone X, which signifies that the area is outside the 0.2% annual chance floodplain.[32] The Project Site is located in an urbanized area. As no changes to the local drainage pattern would occur with implementation of the Proposed Project, the Proposed Project would not have the potential to impede or redirect floodwater flows. No impact would occur.

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

No Impact. A significant impact may occur if the Proposed Project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche. Seiches are large waves generated in very large enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. Tsunamis are waves generated in large

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[31] *Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map, Los Angeles County, California and Incorporated Areas, Map number 06037C1620F, September 26, 2008.*

[32] *Ibid.*

bodies of water by fault displacement or major ground movement. Review of the City of Los Angeles General Plan Safety Element, the Proposed Project does not lie within an inundation or tsunami hazard area.[33] Thus, the Proposed Project would not 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. Therefore, no impact would occur.

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

No Impact. A significant impact would occur if the Project Site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami), or if the Project Site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. Review of the City of Los Angeles General Plan Safety Element, the Proposed Project does not lie within an inundation or tsunami hazard area.[34]

The Project Site and the surrounding area are highly urbanized area. The topography of the Project Site has an approximate 7-foot slope, ranging from 302 feet above MSL fronting 7th Street to 309 feet above MSL fronting Ingraham Street.[35] The Project Site would not be considered capable of landsliding. Additionally, the Project Site is not located within a liquefaction or earthquake-induced landslide zone, as designated by the Hollywood Quadrangle Seismic Hazard Zones Map.[36] Thus, the occurrence of mudflows on the Project Site is considered remote. Therefore, the Project Site is not subject to slope instability, tsunamis, and seiches. Therefore, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with the 100 related projects would result in the further infilling of uses in a highly developed area within Downtown Los Angeles. As discussed above, the Project Site and the surrounding areas are served by the existing County storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Proposed Project and the related project sites, since Downtown Los Angeles is highly developed with impervious surfaces. Under the requirements of the LID Ordinance, each related project would be required to implement stormwater BMPs to retain or treat the

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[33] *City of Los Angeles Department of City Planning, General Plan Safety Element, Safety Element Exhibit G: Inundation & Tsunami Hazard Areas In the City of Los Angeles, March 1994.*

[34] *Ibid.*

[35] *PSOMAS, ALTA/ACSM Land Title Survey, 1301 West 7th Street, March 26, 2014. (See Appendix F)*

[36] *State of California, Department of Conservation, Hollywood Quadrangle Seismic Hazard Zones Map, March 25, 1999.*

runoff from a storm event producing ¾-inch of rainfall in a 24-hour period. Mandatory structural BMPs in accordance with the NPDES water quality program will therefore result in a cumulative reduction to surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, the Proposed Project would not make a cumulatively considerable contribution to impacting the volume or quality of surface water runoff, and cumulative impacts to the existing or planned stormwater drainage systems would be less than significant. Therefore, cumulative water quality impacts would be less than significant.

X. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. A significant impact may occur if the project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Proposed Project.

The Project Site is located in an urbanized area of the Westlake Community and is consistent with the existing physical arrangement of the properties within the vicinity of the Project Site. No separations of uses or disruption of access between land use types would occur as a result of the Proposed Project. Accordingly, development of the Proposed Project would not disrupt or divide the physical arrangement of the established community, and no impact would occur.

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

Less Than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations applicable to the Project Site, and would cause adverse environmental effects, which the General Plan and zoning designations are created to avoid or mitigate.

The Project Site is located within the jurisdiction of the City of Los Angeles, and is therefore subject to the designations and regulations of several local and regional land use and zoning plans. At the regional level, the Project Site is located within the planning area of the Southern California Association of Governments (SCAG), the Southern California region's federally-designated metropolitan planning organization. The Proposed Project is also located within the South Coast Air Basin and, therefore, is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). At the local level, development of the Project Site is guided by the General Plan of the City of Los Angeles, the

Westlake Community Plan, the Central City West Specific Plan, and the LAMC, which are intended to guide local land use decisions and development patterns.

Regional Plans

SCAQMD Air Quality Management Plan. The Proposed Project is located within the South Coast Air Basin (Basin) and, therefore, falls under the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD's Air Quality Management Plan (AQMP) was updated in 2012 to establish a comprehensive air pollution control program leading to the attainment of State and federal air quality standards in the Basin, which is a non-attainment area. As noted in Checklist Question 2, Air Quality, the Proposed Project would not exceed the daily emission thresholds during the construction or operational phases of the Proposed Project. Therefore, the Proposed Project would be consistent with the AQMP.

SCAG Regional Comprehensive Plan. The Project Site is located within the six-county region that comprises the SCAG planning area. The SCAG Regional Comprehensive Plan (RCP) includes growth management policies that strive to improve the standard of living, maintain the regional quality of life, and provide social, political, and cultural equity. The Proposed Project would be consistent with policies set forth in the RCP, as the Proposed Project would redevelop an existing parking lot and underutilized commercial property with a high density multi-family residential development with project-serving retail uses, thereby maximizing a property that is easily accessible to mass transit, and that is least likely to cause an adverse environmental impact. Furthermore, as the Proposed Project would add approximately 76 residential units to the downtown area, generating as many as 236 residents, which is consistent with SCAG growth projections.

Local Plans

City of Los Angeles Municipal Code. The Los Angeles Municipal Code (LAMC) guides development within the City of Los Angeles. The Proposed Project would be consistent with the LAMC regulations and ordinances applicable to the Proposed Project. The existing zoning and land use of the Project Site and surrounding community is depicted in Figure II-2 of the Project Description.

The Project proposes the construction of a six story mixed-use development, which includes 6,035 square feet of commercial space and 76 residential apartments units with 75 designated as Restricted Affordable Dwelling Units at the Very Low Income level and one market rate manager's unit, which qualifies the Project for a mandatory 35% density bonus pursuant to California Government Code Section 65915 and LAMC 12.22.A.25. The Proposed Project would be designed and constructed with the guidance of the Los Angeles Department of City Planning and would comply with the LAMC regarding building massing, setback, yard space, among other building height and massing regulations. The Proposed Project would conform to the allowable land uses pursuant to the LAMC. Additionally, the LAMC defines that the zoning across the Project Site as "CW," which indicates that the development specifications on the Project Site is established by the Central City West Specific Plan ("Specific Plan"). As such, a detailed discussion on Project characteristics, as they comply with the on-site development specifications, is

provided under the Central City West Specific Plan subheading, below. Development of the Proposed Project would be consistent with the provisions of the Specific Plan and the LAMC.

Yards/Setbacks

The Project Site is considered to be a "Through Lot" with the front yards along Ingraham and 7th Streets. The side yards are located along Witmer Street and all other internal property lines. The Project Site does not have rear yards.

C2(CW) zoned lots: Pursuant to LAMC Section 12.22.A.18(c), no yard setbacks are required for the portions of the Project Site which fronts along 7th Street and Witmer Street. For the western and northern internal property lines, the side yard requirements of the R4 zone applies and requires a minimum of 9 feet. The Project is proposed to provide a setback of 9 feet along the northern internal property line and 7.2 feet along the western property line, while maintaining zero foot setbacks along 7th Street and Witmer Street.

R5(CW) zoned lots: Pursuant to LAMC Section 12.22-A.18.(c).2.(ii), no yard setback is required for the portion of the Project Site which fronts along Ingraham Street. For the western and eastern property lines, the side yard requirements of the R4 Zone applies and require a minimum of 9 feet. The Project is proposed to provide a side yard setback of 7.2 feet along the western and eastern property lines.

The Applicant is requesting an on-menu incentive to permit a yard/setback reduction of approximately 20% for the eastern and western side yards in accordance with LAMC Section 12.22A.25(f)(1), which would allow a 7 feet-2 inch side yard setback. With approval of the side yard/setback reduction request, the Project's proposed setbacks would be consistent with the LAMC.

Parking

As shown in Table II-4 in Section II, Project Description, the Proposed Project would be compliant with the parking requirements of the LAMC. A total of 32 parking stalls would be provided, which includes 20 residential parking spaces (0.25 stall per unit and 1 stall for the on-site Manager's unit) as permitted under "Parking Option 2" in accordance with LAMC 12.22.A.25(d)(2), and 12 commercial parking spaces (2 stalls per 1,000 square feet of commercial space) as required in a Los Angeles State Enterprise Zone (ZI-2374). With implementation of the Bicycle Parking Ordinance, the Proposed Project would provide 87 bicycle stalls thereby achieving the required number of bicycle stalls defined by the LAMC. The Proposed Project would provide 20 residential parking spaces, 12 retail parking spaces, and 87 bicycle parking spaces. The Proposed Project would meet the on-site parking requirements of the LAMC.

City of Los Angeles General Plan. The Proposed Project would conform to the applicable objectives outlined in the City of Los Angeles General Plan (General Plan). The General Plan is a comprehensive, long-range declaration of purposes, policies and programs for the development of the City. The General Plan is a dynamic document consisting of 11 elements, 10 Citywide elements (Air Quality Element, Conservation Element, Historic Preservation and Cultural Resources Element, Housing Element,

Infrastructure Systems Element, Noise Element, Open Space Element, Public Facilities and Services Element, Safety Element, and Transportation Element) and the Land Use Element (which provides individual plans for each of the City's 35 Community Planning Areas), and the Plan for a Healthier Los Angeles (adopted in 2014).[37]

Those elements that would be most applicable to the Proposed Project are the Housing Element, the Land Use Element, and the Mobility Element. Housing Element objectives with which the Proposed Project would conform to include: encouraging production and preservation of an adequate supply of rental and ownership housing to meet the identified needs of persons of all income levels and special needs; encouraging the location of housing, jobs, and services in mutual proximity; and accommodation of a diversity of uses that support the needs of the City's existing and future residents. Land Use and Mobility Element objectives with which the Proposed Project conforms include: focus of future growth of the City around transit stations; increase in land use intensity in transit station areas; reduced reliance on the automobile; and creation of a pedestrian-friendly oriented environment.

Westlake Community Plan. The Project Site is located within the Central City West neighborhood sub-area of the Westlake Community Plan Area (CPA). Therefore, all development activity on-site is subject to the land use regulations of the Westlake Community Plan (Community Plan). The Community Plan goals and objectives includes preserving and enhancing the positive characteristic of existing residential neighborhoods; providing a variety of housing opportunities with compatible new housing; improving the function, design, and economic vitality of the commercial corridors; maximizing the development opportunities of the subway transit system and minimizing any adverse impacts; preserving neighborhood character. As described in the Community Plan, the Central City West contains a concentration of office and commercial uses to the southern end and less developed, multi-family residential to the northern end. Central City West is the only area in Westlake that still contains large tracts of vacant land. Its proximity to downtown and access to transportation systems make Central City West the most suitable location in Westlake for regional commercial development.[38] The Proposed Project, which would provide a mixed-use and affordable residential/retail development in an underutilized area of Westlake, would conform to the goals, objectives, and land uses identified in the Community Plan. A consistency analysis of the Proposed Project as it relates to the applicable objectives and policies of the Westlake Community Plan is discussed in Table III-9, Project Consistency Analysis with Applicable Provisions in the Westlake Community Plan, below.

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[37] *City of Los Angeles Department of City Planning, General Plan Structure: Summary of General Plan Elements, Spring 2014.*

[38] *City of Los Angeles Department of City Planning, Westlake Community Plan (page I-7), September 16. 1997.*

Table III-9
Project Consistency Analysis with Applicable Provisions in the Westlake Community Plan

Objective/Policy	Comments
Objectives	
To designate a supply of residential land adequate to provide housing of the types, sizes, and densities required to satisfy the varying needs and desires of all segments of the community's population.	The Project proposes a mix of studio and one-bedroom apartments totaling 76 dwelling units. Of the 76 dwelling units, 75 dwelling units would be designated as Restricted Affordable Dwelling Units. The Project would be diversifying the housing options within the Westlake Community. As such, the Proposed Project would be consistent with this objective.
To conserve and improve existing viable housing for persons desiring to live in Westlake, especially low and moderate income families.	The Proposed Project would be adding a mix of studio and one-bedroom apartments to the Westlake CPA. The Project Applicant would designate Restricted Affordable Dwelling Units, and would support the development of affordable housing in the Westlake CPA, allowing low-income families the opportunity to live in Westlake. As such, the Proposed Project would be consistent with this objective.
To sequence housing development so as to provide a workable, efficient, and adequate balance between land use, circulation, and service system facilities at all times.	The Proposed Project is also within the Central City West Specific Plan that focuses on balancing housing, circulation, and public facilities to establish a complete 24-hour community for all segments of the population. The Specific Plan proposes a phased construction approach for Projects to ensure that land use, circulation, and service system availability are balanced. The specific land use, housing, transportation, and urban design requirements set forth by the Specific Plan, and which the Proposed Project would comply, are aimed at preserving a workable, efficient, and adequate short-term and long-term balance within the community. As such, the Proposed Project would be consistent with this objective.
o conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.	The Project Site currently has the general plan land use designations of Community Commercial and High Density Residential. The Project includes a mixed-use development with ground-floor commercial. The Proposed Project would improve the job/housing ratio by locating housing near to jobs. Additionally, the Proposed Project would comply with the Specific Plan's requirement of devoting over 75 percent of ground-floor retail to neighborhood retail and neighborhood services along 7th Street and Witmer Street. As such, the Proposed Project would be consistent with this objective.
To provide a range of commercial facilities at various locations to accommodate the shopping needs of residents and to provide increased employment opportunities within the community.	The mixed-use element of the Proposed Project locates residents in walking distance to employment opportunities and shopping needs provided by the ground floor commercial uses. Additionally, the Proposed Project is located in an area within the Westlake Community Plan Area that is highly

	characterized by Community Commercial, Regional Center Commercial, Limited Commercial, and Community Commercial – Mixed High Residential land uses (as seen in Figure II-2, in the Project Description Chapter). As such, there are many opportunities for local employment, shopping needs, and services. The Proposed Project would be consistent with this objective.
To improve the compatibility between commercial and residential uses.	The Proposed Project would develop a mixed-use project within an area that includes a mix of residential and commercial land uses. The Proposed Project is located within the Wilshire Corridor District in the South Subarea governed by the Central City West Specific Plan. The Specific Plan promotes mixed-use developments to bring more housing and employment opportunities, retail, services, and reduce miles per vehicle traveled within the Specific Plan area. The Proposed Project helps accomplish the goals of the Specific Plan, and therefore, improves the compatibility between commercial and residential land uses. As such, the Project is consistent with this objective.
To provide adequate recreation and park facilities which meet the needs of the residents in the community.	As discussed in Section XIV. Public Services, the Project would generate the need for 0.94 acres of parkland. This demand would be met through a combination of on-site open space and the payment of a dwelling unit construction tax. The Proposed Project would provide approximately 8,276 square feet (0.19 acres) of open space on-site and would pay all applicable fees. As such, the Proposed Project would comply with this objective.
To secure appropriate locations and adequate facilities for schools to serve the needs of the existing and future population.	The Proposed Project would conservatively generate approximately 23 net students. As discussed in Section XIV. Public Services, existing schools in the Project Site area would adequately serve the Project. The Project Site would not in and of itself require the construction of a new school facility. As such, the Proposed Project would be consistent with this objective.
To ensure adequate library facilities are provided to the area's residents.	As discussed in Section XIII. Population and Housing, the Project's addition of 236 residents is within the Westlake Community Plan Area's 2010 growth projections. Additionally, the Project is consistent with SCAG's 2012-2035 RTP Growth Forecast for the City of Los Angeles. It is anticipated that existing library facilities would continue to provide adequate service for the Project and its vicinity. As such, the Proposed Project would comply with this objective.
To encourage the City Library Department to provide adequate library service which responds to the needs of the community.	Although this objective is directed towards the City, the Project is adequately served by existing library facilities in the Project area. As such, the Proposed Project would be consistent with this objective.
To protect the community's residents from criminal activity, reduce the incidence of crime and provide	The Proposed Project would be designed and constructed with the recommendations from the

other necessary services.	Department of Building and Safety and the Los Angeles Police Department. The Proposed Project would be designed and constructed to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances. The Proposed Project plans shall incorporate the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design" relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas. Development of the Proposed Project would result in an increase of site visitors, residents, and employees within the vicinity of the Project Site, which might contribute to an increase in police service calls. Compliance with Regulatory Compliance Measure RC-PS-2 would ensure that the Proposed Project impacts related to police services would be less than significant. Thus, the Proposed Project would be consistent with this objective.
To provide adequate police facilities and personnel to correspond with population and service demands.	The Proposed Project is adequate served by existing police services in the Project area. Further, the Project would comply with Regulatory Compliance Measure RC-PS-2, which would reduce the Project's demand upon police services. The Project's addition of 236 residents is within the Westlake Community Plan Area's 2010 growth projections. Additionally, the Project is consistent with SCAG's 2012-2035 RTP Growth Forecast for the City of Los Angeles. A significant impact may occur if the Proposed Project adds new residents beyond the planned capacity of the Community Plan area. Since the Project's population growth is within the Community Plan's capacity, it is anticipated that existing police facilities would continue to provide adequate service for the Project and vicinity. No new police stations are currently proposed or planned. As such, the Proposed Project would comply with this objective.
To ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.	The Project's addition of 236 residents is within the Westlake Community Plan Area's 2010 growth projections. Additionally, the Project is consistent with SCAG's 2012-2035 RTP Growth Forecast for the City of Los Angeles. Since the Project's population growth is within the Community Plan's capacity, it is anticipated that existing fire facilities would continue to provide adequate service for the Project and vicinity. No new fire stations are currently proposed or planned. Additionally, the Proposed Project is not located

	within a Very High Fire Hazard Severity Zone as defined by the City of Los Angeles. Further, the Project would be designed with the recommendations from the Department of Building and Safety and the Los Angeles Fire Department. The same departments would approve the final Proposed Project prior to construction to ensure sufficient water supply and fire flow requirements. The water demand for the Proposed Project would not cause a significant impact, as discussed under Section XVII, Utilities. The Proposed Project would also implement required Regulatory Compliance Measure RC-PS-1 to reduce any fire and life safety impacts to a less than significant level. Thus, the Proposed Project would comply with this objective.
To maximize the effectiveness of public transportation to meet the travel needs of transit dependent residents.	Although this policy relates to City goals, the Proposed Project is located in a transit-rich area and in the vicinity of many bus routes, including: Metro lines 20, 51, 52, 352, 481, 487/489, and 720, and DASH Downtown A and E. Additionally, the Project Site is approximately 0.5 miles west of the 7th Street / Metro Center Station, which provides subway and light rail services. As such, the Proposed Project places housing in an area highly suitable for transit dependent residents. The Proposed Project promotes the goals of this policy, and is therefore consistent with this objective.
To provide for a circulation system coordinated with land uses and densities in order to accommodate the movement of people and goods.	Although this policy relates to City goals, the Proposed Project would not create a significant transportation impact identified by the Department of Transportation, as discussed in Section XVI. Transportation and Traffic. Additionally, the Proposed Project is located with the Wilshire Corridor District in the South Subarea governed by the Central City West Specific Plan. The Specific Plan implements a phased development for the Specific Plan area to ensure that there are adequate public services and utilities and transportation infrastructure to support development in the area. As such, since the Project would comply with the Specific Plan, and the Proposed Project would be consistent with this objective.
To minimize the conflict between vehicular and pedestrian traffic.	The Proposed Project would be designed and constructed with the implementation of Mitigation Measure T-1 to T-3, below, designed to minimize conflicts between vehicular and pedestrian traffic, such as proper signage, and parking and driveway design to reduce accidents. Therefore, the Proposed Project would be consistent with this objective.
To encourage alternate modes of travel and provide an integrated transportation system that is coordinated with land uses and which can accommodate the total travel needs of the community.	As discussed above, the Project Site is located in a transit-rich area, and there are many bus routes, subways, and light rail transportation opportunities. Additionally, the Project is a mixed-use development located in a commercial-rich area and would place residents within walking distance to many community

	services and retail. Therefore, the Project's location and development would encourage residents and pedestrians to walk and would reduce vehicles per miles traveled, a goal of the Central City West Specific Plan. As such, the Proposed Project is consistent with this objective.
To ensure that the Plan area's significant cultural and historical resources are protected, preserved, and/or enhanced.	The on-site building is not currently listed on a National Register, California Register, or local listing for historic designation. Further, since the Project Site has been previous built upon, it is unlikely that unknown archeological, paleontological, or unearthed human remains will be found. Nevertheless, the Project would be required to comply with regulatory compliance measures RC-CR-1, RC-CR-2, and RC-CR-3, which include procedures in the event that unknown archeological resources, paleontological resources, or human remains are unearthed during the construction phase of the Project. As such, the Project would comply with this objective.
Policies	
That the existing Low and Low Medium density housing be preserved where such housing is in relatively good condition or can be made so with moderate improvements.	Although this policy is directed toward City goals, the Project Site is characterized by two general land use designations: Community Commercial and High Density Residential. A commercial building and surface parking lot currently occupy the Project Site. The Project would not demolish or replace any existing Low and Low Medium density housing. As such, the Proposed Project is consistent with the City's goal of preserving Low and Low Medium density housing.
That medium density housing be located near commercial corridors where access to public transportation and shopping services is convenient and where a buffer from or a transition between low density housing can be achieved.	The Project would be a mixed-use development with 76 dwelling units and ground-floor retail located within walking distance of many services (including schools and hospital), retail stores, and employment opportunities. Further, as described above, the Project Site is located in a transit-rich area. The Project Site is within a High Priority Transit Area. The properties immediately surrounding the Project Site include multi-family residential and commercial uses. As such, no single-family homes exist in the immediate surrounding area. Low density residential land uses are located in the northern portion of the community plan area. The Applicant proposes to provide restricted affordable dwelling units at the very low-income level. The Project would be consistent with surrounding land uses and would not infringe on single-family residential areas. As such the Project would be consistent with this policy.
That the City shall support continued affordability of units subject to termination of Federal mortgage or rent subsidies and expiring bond projects.	Although this policy is directed toward City goals, the Project would result in 75 Restricted Affordable Dwelling Units available to very low-income residents. As such, the Proposed Project would be consistent with this Policy.
That the City shall discourage the demolition of	Although this policy is directed toward City goals,

affordable housing unless there is adequate assurance that suitable equivalent replacement units will be made available.	the Proposed Project includes the demolition of a commercial building and a surface parking lot. The Proposed Project would not demolish affordable housing. Further, the Project Applicant would provide residential apartments designated as Restricted Affordable Dwelling Units in support of the development and availability of affordable housing in the Westlake CPA. As such, the Proposed Project is consistent with this policy.
That commercial facilities be located on existing traffic arteries and commercial corridors.	The Proposed Project is located within a highly commercial area and is bound by 7th Street to the south, Witmer Street to the east, Ingraham Street to the north as seen in Figure II-2. 7th Street is classified as a Modified Secondary Highway. Many commercial land uses exist long 7th Street in the Project vicinity. The Proposed Project would be consistent with the Central City West Specific Plan's provisions for land use and design guidelines for the Westlake area, including mixed-use projects that front 7th Street and Witmer Street to provide ground floor retail that is devoted to Neighborhood Retail and/or Neighborhood Service uses for a minimum of 75 percent of the specified street frontage of the lot. As such, the Proposed Project would be consistent with this policy.
That neighborhood markets and retail and service establishments oriented to the residents be retained throughout the community, within walking distance of residents.	Land uses surrounding the Project Site include multi-family residential and commercial uses. The mixed-use element of the Project would be placing more residents within walking distance of retail and neighborhood services. Further, the Project is located within the Central City West Specific Plan, which requires mixed-use projects that front 7th Street to provide ground floor retail that is devoted to Neighborhood Retail and/or Neighborhood Service uses for a minimum of 75 percent of the specified street frontage of the lot. The Project would comply with the Specific Plan requirements. As such, the Proposed Project is consistent with this policy of providing neighborhood markets and retail and service establishments oriented to residents within walking distance.
That Highway-Oriented commercial uses such as drive-thru establishments, auto-repair, and other similar uses be located away from pedestrian oriented areas.	The Project does not propose any highway-oriented commercial uses, such as drive-thru establishments, auto-repair, and other similar uses. As such, the Project would not locate such commercial uses around residents or pedestrians. Therefore, the Proposed Project would be consistent with this policy.
That development of new high intensity uses activities be designed to emphasize service or employment of local residents.	The Proposed Project is located in an area within the Westlake Community Plan Area that is highly characterized by community commercial, regional center commercial, limited commercial, and community commercial – mixed high residential land uses (as seen in Figure II-2, in the Project Description Chapter) that provides many opportunities for employment. Further, the mixed-use nature of the Proposed Project provides additional employment

	opportunities by the ground floor commercial uses. As such, there are many opportunities for local employment and services. The Proposed Project is consistent with this policy.
That new commercial development be oriented so as to facilitate pedestrian access by locating parking to the rear of structures.	The Project proposes 6,035 square feet of ground-floor retail. The ground-floor retail would be located south of the proposed building and would front 7th Street and Witmer Street. As such, the commercial element of the Proposed Project would promote pedestrian activity along 7th Street, Witmer Street, and within the Project vicinity. The Project's commercial element would complement the existing commercial land uses in the Project vicinity. Parking for the Proposed Project would be provided interior to the proposed building on the second floor. Access to the parking level would be provided by one full-access driveway along Ingraham Street. As such, the Proposed Project would be consistent with this policy.
That adequate parking be provided for all types of retail and office commercial development, and that all parking areas adjacent to residential lands be appropriately buffered by a wall and/or landscaped setback.	The Project would provide 32 vehicle parking spaces and 87 bicycle spaces in accordance with the LAMC requirements. The Project would be providing adequate parking for on-site land uses. As discussed above, parking for the Proposed Project would be provided interior to the proposed building. Vehicle access to on-site parking would be provided from one driveway along Ingraham Street. Residential land uses exist adjacent to the Project Site on the north and west sides. Since on-site parking would be provided interior the proposed building, the Project would provide appropriate buffering between the parking areas and the residential land uses. As such, the Proposed Project would be consistent with this policy.
Preserve and improve the existing recreation and park facilities and park space.	The Proposed Project includes the demolition of the existing commercial building and surface parking on-site. The Proposed Project would not replace or degrade any existing recreation and park facilities. The Proposed Project would provide 8,276 square feet of open space on-site, which would decrease the Project's demand on public recreational and park facilities. Further, the Proposed Project would comply with the payment of Dwelling Unit Construction Tax designed to improve and maintain recreation and park facilities. Therefore, the addition of Project residents would not result in a significant impact. As such, the Proposed Project would comply with this policy.
Support construction of new libraries and rehabilitation and expansion of existing libraries as required to meet the changing needs of the community.	As discussed in Section XIII. Population and Housing, the Project's addition of 236 residents is within the Westlake Community Plan Area's 2010 growth projections. Additionally, the Project is consistent with SCAG's 2012-2035 RTP Growth Forecast for the City of Los Angeles. A significant impact may occur if the Proposed Project adds new residents beyond the planned capacity of the Community Plan area. Thus, contributing to the need of increased library services within the Project vicinity. Since the

	Project's population growth is within the Community Plan's capacity, it is anticipated that existing library facilities would continue to provide adequate service for the Project and its vicinity. There is no planned construction for a new library or expansion of an existing library. As such, the existing library resources would adequately serve the Proposed Project. Thus, the Proposed Project would comply with this policy.
Encourage flexibility in siting libraries in mixed-use projects, pedestrian oriented areas, transit oriented districts, and similarly accessible facilities.	Although this policy refers to City goals, the Project contains ground floor commercial space, which may be utilized as a library. As previously discussed above, there is no planned construction for a new library or expansion of an existing library. Therefore, it is not anticipated that the ground floor commercial space would be used as a library. Nevertheless, the Proposed Project is consistent with furthering the goals of this policy.
To consult with Police Department staff as part of the review of significant development projects and major land use plan changes to determine service demands.	The Proposed Project would be designed and constructed with the recommendations from the Department of Building and Safety and the Los Angeles Police Department. The Project would be designed and constructed to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances. The Project plans shall incorporate the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design" relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, and building entrances in high-foot traffic areas. Compliance with Regulatory Compliance Measure RC-PS-2 would ensure that the Proposed Project impacts related to Police services would be less than significant. As such, the Proposed Project would be consistent with this policy.
To consult with the Fire Department as part of the review of significant development projects and major land use plan changes to determine service demands.	The Proposed Project would be designed with the recommendations from the Department of Building and Safety and the Los Angeles Fire Department. The same departments would review and approve the final Project site plan prior to construction to ensure that sufficient water supply and fire flow are provided for the Proposed Project. The water demand for the Proposed Project would not cause a significant impact, as discussed under Section XVII. Utilities. The Proposed Project would also implement required regulatory compliance measures and recommendations provided by LAFD to reduce any fire and life safety impacts to a less than significant level. Thus, the Proposed Project would comply with this policy.
That no residential, commercial, or industrial zone changes be approved unless it is determined that	The Proposed Project does not request a zone change. Nevertheless, the Project Site is located within the

transportation facilities, existing or assured, are adequate to accommodate the traffic generated.	Central City West Specific Plan, which provides a phased build-out for the Specific Plan area to ensure that adequate public services and utilities and transportation infrastructure are provided for continued development in the area. The Specific Plan includes provisions and goals to reduce vehicle miles traveled, regulate single-occupancy vehicles, provide adequate transportation development within the Specific Plan area, and plan transportation improvements. As such, the Proposed Project would further comply with these provisions. As discussed in Section XVI. Transportation and Traffic, the Proposed Project would not create a significant impact to surrounding traffic and circulation as identified by the Los Angeles Department of Transportation. Additionally, the Proposed Project would incorporate the recommendations made by the Department of Transportation and mitigation measures would ensure that impacts would be reduced to a less than significant level. For this reason, the transportation facilities can adequately accommodate the Project traffic. The Project would be consistent with this policy.
That any unique character of a community street be maintained and enhanced by improved design characteristics such as street trees, landscaped median strips, traffic islands, and special paving.	The Proposed Project is located in the Central City West Specific Plan area. The Project would be designed and constructed in accordance with the requirements of the Specific Plan, such as providing adequate street trees along 7th Street, Witmer Street, and Ingraham Street. The Proposed Project would also be designed and landscaped with the guidance of the LAMC and the Westlake Community Plan. As such, the Proposed Project would be consistent with this policy.
That public transportation, including rapid transit be accessible to transit dependent residents.	As discussed above, the Project Site is located in a transit-rich area, and there are many bus routes, subways, and light rail transportation opportunities available for all residents. As such, the Proposed Project would be consistent with this policy.
Source: City of Los Angeles, Department of City Planning, Westlake Community Plan, September 16, 1997.	

Central City West Specific Plan. The Proposed Project is also located in the Central City West Specific Plan area. The Central City West Specific Plan area comprises the northeast side of the Westlake Community Plan area, and the southeast corner of the Silver Lake – Echo Park – Elysian Valley Community Plan area. The Specific Plan area is divided into three subareas: the North Subarea, Central Subarea (includes the Witmer/Lucas District, the 1st/2nd Street District, and the Crown Hill District), and South Subarea (includes the Wilshire Corridor District and the 8th/9th Street District). The Project Site is located within the Wilshire Corridor District in the South Subarea. The Specific Plan identifies "land use categories" that further guide development on the Project Site. The Specific Plan guides development on the Project Site. The Specific Plan states:

The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of the Los Angeles Municipal Code (LAMC) Chapter 1, as amended, and any other relevant ordinance, and do not convey any rights not otherwise granted under the provisions and procedures contained in that Chapter, except as specifically provided [within the Specific Plan].

Wherever this Specific Plan contains provisions which require greater setbacks, greater street dedications, lower densities, lower heights, more restrictive uses, more restrictive parking requirements, or other greater restrictions or limitations on development; or less restrictive setbacks, less restrictive uses or less restrictive parking requirements than would be allowed or required pursuant to the provisions contained in Chapter 1 of the LAMC, the Specific Plan shall prevail and supersede the applicable provisions of that Code.[39]

The purpose of the Specific Plan is to implement goals and policies of the Westlake Community Plan and the Silver Lake – Echo Park – Elysian Valley Community Plan. The Proposed Project is located in the Specific Plan's South Subarea, Wilshire Corridor District. The Specific Plan intends to establish a complete 24-hour community for all segments of the population; regulate all development to assure compatibility of uses; protect the existing residential community from further displacement while providing new housing to meet community demand; ensure that affordable dwelling units are provided and mitigate impacts to affordable housing from the development of commercial, industrial, and mixed-use projects; improve the job/housing ratio and create new mixed-use residential/commercial land use categories; provide a comprehensive program of transportation regulations, measures, and improvements and ensure that commercial, industrial, and mixed-use projects contribute to the cost of providing necessary transportation improvements; regulate the number of single occupant vehicles trips; provide adequate child care facilities; promote resource conservation through recycling programs and water conservation measures; provide for an expanded and enhanced relationship to the Central Business District; promote increased flexibility in the design of large sites; encourage the preservation of historic resources; and phase the development of commercial projects over the 10-year life of the Specific Plan and develop project limitations for all phases, including development beyond the year 2010 or require a restudy of the Specific Plan. To achieve these goals, the Specific Plan provides defined land use categories, development and design standards, and transportation requirements that guide the development of the Specific Plan area. As further discussed in detail below, the Proposed Project would comply with the Specific Plan's requirements for zoning, land use categories density, design, open space, and transportation and parking.

Zoning/Land Use Category and Land Use Designation

The Proposed Project is zoned CW, which signifies that development on the Project Site is guided by the Central City West Specific Plan. The Proposed Project includes two land use categories that guide development on-site defined by the Specific Plan. The Project Site has a land use category of (CW)R5-U/6 on the parcel fronting Ingraham Street, and has a corresponding General Plan land use designation of

[39] *City of Los Angeles Department of City Planning, Central City West Specific Plan (page 4), April 1991.*

High Density Residential. The two parcels that front 7th Street and Witmer Street have a land use category of (CW)C2-U/3 and a General Plan land use designation of Community Commercial. The "U" designation defines the height allowed for the Project Site. Specific Plan Section 8A states that the Project Site buildings should not exceed 1,168 feet above the mean sea level (MSL), and a licensed survey establishing the MSL elevation is required. Discussion on the proposed buildings' height is provided below. The number after the "U" in the two zoning designations determines the allowable floor area ratio (FAR) across the parcels. Refer to Figure II-2, Zoning and General Plan Land Use Designations, located in the Project Description Section. The Proposed Project is located on the Specific Plan Map 4, included in this Initial Study as Figure II-3. As it pertains to the Project, the Specific Plan states:

> *Base Permitted Floor Area. The Base Permitted Floor Area on a lot within the Specific Plan area shall be as shown by the Floor Area Ratio specified on Map Nos. 2, 3, and 4.*

The Specific Plan allows for the averaging of floor area ratio across the commercial land use categories parcels on the Project Site. The Project Site has an allowable FAR of 6:1 on the R5 parcels, and 3:1 on the C2 parcels. The total floor area would consist of 44,982 square feet, which includes 33,286 square feet on the portion of the Project Site zoned C2 (2.45:1 FAR), and 11,696 square feet on the portion of the Project Site zoned R5 (2.39:1 FAR). The Applicant is requesting an on-menu incentive to permit the averaging of floor area across the Project Site in accordance with LAMC Section 12.22A.25(f)(8). The average FAR across the entire Project Site would be 2.44:1, which is consistent with the allowable FAR.

The Specific Plan determines that the (CW)R5 and (CW)C2 land use categories shall follow the use and area regulations of the LAMC for R5 zone and C2 zone, respectively. R5 allows for the development of one-family dwellings, two-family dwellings, apartment houses, multiple dwellings, and home occupations. C2 allows for the development of C1.5 uses (which include, retail, theaters, hotels, broadcasting studios, parking buildings, parks and playgrounds), retail with limited manufacturing, service stations and garages, retail businesses, churches, schools, auto sales, and R4 uses. The existing General Plan land use designations on-site are consistent with their corresponding zoning designations and land use categories. The Proposed Project would be consistent with the existing zoning and General Plan land use designations on-site, and a less than significant impact would occur in relation to on-site zoning and land use designations.

Height

An ALTA Survey for the Proposed Project finds that the Project Site ranges between 302 feet (south) to 309 feet MSL (north).[40] Pursuant to the Specific Plan, and discussed above, the proposed development on the Project Site shall not exceed 1,168 feet above MSL. The Proposed Project includes a six-story building that is approximately 64 feet above grade. The proposed building height would result in a maximum height of approximately 373 feet above MSL, which is well below the established height criteria. As such, the Project is consistent with the height specifications of the Specific Plan.

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[40] *PSOMAS, ALTA/ACSM Land Title Survey, 1301 West 7th Street, March 26, 2014.(See Appendix F)*

Open Space

As shown in Table II-3 in Section II, Project Description, the Proposed Project would be compliant with the open space requirements of the Specific Plan. The Specific Plan requires 100 square feet of open space per dwelling unit (7,600 square feet required) and also requires one (1) tree to be planted for every dwelling unit for a total of 76 trees required. The Proposed Project would provide 8,276 square feet of open space thereby achieving the required square feet of open space required by the Specific Plan. The Specific Plan also requires that 25% of the open space be landscaped, approximately 1,900 square feet of required landscaped area. The Proposed Project would provide 8,276 square feet of open space, including 76 trees and 2,500 square feet of landscaped area. Amenities proposed within the common open space areas include 954 square foot ground floor indoor courtyard, 2,924 square foot landscaped podium level, and a 4,398 square foot landscaped roof deck. The Project would meet the open space requirements of the Specific Plan.

Affordable Housing

The Proposed Project includes the development of a mixed-use residential building with ground-floor commercial. The Proposed Project includes the demolition of the existing land uses on-site, which includes a one-story commercial brick building and a surface parking lot. The Proposed Project would not demolish or adversely affect residential buildings, as no residential land uses are currently on-site. The Proposed Project would provide 75 residential apartment units designated as Restricted Affordable Dwelling Units, which would also qualify the Project for a mandatory 35% density bonus pursuant to California Government Code Section 65915 and LAMC 12.22.A.25.[41] Therefore, the Proposed Project would meet the housing requirements of the Specific Plan.

Plan Consistency

As discussed in the preceding paragraphs, the Proposed Project would not conflict with local and regional plans applicable to the Project Site. The Applicant would request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities including, but not limited to, the following: demolition, site preparation, foundation, haul route, building and tenant improvements. Upon granting these requests, land use impacts would be less than significant.

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

No Impact. A project-related significant adverse impact could occur if the Project Site were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in Section 4(f) above, no such plans presently exist which govern any portion of the Project Site. Further, the Project Site is located in a highly urbanized area, and the Project Site is currently

[41] *City of Los Angeles Department of City Planning, Central City West Specific Plan, Section 11.*

developed with a commercial building and a surface parking lot. Therefore, the Proposed Project would not have the potential to cause such effects; no impact would occur.

Cumulative Impacts

No Impact. Development of any related project is expected to occur in accordance with adopted plans and regulations. It is also expected that most of the related projects would be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, it is reasonable to assume that the related projects under consideration would implement and support local and regional planning goals and policies. Therefore, the Proposed Project's land use impacts would not be cumulatively considerable since the Proposed Project would not conflict with applicable local or regional plans. The Proposed Project's land use would not create any significant impacts.

XI. MINERAL RESOURCES

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

No Impact. A significant impact may occur if a project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance. The Project Site is not located within the Los Angeles Downtown Oil Field and Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area. The Project Site is currently developed with a one-story commercial building and surface parking lot. The Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Project Site has been historically used for the extraction of mineral resources. Therefore, the development of the Proposed Project would not result in the loss of availability of a known mineral resource and no impact would occur.

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

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the development would convert an existing or future regionally-important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The Project Site is not currently used for the extraction of mineral resources, and there is no evidence to

suggest that the Project Site has historically been used for the extraction of mineral resources. Therefore, no impact to locally important mineral resources would occur.

XII. NOISE

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq} – An L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- L_{max} – The maximum instantaneous noise level experienced during a given period of time.
- L_{min} – The minimum instantaneous noise level experienced during a given period of time.
- CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet

suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.[42]

Ambient Noise Levels

To assess the existing ambient noise conditions in the Project area, ambient noise measurements were taken with a Larson Davis 831 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2001) - American National Standard Specification for Sound Level Meters. Figure III-1, Noise Monitoring and Sensitive Receptor Location Map, depicts the noise measurement locations fronting the adjacent residential uses as the most likely sensitive receptors to experience noise level increases during construction. The detailed noise monitoring data are presented in Appendix D, Noise Monitoring Data, and are summarized in Table III-10, Existing Ambient Daytime Noise Levels in Project Site Vicinity. As shown in Table III-10, the ambient noise in the vicinity of the Project Site ranges from 59.6 to 69.5 L_{eq}. The maximum noise level during the two 15-minute recordings was 84.7 dB L_{max}. The primary noise sources at Location 1 was vehicle traffic including buses and delivery trucks along Witmer

[42] *National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers, 1971.*

Street and 7th Street and the construction site located west of the Project Site on 1329 W. 7th Street

Table III-10
Existing Ambient Daytime Noise Levels in Project Site Vicinity

No.	Location	Primary Noise Sources	Noise Level Statistics[a]		
			L_{eq}	L_{min}	L_{max}
1	Northwest corner of 7th Street and Witmer Street	Construction site west of the Project Site, vehicular traffic, buses/bus stop, pedestrian activity.	69.5	56.5	84.7
2	North of Project Site on south side of Ingraham Street	Residential activity, light vehicle traffic, light pedestrian activity, construction, delivery trucks, buses.	59.6	50.8	73.7

[a] *Noise measurements were taken on Wednesday January 13, 2016 at each location for a duration of 15 minutes. See Appendix D of this IS/MND for noise monitoring data sheets.*

(Related Project No. 44 of the Related Projects List in Section II. Project Description). Residential activity, construction noise, light vehicle activity, and delivery trucks contributed to the ambient noise levels at Location 2. Pedestrian traffic also contributed to the ambient noise levels, though to a lesser extent than the vehicle noise. The Project Site is currently operating as a commercial building and surface parking lot and as such, contributes to the ambient noise level associated with commercial activity, cars entering and leaving the Project Site, doors closing, and patrons visiting the Project Site.

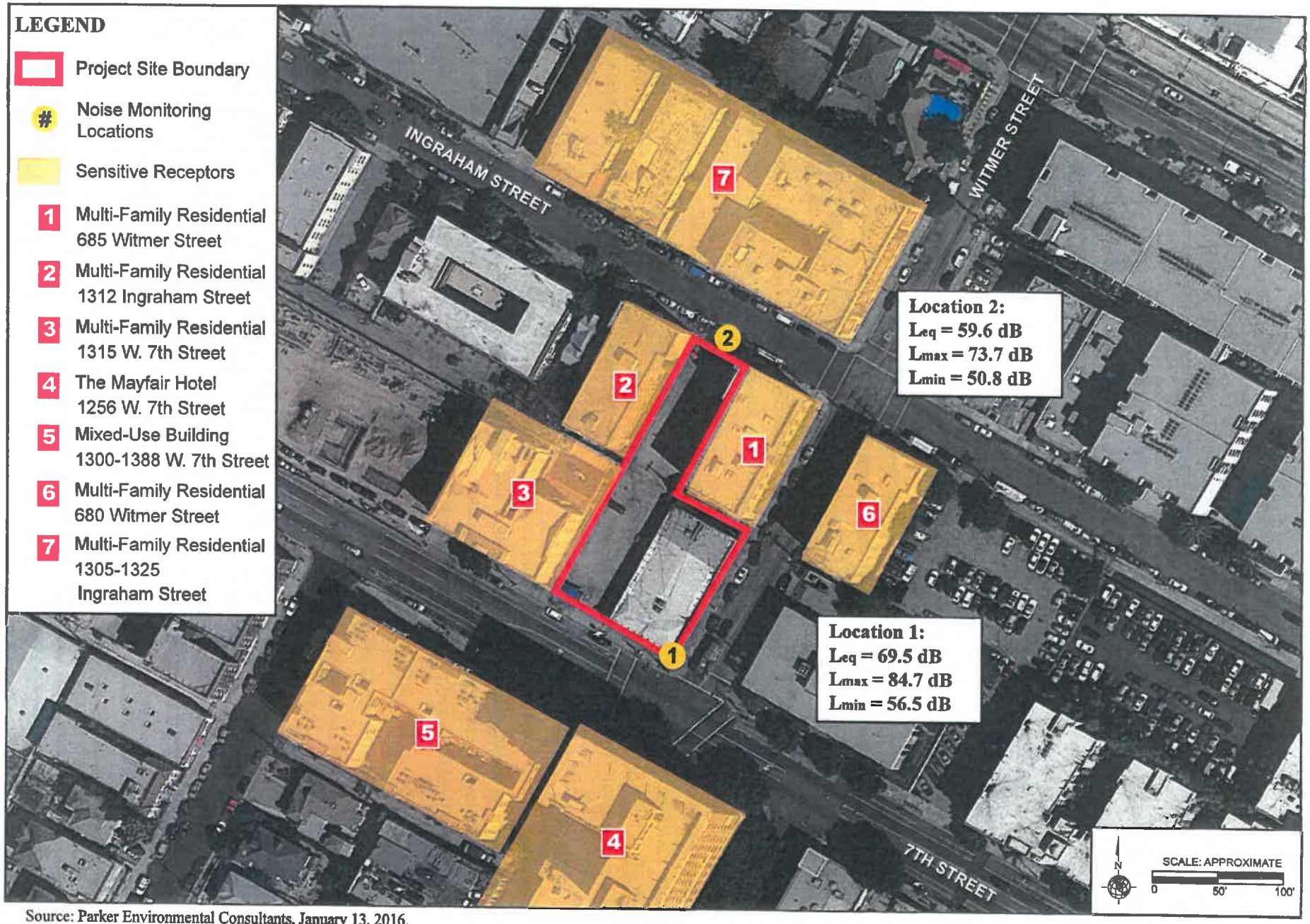
Sensitive Receptors

Several noise sensitive land uses are located adjacent to and in the vicinity of the Proposed Project. For purposes of assessing noise impacts on sensitive populations, the following sensitive receptors in close proximity to the Project Site were identified:

1. 685 Witmer Street, (multi-family residential building with 38 dwelling units);
2. 1312 Ingraham Street, (multi-family residential building with 32 dwelling units);
3. 1315 W. 7th Street, (multi-family residential building with 32 dwelling units);
4. 1256 W. 7th Street, The Mayfair Hotel (hotel with 295 rooms);
5. 1300-1388 W. 7th Street, (mixed-use residential and commercial building with 43 dwelling units);
6. 680 S. Witmer Street, (multi-family residential with 34 dwelling units); and
7. 1305-1325 Ingraham Street, (multi-family residential buildings).

The locations of these land uses relative to the Project Site are depicted in Figure III-1, Noise Monitoring and Sensitive Receptor Location Map. For purposes of assessing construction-generated vibration impacts, the residential buildings immediately abutting the Project Site to the north and west were identified as buildings that are potentially susceptible to vibration impacts. These three residential buildings are located on 685 Witmer Street, 1312 Ingraham Street, and 1315 W. 7th Street. These buildings are not historic, but considered older structures. Because these buildings are in close proximity

to the Project Site, they are particularly susceptible to damage from groundborne vibration impacts during construction.



Source: Parker Environmental Consultants, January 13, 2016.

PARKER ENVIRONMENTAL CONSULTANTS

Figure III-1
Noise Monitoring and Sensitive Receptor Location Map

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

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). Development of the Proposed Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.

Construction Noise

Construction-related noise impacts upon adjacent land uses would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. Additionally, as defined in the *L.A. CEQA Thresholds Guide* for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Furthermore, the *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact.

Construction of the Proposed Project would require the use of heavy equipment for demolition/site clearing, grading, the installation of utilities, and building construction. During each construction phase, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site are presented in Table III-11, Typical Outdoor Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance).

The noise levels shown in Table III-11 represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. Construction noise during the heavier initial periods of construction could be expected to be 86 dBA L_{eq} when measured at a

reference distance of 50 feet from the center of construction activity.[43] These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA L_{eq} measured at 50 feet from the noise source to the receptor would reduce to 78 dBA L_{eq} at 100 feet from the source to the receptor, and reduce by another 6 dBA L_{eq} to 72 dBA L_{eq} at 200 feet from the source to the receptor. Construction activities associated with the Proposed Project would be expected to generate similar noise levels to those shown in Table III-11, below during the approximate 18-month construction period.

Table III-11
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

As set forth in the *L.A. CEQA Thresholds Guide*, a significant construction noise impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact. Since construction activities associated with the proposed development at the Project Site would last for more than ten days in a three-month period, it is possible that the Proposed Project could cause a significant noise impact during construction if the ambient exterior noise levels at the identified off-site and on-site sensitive receptors increase by 5 dBA or more. The ambient exterior noise levels at the identified off-site sensitive receptors could also possibly exceed 5 dBA or more on a temporary and intermittent basis during the construction period.

The City of Los Angeles Building Regulations Ordinance No. 178048 addresses construction noise impacts and requires a construction site notice to be provided that includes: the job site address, permit number, a name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public. Pursuant to LAMC

[43] *Although the peak noise levels generated by certain construction equipment may be greater than 86 dBA at a distance of 50 feet, the equivalent noise level would be approximately 86 dBA L_{eq} (i.e., the equipment does not operate at the peak noise level over the entire duration).*

Section 41.40, exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Demolition and construction are prohibited on Sundays and all federal holidays. The construction activities associated with the Proposed Project would comply with these LAMC requirements. Mitigation Measure N-1 would further restrict the permissible hours of construction to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday. In accordance with LAMC Section 112.05, construction noise levels are considered exempt from the noise threshold if all technically feasible noise attenuation measures are implemented. Thus, based on the provisions set forth in LAMC 112.05, and implementation of Mitigation Measures N-1, below, the project's construction noise impacts would be considered less than significant.

Mitigation Measures

N-1 Increased Noise Levels (Demolition, Grading, and Construction Activities)

- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- To the maximum extent practical, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

Operational Noise

HVAC Equipment Noise

Upon completion and operation of the Proposed Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed on the new structures. However, the noise levels generated by these equipment types are not anticipated to be substantially greater than those generated by the current HVAC equipment serving the existing building on the Project Site and the residential buildings in the Project vicinity. As such, the HVAC equipment associated with the Proposed Project would not represent a new source of noise in the Project Site vicinity. In addition, the operation of this and any other on-site stationary sources of noise would be required to comply with the 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 decibels.

Noise from Mixed Use Commercial and Residential Land Uses

Due to the mixed-use nature of the Project, noise generated from the operation of proposed commercial uses on the ground floor have the potential to impact the proposed residential uses. In order to ensure that on-site residences would not be adversely impacted by ambient urban noise levels, RC-N-1 shall be implemented to ensure that dwelling units associated with the Proposed Project would be constructed in

accordance with Title 24 insulation standards of the California Code of Regulations for residential buildings, which serves to provide an acceptable interior noise environment for sensitive uses. With implementation of Mitigation Measures N-2, N-3 and N-4, below and Regulatory Compliance Measure RC-NO-1, impacts associated with interior noise levels at the proposed residences would be less than significant.

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

Mitigation Measures

N-2 Increased Noise Levels (Mixed-Use Development)

- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

N-3 Increased Noise Levels (Rooftop Amenity Space)

- The surface of the rooftop amenity deck and the sound barriers shall be constructed with materials with acoustically the lowest noise transmission quality commercially available to the satisfaction of the decision maker.

N-4 Increased Noise Levels (Parking Structure Ramps)

- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.

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

Potentially Significant Unless Mitigation Incorporated. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level and is typically used for evaluating potential building damage. RMS is defined as the square root of the average of the squared amplitude of the level. RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of

75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction

Construction activities for the Proposed Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate though the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. Thus, construction activities associated with the Proposed Project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

In terms of construction-related impacts on buildings, the City of Los Angeles has not adopted any policies or guidelines relative to groundborne vibration impacts. Thus, this analysis uses the Federal Transit Administration's (FTA) and California Department of Transportation's (Caltrans) adopted vibration standards for buildings. Based on the FTA and Caltrans criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:[44]

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced-concrete, steel, or timber;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings; or
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

For purposes of addressing vibration impacts relative to human annoyance, the following analysis relies on the FTA's vibration impact thresholds, which are 80 VdB and above at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB and above at institutional buildings, which

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[44] *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006; and California Department of Transportation, Transportation- and Construction –Induced Vibration Guidance Manual, June 2004.*

includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses.

Table III-12, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in Table III-12, vibration velocities from equipment expected to be used during construction could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use. As discussed previously, the three residential buildings located immediately adjacent to the Project Site to the north and west are susceptible to groundborne vibration impacts. Table III-13 shows the estimated groundborne vibration levels impacts on these adjacent buildings. The Project would not have the potential to exceed the PPV ground-borne

Table III-12
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

Table III-13
Project Vibration Impacts on Adjacent Structures

Adjacent Structures	Distance to Construction	Maximum Vibration Level during Construction (in/sec)	Vibration Threshold (in/sec)	Significant Impact?
1. 685 Witmer Street	10	0.14	0.3	No
2. 1312 Ingraham Street	10	0.14	0.3	No
3. 1315 W. 7th Street	10	0.14	0.3	No

Notes: in/sec = inches per second
-It should be noted that the peak vibration *level increase at the nearby sensitive receptors during project construction represents the highest composite noise level that would be generated periodically during a worst-case construction activity and does not represent continuous noise levels occurring throughout the construction day or period.*
Source: Calculations based on Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006.

vibration threshold level of 0.3 inches per second for concrete or masonry buildings. Therefore, groundborne vibration impacts upon the adjacent buildings would be considered less than significant.

In terms of human annoyance resulting from vibration generated during construction, residents in the sensitive receptors previously identified and in close proximity to the Project Site would be exposed to increased vibration levels on a temporary and intermittent basis during the construction period. Similar to construction noise impacts, all construction activity would 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. Because any vibration annoyance impacts experienced by nearby land uses would occur during the acceptable time periods for construction activities, and would only occur on a temporary and intermittent basis during the construction period, impacts associated with groundborne vibration would be mitigated to a less than significant level.

Mitigation Measure

N-1 Increased Noise Levels (Demolition, Grading, and Construction Activities)

- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- To the maximum extent practical, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

Operation

The Proposed Project is a mixed-use development and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, the proposed land uses at the Project Site would not result in the increased use of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different than those presently occurring in the vicinity of the Project Site. As such, vibration impacts associated with operation of the Proposed Project would be less than significant.

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

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* threshold for operational noise impacts, a project would normally have a significant impact on noise levels from Proposed Project operations if the Proposed Project causes the ambient noise level measured at the property line of affected uses that are shown in Table III-14, Community Noise Exposure (CNEL),

to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase. Thus, a significant impact would occur if noise levels associated with operation of the Proposed Project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a L_{eq} standard of 5 dBA over ambient conditions as constituting a LAMC violation.

Operational Noise

Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing traffic, then the Proposed Project's mobile noise impacts can be assumed to be less than significant. The existing traffic volumes would need to double with the development of a project in order for traffic noise to increase by 3 dBA CNEL. The Proposed Project would increase traffic volumes on the surrounding roadways, which in turn has the potential to increase roadway noise. According to the Traffic Generation Analysis, the proposed development would result in a slightly higher vehicle trip compared to the existing trips generated from the Project Site. The Proposed Project would

Table III-14
Community Noise Exposure (CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging -- Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] *Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.*

[b] *Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.*

[c] *Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*

[d] *Clearly Unacceptable: New construction or development should generally not be undertaken.*

Source: Office of Planning and Research, State of California Genera Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

not have the potential to double the traffic volumes on any of the surrounding intersections within the Project vicinity. As such, the Proposed Project would not have the potential to double the existing traffic volumes or increase roadway noise levels by 3 dBA, and thus traffic generated noise impacts would be considered less than significant.

Stationary Noise Sources

New stationary sources of noise, such as mechanical HVAC equipment would be installed for the proposed residences at the Project Site. As discussed in Question XI(a) above, the design of this equipment would 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 decibels. Thus, because the noise levels generated by the HVAC equipment serving the Proposed Project would not be allowed to exceed

the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. This impact would be less than significant.

Parking Noise

Activities within the designated surface parking areas associated with the Proposed Project would have the potential to increase ambient noise levels in the area. Sources of noise within the surface parking areas would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. Noise levels would be highest in the early morning and evening when the largest number of people would enter and exit the Project Site. As is typical for multi-family residential buildings, cars entering and exiting the structure at all hours of the day and night can become a nuisance to occupants of the building and adjacent buildings. As such, the Department of City Planning recommends the driveway ramps be constructed of noise-attenuating materials such as concrete surfaces. With implementation of Mitigation Measure N-4, noise impacts associated with the Proposed Project's parking garage would be reduced to ensure operational noise impacts are less than significant.

Mitigation Measure

N-4 Increased Noise Levels (Parking Structure Ramps)

- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.

In addition to the above, operational-related noise generated by motor driven vehicles within the Project Site is regulated under the LAMC. Specifically, with regard to motor driven vehicles, LAMC Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels. As such, with mitigation, noise impacts from the Proposed Project's parking areas would be less than significant.

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

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. In addition, the *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact. As discussed above, impacts are expected to be mitigated to less than significant levels for construction noise and vibration, and operational noise and vibration. Implementation of Mitigation

Measures N-2 and N-3 would ensure the Proposed Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity, and these impacts would be less than significant.

Mitigation Measures

N-2 Increased Noise Levels (Mixed-Use Development)

- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

N-3 Increased Noise Levels (Rooftop Amenity Space)

- The surface of the rooftop amenity deck and the sound barriers shall be constructed with materials with acoustically the lowest noise transmission quality commercially available to the satisfaction of the decision maker.

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

No Impact. A significant impact may occur if the Proposed Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the Project Site. There are no airports within a two-mile radius of the Project Site, and the Project Site is not located within any airport land use plan or airport hazard zone. The Proposed Project would not expose people to excessive noise levels associated with airport uses. No impact would occur.

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

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

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the 100 related projects identified in Section II, Project Description, would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized area of the City of Los Angeles. The Project Applicant has no control over the timing or sequencing of the related projects that have been identified within the Proposed Project study area. Therefore, any

quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Construction-period noise for the Proposed Project and each related project (that has not yet been built) would be localized. In addition, each of the related projects would be required to comply with the City's noise ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require potentially significant impacts to be reduced to the extent feasible. Thus, the cumulative impact associated with construction noise would be less than significant.

With respect to cumulative operational noise impacts, each of the related projects would 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 decibels. Nevertheless, the siting and development of related projects would be subject to further CEQA review and evaluated on a case-by-case basis. As such, the Proposed Project's noise volumes would not be cumulatively considerable. Cumulative noise impacts would be less than significant.

XIII. POPULATION AND HOUSING

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

Less Than Significant Impact. A significant impact may occur if the proposed project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on population and housing growth shall be made considering: (a) the degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment; (b) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and (c) the extent to which growth would occur without implementation of the project.

In October 2008, SCAG approved and adopted the "2008 Regional Comprehensive Plan for the SCAG Region – Helping Communities Achieve A Sustainable Future" (2008 RCP). The 2008 RCP is a long-term comprehensive plan that provides a strategic vision for handling the region's land use, housing, economic, transportation, environmental, and overall quality of life needs. The 2008 RCP is intended to serve as an advisory document for local agencies in the SCAG region. The following vision statement and guiding principles are based on the region's adopted Compass Growth Vision Principles for Sustaining a Livable Region. These statements further articulate how the RCP can promote and sustain the region's mobility, livability, and prosperity for future generations.

RCP Vision

To foster a Southern California region that addresses future needs while recognizing the interrelationship between economic prosperity, natural resource sustainability, and quality of life. Through measured performance and tangible outcomes, the RCP serves as both a voluntary action plan with short-term guidance and strategic, long-term initiatives that are guided by the following Guiding Principles for sustaining a livable region.

RCP Guiding Principles

- *Improve mobility for all residents.* Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.

- *Foster livability in all communities.* Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing and equal distribution of environmental benefits.

- *Enable prosperity for all people.* Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.

- *Promote sustainability for future generations.* Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

SCAG's Compass Growth Vision Strategy

SCAG's Compass Growth Vision, adopted in 2004, and incorporated into the 2008 RCP, encourages better relationships between housing, transportation, and employment. The Growth Vision is driven by four key principles: (1) Mobility – Getting where we want to go, (2) Livability – Creating positive communities, (3) Prosperity – Long-term health for the region, and (4) Sustainability – Preserving natural surroundings. Additionally, the Compass Growth Vision incorporates a 2% Growth Strategy that will increase the region's mobility by:

- Putting new employment centers and new neighborhoods near major transit systems so that people can have transportation choices other than their cars.

- Designing safe, attractive transit centers and plazas that people enjoy using.

- Creating mini-communities around transit stations, with small businesses, urban housing and restaurants all within an easy walk.

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

On April 4, 2012, SCAG's Regional Council adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): Towards a Sustainable Future. The RTP/SCS is the

culmination of a multi-year effort involving stakeholders from across the SCAG Region. The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play, and how they will move around.

Based on the regional growth projections in the 2012 RTP, in 2008, the City of Los Angeles had an estimated permanent population of approximately 3,770,500 persons and approximately 1,303,900 residences. By the year 2020, SCAG forecasts the City of Los Angeles will increase to 3,991,700 persons (or a 6% increase since the year 2008) and approximately 1,455,700 residences (or an 11% increase since the year 2008) citywide. By the year 2035, SCAG forecasts that the City of Los Angeles will increase to 4,320,600 persons (an 8.2% increase since the year 2020) and approximately 1,626,600 residences (a 11.7% increase since the year 2020) citywide. SCAG's population and housing projections for the City of Los Angeles and the SCAG region as a whole for 2020 and 2035 are further summarized in Table III-15, below.

Table III-15
SCAG Population and Housing Projections for the City of Los Angeles and the SCAG Region

Population			
	2020	**2035**	**% Growth (2020-2035)**
Los Angeles City	3,991,700	4,320,600	8.2%
SCAG Region	19,663,000	22,091,000	12.3%
Households			
	2020	**2035**	**% Growth (2020-2035)**
Los Angeles City	1,455,700	1,626,600	11.7%
SCAG Region	6,458,000	7,325,000	13.4%

Source: SCAG, adopted 2012-2035 RTP/SCS Growth Forecast, adopted April 2012.

On a policy level, the Proposed Project is consistent with the goals and strategies of the RCP and the Compass Growth Vision Strategy discussed above, as the Proposed Project would revitalize an underutilized, fully developed property in an existing commercial area. The Proposed Project is an infill development Project within the Westlake Community Plan Area within the City of Los Angeles. With respect to regional growth forecasts, SCAG forecasts the City of Los Angeles Subregion will experience a population increase to 4.3 million persons by 2035. The U.S. Census Bureau reported the City of Los Angeles as having a population of 3,792,621 persons and 1,413,995 housing units in 2010.[45] As shown in Table III-17, SCAG Population and Housing Projections for the City of Los Angeles and the SCAG Region, the forecast from 2020 through 2035 envisions growth of 328,900 additional persons, yielding an approximate 8.2% growth rate. The number of households is anticipated to increase by 170,900 households, or approximately 11.7% between 2020 and 2035.

Based on the community's current household demographics (e.g., an average of 3.11 persons per multi-family household for the Westlake area), the construction of up to 76 residential dwelling units would result in an increase of approximately 236 net permanent residents in the City of Los Angeles.[46] The proposed increase in housing units and population would be consistent with the SCAG forecast of 170,900 additional households and approximately 328,900 persons in the City of Los Angeles between 2020 and 2035. As such, the Proposed Project would not cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of Proposed Project occupancy/buildout or that would result in an adverse physical change in the

[45] *U.S. Census Bureau: State and County QuickFacts. Data derived from Population Estimates, American Community Survey, Census of Population and Housing, County Business Patterns, Economic Census, Survey of Business Owners, Building Permits, Census of Governments, Last Revised: Wednesday, 22-Apr-2015.*

[46] *Los Angeles Department of City Planning Demographic Research Unit, City of Los Angeles: 2009 Population Estimate Population by Housing Type, Westlake Community Plan Area, website: http://planning.lacity.org/DRU/Locl/LocFrame.cfm?geo=CP&loc=Wlk&sgo=ct&rpt=PnH&yrx=Y09, accessed December 2015.*

environment. The Project would not introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan.

According to the Los Angeles Department of City Planning, the population within the Westlake CPA was projected to increase to 121,987 persons by 2010.[47] The United States Census documented an actual population of 110,072 persons within the Westlake CPA in 2010.[48] This shows that the actual population of the Westlake CPA was lower than anticipated. Therefore, there is a remaining capacity for population growth of approximately 11,915 persons to fit within the 2010 anticipated growth projections.

According to the Los Angeles Department of City Planning, the housing stock within the Westlake CPA was projected to increase to 38,860 dwelling units by 2010. The United States Census documented an actual housing of 40,643 dwelling units within the Westlake CPA in 2010. The Census shows that the housing stock within the Westlake Community was exceeded by approximately 1,783 dwelling units from the forecasted amount. Although the housing stock within the CPA is exceeded, the population projections are within the Westlake Community Plan growth capacity and the SCAG's growth projections. Additionally, the Project proposes the development of a mixed-use project within an infill development site, which is supported by the Central City West Specific Plan and furthers the Citywide goals of increasing housing units and mixed-use development in urban centers. The Proposed Project would increase the variety of housing stock available for the local population, decrease vehicles per miles, and place residents close to mass transit and employment opportunities. The Proposed Project would not remove any existing dwelling units or any displace any residents (including affordable housing dwelling units and residents, which the Specific Plan aims to preserve).

The Proposed Project is consistent with SCAG's population growth projections, and the addition of 236 residents generated by the Project is within the growth capacity for the Westlake CPA. Although the Proposed Project would add additional housing to an already exceeded housing stock, the Proposed Project is in substantial compliance with the goals of the Central City West Specific Plan. As such the addition of 76 dwelling units would not cause growth or accelerate development in an area that exceeds projected/planned levels for the year of Proposed Project occupancy/build-out that would result in an adverse physical change in the environment. Therefore, Project impacts related to population and housing growth would be less than significant.

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47 *City of Los Angeles Department of City Planning, Westlake Community Plan, September 1997, page II-4.*

48 *The Westlake Community Plan Area contains the following tracts: 2080, 2083.01, 2083.02, 2084.01, 2084.02, 2085.01, 2085.02, 2086.10, 2086.20, 2087.1, 2087.20, 2088.01, 2088.02, 2089.02, 2089.03, 2089.04, 2091.02, 2091.03, 2091.04, 2092, 2093, 2094.01, 2094.02, 2094.03, 2095.10, 2095.20, 2098.10, 2098.20, 2100.10, 2242, 2243.10, 2243.20. The population and dwelling units were calculated by summing the individual tracts together. Source: United States Census Bureau, 2010 Census Interactive Population Map, website: http://www.census.gov/2010census/popmap/, accessed December 2015.*

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

No Impact. A significant impact may occur if the Proposed Project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Proposed Project would consist of the development of new housing and commercial land uses on a site that is currently occupied by a commercial building and a surface parking lot. As such, the Project would not displace any existing housing. The proposed mixed-use residential and retail uses are consistent with the allowable uses as permitted by the zoning and General Plan land use designations. Therefore, no impact would occur.

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

No Impact. The Proposed Project would consist of the development of a mixed-use residential and commercial building on a site that is currently occupied by a commercial building and a surface parking lot. No displacement of existing housing would occur with the development of the Proposed Project. Therefore, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. The related projects would introduce additional residential related uses to the City of Los Angeles. Any residential related project would result in direct population growth in the City of Los Angeles. Each CPA is characterized by different resident population to dwelling unit generation rates. As shown in Table III-16, the Proposed Project and related projects that involve residential developments would cumulatively contribute 25,010 new residential dwelling units to the Project area, generating approximately 45,976 new residents.

As discussed in Question 13(a), the Proposed Project would not exceed the growth projections of SCAG's RCP for the City of Los Angeles subregion. Furthermore, the Proposed Project is the type of project encouraged by SCAG and City policies, as the Project would promote and help accommodate growth in urban centers that are close to existing employment centers and mass transit. Because the Proposed Project would not displace any residents, and population growth potentially associated with the Proposed Project has already been anticipated per SCAG projections, the Proposed Project's population growth would not be cumulatively considerable. Therefore, the Proposed Project's cumulative impacts to population and housing would be less than significant.

Table III-16
Projected Cumulative Housing Units and Residents

Community Plan Area	Land Use	Total Housing Units	Total Residents [a]
Central City	Apartments/Condominiums	20,045	30,669
Central City North	Apartments/Condominiums	948	3,005
Silver Lake – Echo Park – Elysian Valley	Apartments/Condominiums	71	199
South Los Angeles	Apartments/Condominiums	142	453
Westlake	Apartments/Condominiums	3,442	10,705
Wilshire	Apartments/Condominiums	286	709
	Related Projects Total:	**24,934**	**45,740**
	Proposed Project Net Total:	*76*	*236*
	Cumulative Total:	**25,010**	**45,976**

Notes:
[a] *Generation rates based on population estimates by Community Plan Area:*
- *- Central City: 1.53 residents per multi-family dwelling unit.*
- *- Central City North: 3.17 residents per multi-family dwelling unit.*
- *- Silver Lake – Echo Park – Elysian Valley: 2.80 residents per multi-family dwelling unit.*
- *- South Los Angeles: 3.19 residents per multi-family dwelling unit.*
- *- Westlake: 3.11 residents per multi-family dwelling unit.*
- *- Wilshire: 2.48 residents per multi-family dwelling unit.*

Source: Los Angeles Department of City Planning Demographic Research Unit, Population and Housing Data by Community Plan Area, 2009 Population Estimate, website: http://cityplanning.lacity.org/dru/Locl/LocRpt.cfm?geo=CP&sgo=CT, accessed January 2016.

XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 objective for any of the following public services:

(i) Fire protection?

Less Than Significant Impact.

Construction

Construction of the Proposed Project would increase the potential for accidental on-site fires from the operation of construction equipment and the use of flammable construction materials. The implementation of best management practices (BMPs) for the operation of mechanical equipment and the use of flammable construction materials by construction contractors and work crews would minimize fire hazards associated with the construction of the Proposed Project. The BMPs that would be implemented during construction of the Project would include: keeping mechanical equipment in good operating

condition, and as required by law, carefully storing flammable materials in appropriate containers, and the immediate and complete cleanup of spills of flammable materials when they occur.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and potentially requiring partial lane closures during street improvements and utility installations. Thus, construction could have the potential to adversely affect fire access. However, these impacts are considered to be less than significant because emergency access would be maintained to the Project Site during construction through marked emergency access points approved by the LAFD, construction impacts are temporary in nature and do not cause lasting effects, and no complete lane closures are anticipated. Additionally, if any partial street closures are required, flagmen would be used to facilitate the traffic flow until construction is complete.

Operation

Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. Section 15382 of the CEQA guidelines defines "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant." Thus, the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service would only be considered significant if such activities result in a physical adverse impact upon the environment.

The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to Section 57.09.07A of the LAMC, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles. If the distance is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems. With such systems installed, fire protection would be considered adequate even if the project is located beyond the maximum response distance.

The Proposed Project would include up to 76 dwelling units and up to 6,035 square feet of ground floor retail and would generate approximately 236 new residents and 10 employees.[49] The Proposed Project would increase the utilization of the Project Site, which is currently used as a commercial building and surface parking lot and would potentially increase the demand for LAFD services. The Project Site is served by LAFD Station No. 11, located at 1819 W. 7th Street, which is approximately 0.4 miles west of the Project Site. Based on the response distance criteria specified in LAMC 57.09.07A and the relatively

[49] *A residential generation rate of 3.11 used. An employee rate of 588 square feet per employee used.*

short distance from Fire Station No. 11 to the Project Site, fire protection response would be considered adequate. Compliance with regulatory compliance measure RC-PS-1, below, would ensure impacts upon fire services are reduced to less than significant levels.

> **Regulatory Compliance Measure RC-PS-1 (Fire):** The recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling units or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the 100 related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. Specifically, any related project that exceeded the applicable response distance standards described above would be required to install automatic fire sprinkler systems in order to mitigate the additional response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to fire protection services, and, as such cumulative impacts on fire protection would be less than significant.

(ii) Police Protection?

Less Than Significant Impact. A significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station. Section 15382 of the CEQA guidelines defines "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant." Thus, the addition of a new police

station or police substation, if warranted, would only be considered significant if the construction or operation of a new facility results in a physical adverse impact upon the environment. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the Proposed Project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and (c) whether the project includes security and/or design features that would reduce the demand for police services.

The Proposed Project would include up to 76 dwelling units and up to 6,035 square feet of ground floor retail and would generate approximately 236 new residents and 10 employees. The Proposed Project would increase the utilization of the Project Site, which is currently used as a commercial building and surface parking and would potentially increase the demand for LAPD services. The Project Site is located in the Rampart Area division of the LAPD's Central Bureau. The Project Site is served by the Rampart Community Police Station located at 1401 West 6th Street, which is approximately 0.25 miles north of the Project Site. Within the Rampart Area, the Proposed Project is located within Reporting District (RD) 257.[50] Table III-17, Rampart Area Crime Statistics, provides crime statistics for local Project Site area in the City of Los Angeles.

Construction sites, if left unsecured, have the potential to attract trespassers and/or vandals that would potentially result in graffiti, excess trash, and potentially unsafe conditions for the public. Such occurrences would adversely affect the aesthetic character of the Project Site and surrounding area and could potentially cause public health and safety concerns. With compliance to Regulatory Compliance Measure RC-PS-2, below, Project impacts would be less than significant during the construction period.

Development of the Proposed Project would result in an increase of site visitors, residents, and employees to the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to escalate as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. The Proposed Project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited and, where possible, security controlled to limit public access. The building and layout design of the Proposed Project would also include crime prevention features, such as nighttime security lighting and secure parking facilities. In addition, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project residents would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures would decrease the amount of

[50] *Los Angeles Times Local, Mapping L.A. LAPD Rampart Division, Reporting District 257, website: http://maps.latimes.com/lapd/reporting-district/257/, accessed December 2015.*

service calls to the LAPD. With adherence to the regulatory compliance measure identified below, the Proposed Project's potential impact upon LAPD services would be mitigated to a less than significant level.

Table III-17
Rampart Area Crime Statistics

Crimes	2015 (Year to Date)[a]	2014 (Year to Date)	2013 (Year to Date)
Violent Crimes			
Homicide	10	13	13
Rape	78	60	63
Robbery	596	446	545
Aggravated Assault	717	499	437
Total Violent Crimes	**1,398**	**1,018**	**1,058**
Property Crimes			
Burglary	394	364	333
Motor Vehicle Theft	565	447	444
BTFV	1,084	990	744
Personal / Other Theft	940	945	910
Total Property Crimes	**2,983**	**2,746**	**2,431**
Total Part 1 Crimes	**4,381**	**3,764**	**3,489**
Child / Spousal Abuse (Part I & II)[b]	794	756	757
Shots Fired	115	96	86
Shooting Victims	46	38	41

Notes:
[a] *Crime Statistics for week ending November 21, 2015.*
[b] *Part II Child/Spousal Abuse Simple Assaults not included in Part 1 Aggravated Assaults above to comply with the FBI's Uniform Crime Reporting guidelines.*
Source: LAPD, COMPSTAT Unit, Rampart Area Profile, accessed December 11, 2015.

Regulatory Compliance Measure RC-PS-2 (Police): The plans shall incorporate the Design Guidelines (defined in the following sentence) relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the 100 related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site. No impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to police protection services, and cumulative impacts on police protection would be less than significant.

(iii) Schools?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). The Project Site is located in LAUSD Board District 2. The Project Site is currently served by one elementary school, one middle school, and four high schools. Table III-18, Resident Schools Serving the Project Site, details the names, grades served, and location of each school.

Table III-18
Resident Schools Serving the Project Site

Campus	School Name	Grades	Address
A	Esperanza Elementary School	K-5	680 Little Street
B	John H. Liechty Middle School	6-8	650 S. Union Avenue
C	Miguel Contreras Learning Complex School (includes: Academic Leadership Community, School of Business and Tourism, School of Social Justice, and School of Global Studies)	9-12	322 S. Lucas Avenue
D	Ramon C Cortines School of Visual & Performing Arts	9-12	450 N Grand Avenue
E	Belmont Senior High School (includes: Los Angeles Teacher Preparatory Academy)	9-12	1200 W. Colton Street and 1575 W. 2nd Street
F	Edward R. Roybal Learning Center	9-12	1200 W. Colton Street

Source: Los Angeles Unified School District, Resident School Identifier, website: http://rsi.lausd.net/ResidentSchoolIdentifier/, accessed December 2015.

As shown in Table III-19, Proposed Project Estimated Student Generation, the Proposed Project would generate approximately 13 elementary students, 3 middle school students and 7 high school students, for a total of approximately 23 students. As shown in Table III-20, schools serving the Project Site are below capacity and would therefore be able to accommodate the additional students generated by the Proposed Project. The Project Applicant would be required to pay all applicable developer fees to the LAUSD to offset the Proposed Project's demands upon local schools. Pursuant to Government Code Section 65995, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." Thus, the Proposed Project's potential impact upon public school services would be less than significant by the following regulatory compliance measure.

Table III-19
Proposed Project Estimated Student Generation

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total Students
Proposed Project					
Multi-Family Residential [a b]	76 du	12.5	3.4	7.2	23.1
Retail [c d]	6,053 sf	0.1	0	0	0.1
Total Estimated Students		**12.6**	**3.4**	**7.2**	**23.2**

Notes: sf = square feet; du = dwelling units

[a] *Student generation rates are as follows for multi-family residential uses: .1649 elementary, .0450 middle and .0943 high school students per unit.*

[b] *Source: Los Angeles Unified School District, School Facilities Needs Analysis for Los Angeles Unified School District, September 2012.*

[c] *Student generation rates are as follows for retail/commercial uses: .0149 elementary, .0069 middle and .0067 high school students per 1,000 square feet. Retail/commercial includes daycare facility, mini-warehouse, and retail.*

[d] *Source: Los Angeles Unified School District, School Fee Justification Study, September 2002.*

Table III-20
Student Capacity of Schools Serving the Project Site

Schools Serving the Project Site [a]	Grades	2013 – 2014 Student Enrollment [b]	Seat Capacity [b]	Available Seats
Esperanza Elementary School	K-5	781	N/A	N/A
John H. Liechty Middle School	6-8	1,182	1,197	15
Belmont Senior High School	9-12	966	1,349	383
Belmont SH Teacher Preparatory Academy	9-12	247	359	112
Edward R. Roybal Learning Center	9-12	1,246	1,712	466
Ramon C. Cortines School of Visual and Performing Arts	9-12	1,682	1,717	35
Miguel Contreras Learning Complex [c]	9-12	1,803	2,162	359

Notes:
[a] *Los Angeles Unified School District, Resident School Finder, website: http://rsi.lausd.net/ResidentSchoolIdentifier/, accessed December 2015.*
[b] *Written Correspondence with Los Angeles Unified School District, Facilities Services Division, dated November 18, 2015.(except Esperanza Elementary School). Refer to Appendix G of this IS/MND.*
[c] *Contreras Learning Complex includes four schools: Academic Leadership Community, Los Angeles School of Global Studies, School of Social Justice, and School of Business and Tourism.*
Source: Parker Environmental Consultants, 2015.

Regulatory Compliance Measure RC-PS-3 (Payment of School Development Fee): Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the 100 related projects is expected to result in a cumulative increase in the demand for school services. Development of the related projects would likely generate additional demands upon school services. These related projects would have the potential to generate students that would attend the same schools as the Proposed Project. As shown in Table III-21, Projected Cumulative Student Generation, the Proposed Project and related projects would cumulatively contribute approximately 3,399 elementary school students, 960 middle school students and 1,923 high school students, for a total of 6,282 students. This would create an increased cumulative demand on local school districts. However, each of the new housing units would be responsible for paying mandatory school fees to mitigate the increased demand for school services. Cumulative impacts on schools would be less than significant.

Table III-21
Projected Cumulative Student Generation

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total Students
Single-Family Attached [a]	7,988 du	423.4	115.8	242.0	781.2
Multi-Family Residences [b]	16,946 du	2,794.2	762.6	1,598.0	5,154.8
Hotel [c]	2,149,925 sf	16.3	7.5	7.3	31.1
Office [d]	3,810,940 sf	88.8	41.2	39.6	169.9
Retail [e]	4,274,886 sf	63.7	29.5	28.6	121.8
Related Projects Total:		**3,386.4**	**956.6**	**1,915.5**	**6,258.5**
Proposed Project Net Total:		12.6	3.4	7.2	23.2
Cumulative Total:		**3,399.0**	**960.0**	**1,922.7**	**6,281.7**

Notes: sf = square feet; du = dwelling units
Uses not listed are estimated by the closest type of use available in the table.
[a] *Student generation rates are as follows for single-family attached residential uses: .053 elementary, .0145 middle and .0303 high school students per unit.*
[b] *Student generation rates are as follows for multi-family residential uses: .1649 elementary, .0450 middle and .0943 high school students per unit.*
[c] *Student generation rates are as follows for hotel uses: .0076 elementary, .0035 middle and .0034 high school students per 1,000 sf.*
[d] *Student generation rates are as follows for office uses: .0233 elementary, .0108 middle and .0104 high school students per 1,000 square feet.*
[e] *Student generation rates are as follows for retail/commercial uses: .0149 elementary, .0069 middle and .0067 high school students per 1,000 square feet.*
Sources: (1) For bullet points (a) and (b) above: Los Angeles Unified School District, School Facilities Needs Analysis for Los Angeles Unified School District, September 2012. (2) For bullet points (c) through (e) above: Los Angeles Unified School District, School Fee Justification Study, September 2002. (3) Conversions of floor area per occupant are based on the California Building Code (2013), Ch.10, Table 1004.1.2.

(iv) Parks?

Less Than Significant Impact. A significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of a project or if the proposed project resulted in the construction of new recreation and park facilities that create significant direct or indirect impacts to the environment. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the Proposed Project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The Public Recreation Plan (PRP), a portion of the Service Systems Element of the City of Los Angeles General Plan, provides standards for the provision of recreational facilities throughout the City and

includes Local Recreation Standards. The desired long-range standard for local parks is based on two acres per 1,000 persons for neighborhood parks and two acres per 1,000 persons for community parks or four acres per 1,000 persons of combined neighborhood and community parks. However, the PRP also notes that these long-range standards may not be reached during the life of the plan, and, therefore, includes more attainable short- and intermediate-range standards of one (1) acre per 1,000 persons for neighborhood parks and one (1) acre per 1,000 persons for community parks, or two (2) acres per 1,000 people of combined neighborhood and community parks. These standards are Citywide goals and are not intended to be requirements for individual development projects. The Public Recreation Element of the City's General Plan also recognizes that the achievement of such goals is not the responsibility of individual development projects and that such goals will be met by "seek[ing] federal, state and private funds to implement acquisition and development of parks and recreational facilities."

The Proposed Project is located within a highly urbanized area within the Westlake Community Plan Area. As shown in Table III-22, there are over 121 acres of parkland and public recreation facilities within a 2-mile radius of the Project Site. These facilities range from 0.33-acres (Beverly Park) to 29.9 acres (MacArthur Park). As discussed in Checklist Question XIII (a), it is estimated that the development of the Proposed Project would result in an increase of 236 new residents to the area. Based on the standard parkland ratio goal of 4 acres per 1,000 residents, the Proposed Project would generate a Citywide goal of serving such residents with approximately 0.94 acres of additional public parkland. The Project would contribute towards the achievement of such goal through a combination of (1) on-site open space proposed within the Project, (2) payment of applicable taxes in accordance with LAMC Section 21.10.3(a)(1), and (3) the availability of existing park and recreation facilities within the area. The Proposed Project would provide approximately 8,276 square feet (0.19 acres) of total common open space and amenities on-site available exclusively to serve Project residents and their guests. The Project may include a variety of on-site amenities including, but not limited to, an indoor ground-floor courtyard, rooftop garden, and a landscaped podium level. Thereby achieving the required square feet of open space

Table III-22
Recreation and Park Facilities Within the Project Area

Park Name	Park Size (acres)	Park Amenities	Approx. Distance to Project Site (miles)
1. Hope and Peace Park	0.57	Basketball courts and benches	0.52
2. Mac Arthur Park	29.86	Lake, recreation center, open space, benches, children's play area, auditorium, picnic tables, walking paths, auditorium, class room, and paddle boats	0.60
3. Grand Hope Park	2.07	Clock tower, open space (lawns), and children's play area	0.74
4. Unidad Park (Beverly Park	0.33	Children's play area, benches	0.76
5. Rockwood Community Park	0.38	Children's play area	0.83
6. Vista Hermosa Park	10.5	Natural open space, walking trails, soccer field, picnic grounds, children's play area, and amphitheater	0.84
7. Pershing Square Park	4.44	Ice skating rink (seasonal), stage, sunken amphitheater	0.89
8. Alvarado Terrace Park	0.91	Children's play area and gazebo	0.92

9. Echo Deep Pool	2.12	Indoor pool facility	0.95
10. Lafayette Park and Community Center	11.13	Children's play area, picnic tables, basketball courts, tennis courts, community room, soccer field, kitchen, stage, TV area	1.09
11. Toberman Recreation Center	2.74	Auditorium, barbecue pits, baseball diamond (lighted), basketball courts (lighted/outdoor), children's play area, community room, indoor gym (without weights), picnic tables.	1.10
12. Lake Street Park	1.83	Basketball courts, children's play area, volleyball courts, skate park	1.13
13. Echo Park and Recreation Center	28.6	Indoor gymnasium, community room, child care center, walking paths, lake, barbeque pits, baseball diamond, basketball courts, children's play area, picnic tables, indoor and outdoor pools, soccer field, and tennis courts	1.14
14. Spring Street Park	0.56	Open space, benches, and children's play area	1.15
15. Pico Union Park	0.51	Children's play area and picnic tables	1.27
16. City Hall Park Center	1.8	Open space and benches	1.37
17. Shatto Recreation Center	5.51	Auditorium, baseball diamond (lighted), basketball courts (lighted/outdoor), children's play area, community room, tennis courts (lighted), volleyball courts (lighted)	1.56
18. Everett Park	0.53	Open space	1.62
19. Saint James Park	0.68	Children's play area, open space	1.63
20. Alpine Recreation Center	1.94	Auditorium, basketball courts (lighted/indoor/outdoor), children's play area, indoor gyms (without weights), volleyball courts (lighted).	1.68
21. Los Angeles Plaza Park (El Pueblo de Los Angeles Monument)	1.81	Open space, benches, and Olvera Street	1.68
22. 6th & Gladys Street Park	0.34	Open space and basketball court	1.70
23. Hoover Recreation Center	2.5	Auditorium/gymnasium, meeting rooms, kitchen, private outdoor courtyard, children's play area, basketball courts, fitness equipment, walking/running paths, picnic tables, barbeque pits	1.70
24. Seoul International Park	3.98	Children's play area, picnic tables, auditorium, baseball diamond (lighted), indoor gym (without weights), jogging path, kitchen, patio, stage	1.88
25. Normandie Recreation Center	3.58	Auditorium, baseball diamond (lighted), basketball courts (lighted/indoor), basketball courts (lighted/outdoor), children's play area, community room, picnic tables	1.92
26. Trinity Recreation Center	2.06	Auditorium, basketball courts (lighted/outdoor), open space, children's play area.	2.00
Total Parkland:	**121.28**		

Sources: Park distance from the Project Site, amenities, and size were determined using: (1) City of Los Angeles Department of City Planning, City of Los Angeles, Zoning Information and Map Access System (ZIMAS), accessed December 2015; (2) City of Los Angeles Department of Recreation and Parks, Facility Locator, http://www.laparks.org/, accessed December 2015; and/or (3) Google Maps, Satellite View, 2015 (when necessary), accessed December 2015.

required by the LAMC and Specific Plan. In addition to the on-site open space provided within the Proposed Project, the Proposed Project is subject to a tax of $200 per dwelling unit pursuant to LAMC Section 21.10.3(a)(1) (Dwelling Unit Construction Tax). This tax, payable to the Department of Building and Safety, shall be deposited into a "Park and Recreational Sites and Facilities Fund" to be used exclusively for the acquisition and development of park and recreational sites. In accordance with LAMC Section 21.10.3(a)(1), this tax may be offset or reduced based on the amount of on-site open space and recreational amenities provided on-site. Therefore, under the City's mandatory Dwelling Unit Construction Tax, which is collected prior to a certificate of occupancy for residential land uses (see regulatory compliance measure RC-PS-4, below), the Proposed Project's impact upon parks and recreational facilities would be reduced to a less-than-significant level.

Regulatory Compliance Measure RC-PS-4 (Increased Demand For Parks Or Recreational Facilities): Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects could result in an increase in permanent residents residing in the greater Project area. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the preferred standard. However, each of the residential related projects are required to comply with payment of Quimby (for townhome units) and Parks and Recreation Fee (for apartment units). Each residential related project would also be required to comply with the on-site open space requirements of the LAMC. Therefore, with payment of the applicable recreation fees on a project-by-project basis, the Proposed Project would not make a cumulatively considerable impact to parks and recreational facilities, and cumulative impacts would be less than significant.

(v) Other Public Facilities?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the Project; (b) the demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library).

Within the City of Los Angeles, the Los Angeles Public Library (LAPL) provides library services at the Central Library, seven regional branch libraries, 56 community branches and two bookmobile units, consisting of a total of five individual bookmobiles. Approximately 6.5 million books and other materials comprise the LAPL collection. The LAPL branches currently serving the Project Site include:

- Central Library, located at 630 W. 5th Street, approximately 0.7 miles east of the Project Site;
- Pico Union Branch Library, located at 1030 S. Alvarado Street, approximately 0.7 miles west of the Project Site;
- Echo Park Branch Library, located at 1410 W. Temple Street, approximately 1.1 miles north of the Project Site;
- Felipe de Neve Branch Library, located at 2820 W. 6th Street, approximately 1.2 miles northwest of the Project Site;
- Little Tokyo Branch Library, located at 203 S. Los Angeles Street, approximately 1.4 miles east of the Project Site; and

- Edendale Branch Library, located at 2011 W. Sunset Boulevard, approximately 1.8 miles north of the Project Site.[51]

The Central Library is approximately 500,000 square feet and has approximately 6.3 million items. It serves approximately 7,000 people a day and maintains a staff of 150 employees. The Central Library currently meets the library demands of the surrounding community and would be able to meet the Proposed Project's demand for library services. Therefore, the Proposed Project's impacts upon library services would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the related projects is projected to generate additional housing and residents within the study area, which would likely generate additional demands upon library services. This increase in resident population, combined with the 236 additional residents generated by the Proposed Project, would result in a cumulative increase in demands upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for $178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Based on the growth forecasts utilized in the 2007-2010 Strategic Plan, much of this growth has already been accounted for in planning new and expanded library facilities. Thus, the 236 additional residents generated by the Proposed Project would not make a cumulatively considerable impact upon the City's library system. Therefore, the cumulative impacts related to library facilities would be reduced to a less than significant level.

XV. RECREATION

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

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project would include substantial employment or population growth, which would 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. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the proposed project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to

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[51] *City of Los Angeles Public Library, Hours and Locations, website: http://www.lapl.org/branches, accessed December 2015.*

recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

It is reasonable to assume that the future occupants of the Proposed Project would utilize recreation and park facilities in the surrounding area. As noted in Table III-22, above, there are 26 existing new and recently improved parks within the Project Area totaling more than 121 acres that are available to serve the future residents and retail visitors to the Project Site. Notable new additions to the downtown area are Grand Park, at the Los Angeles Civic Center, and Spring Park, a pocket park recently developed at 426 S. Spring Street. In addition, the Proposed Project would provide approximately 8,276 square feet (0.19 acres) of open space and recreational facilities on-site that would be available exclusively to serve Project residents and their guests. The Project would include an indoor ground-floor courtyard, rooftop garden, and a landscaped podium level. The availability of these on-site recreation amenities and opportunities would serve to reduce the demand for off-site park services, and accordingly the Proposed Project would not substantially 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. In addition, the Applicant would pay the City's mandatory Dwelling Unit Construction Tax, which is collected prior to a certificate of occupancy for residential land uses, and comply with regulatory code compliance measure RC-PS-4 (above). Accordingly, the Proposed Project's impact upon parks and recreational facilities would be less than significant.

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?

Less Than Significant Impact. A significant impact may occur if a project includes or requires the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As noted above, there are 26 existing, new, or recently improved parks within the Project Area totaling more than 121 acres that are available to serve the future residents and retail visitors to the Project Site. The Proposed Project would also provide approximately 8,276 square feet of open space and recreational facilities on-site. As discussed in Section XIV (iv) above, Citywide park standards are Citywide goals and are not intended to be requirements for individual development projects. The Public Recreation Element of the City's General Plan also recognizes that the achievement of such goals is not the responsibility of individual development projects and that such goals will be met by "seek[ing] federal, state and private funds to implement acquisition and development of parks and recreational facilities." The Proposed Project itself does not include the expansion of park facilities and does not require the construction or expansion of recreational facilities that might have an adverse impact on the environment. Therefore, a less than significant impact would occur.

Cumulative Impacts

Less Than Significant Impact. Section 15355 of the State CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which

compound or increase other environmental impacts." As discussed above, the Proposed Project would have a less than significant impact on recreational resources. The Proposed Project in combination with the 100 related projects would be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. A number of new parks and recently renovated park improvements have been made in the downtown area to accommodate cumulative demands created by increased residential development. Similar to the Proposed Project's requirement to pay a Dwelling Unit Construction Tax to improve recreation and park facilities, the related projects that include residential units would be required to pay similar recreation taxes and/or applicable Quimby fees to mitigate impacts upon park and recreational facilities and to provide additional funds to meet Citywide park goals. Additionally, each related project would be subject to the provisions of the LAMC for providing on-site open space, which is proportionately based on the amount of new development. Because the Proposed Project would have a less than significant incremental contribution to the potential cumulative impact on recreational resources, the Proposed Project would have a less than significant cumulative impact on such resources.

XVI. TRANSPORTATION AND TRAFFIC

The following section summarizes and incorporates by reference the information provided in 1301-1307 West 7th Street Residential Hotel Development Project Traffic Generation Analysis - Los Angeles, California prepared by Coco Traffic Planners, Inc., dated November 13, 2015. The Traffic Analysis is provided as Appendix E.

a) Would the project 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 Unless Mitigation Incorporated. The City of Los Angeles requires that a Traffic Study be prepared if a project generates 43 or more evening peak hour vehicular trips, or more than 500 daily trips. If a project generates between 25 and 42 evening peak hour trips, then the City requires the preparation of a Technical Memorandum. No traffic related analysis is required if a project will generate less than 25 vehicle trips during the evening peak hour. The purpose of the Traffic Generation Analysis, prepared by Coco Traffic Planners Inc., was to establish if the Proposed Project would generate vehicular traffic at a level which is below the minimum required by the City of Los Angeles for the preparation of a Traffic Impact Study or a Technical Memorandum.

Estimated Trip Generation

The quantity of traffic generated by the Project Site was evaluated with ITE traffic generation factors for residential and retail uses from the 9th Edition of the Trip Generation Manual (2012). The traffic generation factors are provided for the daily, and the morning and evening peak periods. The AM and PM peak hours relate to a one-hour period within the 7:00 to 9:00 AM and the 4:00 to 6:00 PM periods respectively.

The Proposed Project includes the development of up to 76 residential units and approximately 6,035 square feet of ground-floor retail. It should be noted that the Proposed Project would be established to provide housing support to individuals who are homeless, chronically homeless, and have special needs. The supportive services entail intensive case management and services coordination, access to health care, education, employment support and assistance addressing substance abuse and mental health issues. These services are needed to assist each individual transition from being homeless to achieving stability in decent and safe housing in the community. Projects with characteristics comparable to the Proposed Project have shown that most extremely low-income households do not own cars, particularly the chronically homeless individuals who would be the future residents of the Proposed Project.

The services provided at the Project Site are in common, and overlap with several residential land uses. Specifically, Retirement Community (Land Use Code 250), Attached Senior Adult Housing (Land Use Code 252), Congregate Care Facility (Land Use Code 253), and Assisted Living (Land Use Code 254). Consequently, the traffic generated by the residential component of the Proposed Project was evaluated under all those land use scenarios, and the land use with the busiest PM peak hour was taken into account, in order to evaluate a worst "case scenario." The Retirement Community Land Use was the largest traffic generator during the evening peak hour in the analysis.

Table III-23 shows the generation factors used for analysis purposes as well as the related volumes. As shown in Table III-23, the Proposed Project is expected to generate a total of about 421 vehicle trips per day, with an AM peak of 19 trips (10 inbound and 9 outbound), and a PM peak of 40 trips (21 inbound and 19 outbound) for both land uses. These are the numbers of vehicle trips estimated to be generated by the Proposed Project, and do not include any Transit Credit, internal, or pass-by trips. However, the Project Site is located within a pedestrian friendly area of Downtown Los Angeles, with numerous transit options. As shown in Table III-23, after the traffic reductions, the Proposed Project is expected to add to the surrounding street system about 255 vehicle trips per day. During the morning peak hour, the Proposed Project was estimated to add 14 vehicle trips (7 inbound and 7 outbound), and 23 vehicle trips (12 inbound and 11 outbound) during the evening peak hour.

Table III-23
Project Trip Generation Estimates

Land Use (Land Use Code)	Size	Unit	ADT [a]	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Proposed Project									
Residential Use (250) [b]	76	du	163	6	7	13	10	8	18
Transit Credit (5%) [c]			-8	0	0	0	-1	0	-1
Internal Trip Credit (10%)			-16	-1	-1	-2	-1	-1	-2
Subtotal Residential Trips:			***139***	***5***	***6***	***11***	***8***	***7***	***15***
Shopping Center (820)	6,000	sf	258	4	2	6	11	11	22
Transit Credit (5%)			-13	0	0	0	-1	-1	-2
Pass-by Credit (50%)			-129	-2	-1	-3	-6	-6	-12
Subtotal Commercial Trips:			***116***	***2***	***1***	***3***	***4***	***4***	***8***
Total Proposed Project Trips:			**255**	**7**	**7**	**14**	**12**	**11**	**23**
Existing Development									
Supermarket (850)	3,084	sf	521	7	4	11	32	31	63
Transit Credit (5%)			-26	0	0	0	-2	-2	-4
Pass-by Credit (40%)			-208	-3	-2	-5	-13	-12	-25
Subtotal Existing Trips:			***287***	***4***	***2***	***6***	***17***	***17***	***34***
Net Trip Generation:			**-32**	**3**	**5**	**8**	**-5**	**-6**	**-11**

ADT = average daily traffic; du =dwelling units; sf = square feet
[a] *Trip rates based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition (2012).*
[b] *Worst Case Traffic Generation related to the traffic volumes of the largest traffic generator (Retirement Community) during the evening peak hour.*
[c] *Transit credit and pass-by trips based on City of Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures (2014).*
Source: Coco Traffic Planners, Inc., 1301-1307 West 7th Street Residential Hotel Development Project Traffic Generation Analysis – Los Angeles, California, dated November 13, 2015.

Based upon the above mentioned requirements set forth by the City of Los Angeles, the Proposed Project traffic generation would be lower than the minimum number of trips needed to perform a further traffic impact analysis. Consequently, no traffic study would be required. In addition, the traffic volumes that the Proposed Project would generate would be reduced by the traffic generated by the commercial development currently occupying the Project Site. The Proposed Project would reduce area traffic by approximately 32 less vehicle trips, since it would generate less traffic that exists on the Project Site. The Proposed Project would add approximately 8 vehicle trips (3 inbound and 5 outbound) during the AM peak hour and 11 less vehicle trips (5 inbound and 6 outbound) during the PM peak hour. The Proposed Project would generate less than the 25 PM peak hour vehicle trips threshold set forth by the City of Los Angeles to require the preparation of a Technical Memorandum. As noted and approved by City of Los Angeles Department of Transportation (DOT) on February 1, 2015, DOT staff has determined that the Proposed Project's trips are below the threshold for warranting a detailed traffic study. Thus, the Proposed Project would not cause any significant traffic impacts in either the AM or PM peak hour.

Construction Traffic

The Proposed Project would require the use of haul trucks during site clearing and excavation, and the use of a variety of other construction vehicles throughout the construction of the Proposed Project. The

Project would require approximately 375 cy of asphalt debris and 500 cy of excavated soil to be exported off site. The haul trucks would travel along established traffic corridors, such as the 8th Street on-ramp onto the 110 Freeway. The haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the haul route to be approved by the Department of Building and Safety. The addition of these vehicles onto the street system would contribute to increased traffic in the Project vicinity. However, the Proposed Project's construction trip traffic would be temporary that would not cause any significant impacts. Therefore, it is not anticipated that they would contribute to a significant increase in the overall congestion in the Project vicinity. In addition, any truck trips would be limited to the length of time required for the Project's construction. Due to the temporary nature of the traffic, construction impacts would be less than significant with the incorporation of Mitigation Measures T-1 and T-2, below.

Mitigation Measures

T-1 Increase Vehicle Trips/Congestion

- A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall 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. All construction related traffic shall be restricted to off-peak hours.
- All delivery truck loading and unloading shall take place on site or within the boundaries of an approved traffic control plan and the alley.

T-2 Pedestrian Safety

- The Applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety at all times during the construction period.
- The 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.

b) Would the project 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?

Less Than Significant Impact. A significant impact would occur if a project conflicts 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. The traffic impact guidelines of the current 2010 Congestion Management Program (CMP) for Los Angeles County require analysis of all CMP arterial monitoring locations where a project could add a total of 50 or more trips during either peak hour. Additionally, all freeway

monitoring locations where a project could add 150 or more trips in either direction during the peak hours are to be analyzed. A CMP analysis is not required because the Proposed Project would not add 50 or more trips during the AM or PM peak hour. Furthermore, the Project would not add 150 or more peak-hour trips to freeway mainline monitoring locations. As such, the Proposed Project would not conflict with the adopted CMP and Project impacts would be less than significant.

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

No Impact. This question would apply to the Proposed Project only if it involved an aviation-related use or would influence changes to existing flight paths. The Proposed Project does not include any aviation-related uses and would have no airport impact. It would also not require any modification of flight paths for the existing airports in Los Angeles. Therefore, no impact would occur.

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

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if Project Site access or other features were designed in such a way as to create hazard conditions. The Proposed Project would not include unusual or hazardous design features. Current vehicular access to the Project Site is provided by a driveway along 7th Street into the surface parking lot. The Proposed Project would have a main driveway access along Ingraham Street. If the new vehicular access driveway is not properly designed and constructed, it could potentially conflict with pedestrian circulation in the Project area. With proper site planning and implementation of Mitigation Measure T-3, below, potential vehicle-pedestrian conflicts would be mitigated to a less than significant level.

Mitigation Measure:

T-3 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 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.

e) Would the project result in inadequate emergency access?

Less Than Significant Impact. A significant impact may occur if the Project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of

emergency vehicles to access and serve the Project Site or adjacent uses.

As previously discussed in Section VII(h), the Proposed Project is not located on or near an adopted emergency response or evacuation plan. Development of the Project Site may require temporary and/or partial street closures due to construction activities. However, any such closures would be temporary in nature and would be coordinated with the Departments of Transportation, Building and Safety, and Public Works. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. Therefore, the impacts would be less than significant.

As described in Section XIV(a), the Proposed Project would satisfy the emergency response requirements of the LAFD. There are no hazardous design features included in the access design or site plan for the Proposed Project that could impede emergency access. Furthermore, the Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. Therefore, the Proposed Project would not be expected to result in inadequate emergency access, and the impact would be less than significant.

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. A significant impact may occur if the Proposed Project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The Proposed Project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the Proposed Project would not interfere with any class I or class II bikeway systems. The Project complies with all applicable bicycle and pedestrian-friendly policies, plans and programs. 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.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the 100 related projects would result in an increase in average daily vehicle trips and peak hour vehicle trips in the Westlake Community Plan Area. However, each of the related projects would require an evaluation and subject to a traffic analysis. Each project's site plan would require approval from LADOT, Department of Building and Safety, and other applicable regulatory agencies. The potential impact associated with the Proposed Project would be less than significant and, therefore, not cumulatively considerable. Therefore, with compliance with local, state, and federal laws pertaining to traffic impacts and circulation, the Proposed Project in conjunction with related projects would be expected to result in less-than-significant cumulative impacts with respect to transportation circulation.

XVII. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes an NPDES permit that ensures compliance with wastewater treatment and discharge requirements. The Los Angeles RWQCB (LARWQCB) enforces wastewater treatment and discharge requirements for properties in the Project area.

Wastewater from the Project Site is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP). The HTP is a public facility and is subject to the State's wastewater treatment requirements. Wastewater from the Project Site is and would continue to be treated according to the wastewater treatment requirements enforced by the LARWQCB. Therefore, impacts associated with wastewater treatment requirements would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if a 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. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Water Treatment Facilities and Existing Infrastructure

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of water supply through an extensive distribution system that includes more than 7,200 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water

Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd).[52] The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and operates at between 75 and 90 percent capacity. Therefore, the LAAFP has a remaining capacity of treating approximately 50 to 150 mgd, depending on the season.[53]

As shown in Table III-24 below, the Proposed Project would generate a net increase in water demand of approximately 9,499 gallons per day (gpd) of water, significantly below available capacity. Because the Proposed Project is consistent with the zoning and General Plan land use designations, and the Project's population growth is within SCAG's forecast, the Project's increased water demand would not measurably reduce the LAAFP's treatment capacity; therefore, no new or expanded water treatment facilities would be required. With respect to water treatment facilities, the Proposed Project would have a less-than-significant impact.

Table III-24
Proposed Project Estimated Water Demand

Type of Use	Size	Water Demand Rate (gpd/unit) [a]	Total Water Demand (gpd)
Existing Uses			
Commercial	7,084 sf	0.096 gpd/sf	680
Proposed Project			
Residential Units (76 total du)			
Studio	28 du	96 gpd/du	2,688
One Bedroom	48 du	144 gpd/du	6,912
Commercial			
Ground-floor Retail	6,035 sf	0.096 gpd/sf	579
		Total Project Water Demand:	**10,179**
		Less Existing Water Demand:	*680*
		NET Additional Water Demand:	**9,499**

Notes: sf =square feet; du = dwelling units, gpd: gallons per day
[a] *L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12. Consumption Rates based on 120% of the City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table, March 20, 2002.*
Parker Environmental Consultants, 2015.

Although no system upgrades are anticipated at this time, the water system would be verified again at the time of construction. In the event that water main and/or other infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project area, and would not create a significant impact to the physical environment.

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[52] *Los Angeles Department of Water and Power, website: http://wsoweb.ladwp.com/Aqueduct/historyoflaa/waterquality.htm, accessed December 2015.*

[53] *Los Angeles Department of Water and Power, website: http://www.ladwp.com/, accessed December 2015.*

This is largely due to the fact that (a) any disruption of service would be short-term, (b) the replacement of the water mains would be within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity. Therefore, potential impacts resulting from water infrastructure improvements would be less than significant.

Wastewater Treatment Facilities and Existing Infrastructure

Based upon the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

The Los Angeles Bureau of Sanitation provides sewer service to the Proposed Project area. Sewage from the Project Site is conveyed via sewer infrastructure to the Hyperion Treatment Plant (HTP).[54] The Hyperion Treatment Plant treats an average daily flow of 362 million gallons per day (mgd), and has the capacity to treat 450 mgd.[55] This equals a remaining capacity of 88 mgd of wastewater able to be treated at the HTP. As shown in Table III-25, the Proposed Project would generate a net increase of approximately 7,916 gpd of wastewater, representing a fraction of one percent of the available capacity. The Project Site is served by an existing 8-inch pipe located to the east of the Project Site along the middle of Witmer Street, an existing 10-inch sewer pipe located south of the Project Site along the middle of 7th Street, and an existing 21-inch sewer pipe located north of the Project Site along the middle of Ingraham Street.[56] The Central District Office of the Bureau of Engineering requires that extensions of the 6-inch house connection laterals to the new property line would be required for the Proposed Project.[57] In accordance with the *L.A. CEQA Thresholds Guide*, the estimated sewer flows were based on the sewerage generation factors for residential and commercial categories (City of Los Angeles, Bureau of Sanitation, 1996). The HTP has a remaining capacity of 88 additional mgd, and as such would have adequate

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54 *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, website: http://www.lasewers.org/treatment_plants/hyperion/index.htm, accessed December 2015.*

55 *City of Los Angeles Department of Public Works, Bureau of Sanitation, Wastewater: About Wastewater, website: http://www.lacitysan.org/wastewater/factsfigures.htm, accessed December 2015.*

56 *PSOMAS, ALTA/ACSM Land Title Survey, 1301 West 7th Street, March 26, 2014. (See Appendix F)*

57 *City of Los Angeles, Bureau of Engineering, 1301-1307 West 7th Street, December 1, 2015.*

Table III-25
Proposed Project Estimated Wastewater Generation

Type of Use	Size	Wastewater Generation Rate (gpd/unit) [a]	Total Wastewater Generation (gpd)
Existing Uses			
Commercial	7,084 sf	0.08 gpd/sf	567
Proposed Project			
Residential Units (76 total du)			
Studio	28 du	80 gpd/du	2,240
One Bedroom	48 du	120 gpd/du	5,760
Commercial			
Ground-floor Retail	6,035 sf	0.08 gpd/sf	483
		Total Project Wastewater Generation:	**8,483**
		Less Existing Wastewater Generation:	*567*
		NET TOTAL Wastewater Generation:	**7,916**

Notes:
sf =square feet; du = dwelling units, gpd: gallons per day
[a] *L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12.*
Parker Environmental Consultants, 2015.

capacity to serve the Project Site. Sign off from the Bureau of Engineering would ensure that the Proposed Project meets the applicable performance measures. Therefore, impacts to sewer capacity and infrastructure would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities. As described in Question IX(c) the Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. The Proposed Project would be required to demonstrate compliance with Low Impact Development Ordinance standards and retain or treat the first ¾-inch of rainfall in a 24-hour period. The Proposed Project Site is currently developed as a commercial building with street-level parking. Runoff from the Project Site currently is and would continue to be directed towards existing storm drains in the Project vicinity. As stated previously in response to Checklist Question IX, the Project shall comply with the LID Plan, Standard Urban Stormwater Mitigation Plan (SUSMP) and/or the site-specific mitigation plan to mitigate stormwater pollution as required by Ordinance Nos. 172,176 and 173,494. The appropriate design and application of Best Management Practices (BMP) devices and facilities shall be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public

Works. Thus, development of the Proposed Project would not create or contribute to runoff water, which may exceed the capacity of existing or planned stormwater drainage systems. Therefore, Project impacts would be considered less than significant.

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

Less Than Significant Impact. A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District (MWD) of Southern California, which is obtained from the Colorado River Aqueduct. The MWD utilizes a land-use based planning tool that allocates projected demographic data from the SCAG into water service areas for each of MWD's member agencies. The 2010 Urban Water Management Plan (UWMP), which estimates future demand based on population and growth estimated reported in SCAG's 2012-2035 RTP/SCS, projects a total water demand and supply of 710,800 AFY in 2035. With its current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to its customers through the 25-year planning period covered by the 2010 UWMP. Through various conservation strategies, the LADWP will be able to reduce the City's water demand during dry years to respond to any reductions to water supplies during multiple dry years.

As shown in Table III-24, the Proposed Project's net increase in water demand would be 9,499 gallons per day. The Project is consistent with the allowable land uses and density that are planned for the Project Site and is therefore within the growth projections of SCAG's 2012-2035 RTP/SCS. Accordingly, the Project's anticipated water demand has been accounted for and would not exceed the water demand estimates of the City's 2010 UWMP. Thus, the Proposed Project would have a less-than-significant impact on water demand. In addition, pursuant to LAMC Section 122.03(a), the Proposed Project is required to utilize water saving devices including, but not limited to, urinals equipped with flush-o-meter valves, which flush with a maximum of 1.28 gallons, which would further reduce impacts associated with this issue to a level that is less than significant. Environmental impacts would further be reduced by implementation of the following regulatory compliance measures:

- **Regulatory Compliance Measure RC-WS-1** (Green Building Code): The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.

- **Regulatory Compliance Measure RC-WS-2** (Landscape): The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Compliance with the regulatory compliance measures identified above would reduce the Proposed Project's demands for potable water resources to a less than significant level and no further mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project, related projects and the cumulative growth throughout the City of Los Angeles, would further increase the demand for potable water within the City. Through the 2010 Urban Water Management Plan, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2035. This estimate is based in part on demographic projections obtained for the LADWP service area from the Metropolitan Water District (MWD). The MWD utilizes a land-use based planning tool that allocates projected demographic data from the Southern California Association of Governments (SCAG) into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's 2008 Regional Transportation Plan (RTP). As discussed previously in this section under the Population and Housing subheading, the Proposed Project contributes to population growth in the Westlake CPA below what was projected for 2010. Further, the Proposed Project's growth is consistent with SCAG's growth projections for the City of Los Angeles subregion. The Proposed Project is consistent with the underlying allowable uses per the LAMC and would not exceed the allowable density for the Project Site. As such, the additional water demands generated by the Project are accounted for in the 2010 Urban Water Management Plan.

Development of the Proposed Project in conjunction with the 100 related projects would further increase regional demands on LAAFP's capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the LAAFP's service to the City of Los Angeles. The Proposed Project and related projects cumulative water demand can be seen in Table III-26, below. As shown in Table III-26, the net water demand of the 100 related projects and the Proposed Project totals approximately 7,568,403 gpd or 7.6 mgd. Of the 50 to 150 mgd available water treatment capacity in LAAFP, the cumulative demand of 7.6 mgd would not significantly reduce its capacity. As such, cumulative impacts with respect to water demand would be less than significant.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements. As stated in Checklist Question XVII(b), above, the sewage flow would ultimately be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the Proposed Project.[58] Therefore, impacts would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the 100 related projects would further increase regional demands on the HTP's capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the HTP's service to the City of Los Angeles. The related projects cumulative wastewater demand can be seen in Table III-27, Projected Cumulative Wastewater Generation. As shown in Table III-27, the net wastewater demand of the 100 related projects and the Proposed Project totals approximately 6,307,003 gpd or 6.3 mgd. Of the 88 mgd available in HTP, the cumulative demand of 6.3 mgd accounts for approximately 7% of the available capacity and would not significantly reduce its capacity. As such, cumulative impacts with respect to wastewater demand would be less than significant.

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[58] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, website: http://www.lasewers.org/treatment_plants/hyperion/index.htm, accessed December 2015.*

Table III-26
Projected Cumulative Water Demand

Type of Use	Size	Water Demand Rate (gpd/unit) [a]	Total Water Demand (gpd)
Related Projects			
Dwelling Units [b]	24,934 du	192 gpd/du	4,787,328
Banquet Room	55,000 sf	0.96 gpd/sf	52,800
Bar and Cocktail Area	23,028 sf	0.6 gpd/sf	13,817
Health Club/ Spa	24,062 sf	0.96 gpd/sf	23,100
Hotel	3,739 room	156 gpd/room	583,284
Medical Office	161,950 sf	0.3 gpd/sf	48,585
Office	3,619,290 sf	0.18 gpd/sf	651,472
Fast Food Restaurant – Indoor [c]	233 seat	24 gpd/seat	5,592
Restaurant Full Service – Indoor [c]	28,313 seat	36 gpd/seat	1,019,268
Retail	3,730,267 sf	0.096 gpd/sf	358,106
Schools (includes day care, elementary school and middle school)	551 stu/child	9.6 gpd/student	5,290
School: High School	30 stu	14.4 gpd/stu	432
Theater	2,048 seat	4.8 gpd/seat	9,830
		Total Related Projects Water Demand:	**7,558,904**
		Total Project Water Demand:	9,499
		TOTAL CUMULATIVE:	**7,568,403**
		Project % of Cumulative	**0.1%**

Notes: sf =square feet; du = dwelling units, gpd = gallons per day, stu = student
Uses not listed are estimated by the closest type of use available in the table.
[a] *L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12. Consumption Rates based on 120% of the City of Los Angeles Department of Public Works, Bureau of Sanitation Sewer Generation Rates table, March 20, 2002.*
[b] *Dwelling units include condominiums and multi-family residential units. Consumption rate was based on 2 bedrooms per unit as a conservative estimate.*
[c] *Fast-food and restaurant uses assume indoor seating for conservative estimate.*
- Conversions of floor area per occupant based on California Building Code (2013), Ch.10, Table 1004.1.2.
Parker Environmental Consultants, 2015

Table III-27
Projected Cumulative Wastewater Generation

Type of Use	Size	Wastewater Generation Rate (gpd/unit) [a]	Total Wastewater Generation (gpd)
Related Projects			
Dwelling Units [b]	24,934 du	160 gpd/du	3,989,440
Banquet Room	55,000 sf	0.8 gpd/sf	44,000
Bar and Cocktail Area	23,028 sf	0.5 gpd/sf	11,514
Health Club / Spa	24,062 sf	0.8 gpd/sf	19,250
Hotel	3,739 room	130 gpd/room	486,070
Medical Office	161,950 sf	0.25 gpd/sf	40,488
Office	3,619,290 sf	0.15 gpd/sf	542,894
Fast Food Restaurant – Indoor [c]	233 seat	20 gpd/seat	4,660
Restaurant Full Service – Indoor [c]	28,313 seat	30 gpd/seat	849,390
Retail	3,730,267 sf	0.08 gpd/sf	298,421
School: (day care, elementary school and middle school)	551 stu/child	8 gpd/stu	4,408
School: High School	30 stu	12 gpd/stu	360
Theater	2,048 seat	4 gpd/seat	8,192
		Total Related Projects Wastewater Generation:	**6,299,087**
		Total Project Wastewater Generation:	7,916
		TOTAL CUMULATIVE:	**6,307,003**
		Project % of Cumulative:	**0.1%**

Notes:
sf =square feet; du = dwelling units, gpd = gallons per day, emp = employee, stu = student
Uses not listed are estimated by the closest type of use available in the table.
[a] *L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12.*
[b] *Dwelling units include condominiums and multi-family residential units. Consumption rate was based on 2 bedrooms per unit as a conservative estimate.*
[c] *Fast-food and restaurant uses assume indoor seating for conservative estimate.*
- Conversions of floor area per occupant based on California Building Code (2013), Ch.10, Table 1004.1.2.
Parker Environmental Consultants, 2015

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

Less Than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal

facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (SWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Under the City's RENEW LA Plan, the City committed to reaching Zero Waste by diverting 70% of the solid waste generated in the City by 2013, diverting 90% by 2025, and becoming a zero waste city by 2030. State law currently requires at least 50% solid waste diversion and establishes a state-wide goal of 75% diversion by 2020. Moreover, state law requires mandatory commercial recycling in all businesses and multi-family complexes and imposes additional reporting requirements on local agencies, including the City of Los Angeles. In order to meet these requirements and goals, the City has established an exclusive, competitive franchise system for the collection, transportation and processing of commercial and multi-family solid waste that will aid the City in meeting its diversion goals by, among other things: (i) requiring franchisees to meet diversion targets; (ii) increasing the capacity for partnership between the City and solid waste haulers; (iii) allowing the City to establish consistent methods for diversion of recyclables and organics; (iv) increasing the City's ability to track diversion, which will enable required reporting and monitoring of state mandated commercial and multi-family recycling; (v) increasing the City's ability to ensure diversion quality in the processing facilities handling its waste and recyclables; and (vi) increasing the City's capacity to enforce compliance with federal, state, county, and local standards. Pursuant to Section 66.32 of the LAMC, the Project's solid waste contractor must obtain, in addition to all other required permits, an AB 939 Compliance Permit from the Bureau of Sanitation.

Within the City of Los Angeles, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill serve existing land uses within the City. Both landfills accept residential, commercial, and construction waste. The Sunshine Canyon Landfill is jointly operated by the City and the County, has a remaining capacity of 64.68 million tons. Chiquita Canyon Landfill currently has a remaining capacity of 1.83 million tons. Thus, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill combined have a remaining permitted capacity of approximately 66.51 million tons. The Sunshine Canyon Landfill has an estimated remaining life of 23 years, and the Chiquita Canyon Landfill has an estimated remaining life of 2 years. [59]

[59] *County of Los Angeles Department of Public Works, 2014 Annual Report, Los Angeles Countywide Integrated Waste Management Plan, pages 31 and 32, December 2015.*

An expansion of the Chiquita Canyon Landfill is currently proposed and would add a capacity of 48,114,000 tons (a 43-year life expectancy based on 2014 average daily disposal of 3,558 tons per day).[60]

The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. As shown in Table III-28 below, with the development of 44,982 square feet of floor area, including 34,804 of residential floor area, 4,143 of residential support area, and 6,035 square feet of retail/commercial floor area, it is estimated that the construction of the Proposed Project would generate approximately 645 tons of debris during the demolition and construction process. Under the requirements of the hauler's AB 939 Compliance Permit from the Bureau of Sanitation, all construction and demolition debris will be delivered to a Certified Construction and Demolition Waste Processing Facility.

Table III-28
Estimated Construction and Demolition Debris

Construction Activity	Size	Rate [a] (lbs./sf)	Generated Waste (tons)
Demolition			
Commercial Building	7,084 sf	155 lbs/sf	549.0
Total Project Demolition Debris Generation:			**549.0**
Construction			
Multi-Family Residential	34,804 sf	4.38 lbs/sf	76.2
Ground-floor Retail / Restaurant	6,035 sf	3.89 lbs/sf	11.7
Non-Floor Area [b]	4,143 sf	3.89 lb/sf	8.1
Total Project Construction Debris Generation:			**96.0**
Proposed Project NET TOTAL:			**645.0**

Notes: sf = square feet; lbs = pounds
[a] *USEPA Report No EPA530-98-010, Characterization of Building Related Construction and Demolition Debris in the United States, July 1998.*
[b] *Residential Support Area includes lobby, offices, mailroom, storage, elevator, laundry room, lounge, and information gathering.*
Source: Parker Environmental Consultants, 2015.

As shown in Table III-29, Estimated Operational Solid Waste Generation, the Proposed Project's net generation during operation of the Proposed Project would be approximately 908 pounds per day. This estimate is conservative, as it does not factor in any recycling or waste diversion programs. The Proposed

[60] *County of Los Angeles Department of Public Works, 2014 Annual Report, Los Angeles Countywide Integrated Waste Management Plan, page 60, December 2015.*

Table III-29
Estimated Operational Solid Waste Generation

Type of Use	Size	Solid Waste Generation Rate [a] (lbs/unit/day)	Total Solid Waste Generated (lbs/day)
Existing Uses			
Retail (7,084 sf)	12 emp [b]	10.53 lbs/employee/day	126
Proposed Project			
Multi-Family Residential	76 du	12.23 lbs/du/day	929
Retail (6,035 sf)	10 emp [b]	10.53 lbs/employee/day	105
		Total Project Solid Waste Generation:	**1,034**
		Less Existing Uses:	*126*
		NET TOTAL Solid Waste Generation:	**908**

Notes:
sf =square feet; du = dwelling units, emp = employee
[a] *L.A. CEQA Thresholds Guide, page M.3-2. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.*
[b] *Employees were projected based on 1 employee per 588 square feet of neighborhood retail/commercial space.*
Source: Parker Environmental Consultants, 2015.

Project's solid waste would be handled by private waste collection services. The amount of solid waste generated by the Proposed Project is within the available capacities at area landfills, and the Project impacts to regional landfill capacity would be less than significant. Implementation of the following code compliance measures would further reduce the Project's impacts on solid waste generation.

- **Regulatory Compliance Measure RC-SW-1** (Designated Recycling Area) In compliance with the LAMC, the proposed Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

- **Regulatory Compliance Measure RC-SW-2** (Construction Waste Recycling) In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished though the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the LAMC, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

- **Regulatory Compliance Measure RC-SW-3** (Commercial/Multifamily Mandatory Recycling) In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and

recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

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

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Proposed Project would generate solid waste that is typical of a residential mixed-use building with ground-floor retail and would comply with all federal, state, and local statutes and regulations regarding proper disposal. Therefore, the Project's solid waste impacts would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the 100 related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. Although there are several proposals for new landfills in the region, there are currently few viable options for City of Los Angeles waste past 2029. Table III-30 shows the cumulative solid waste generation in pounds per day. The cumulative operational solid waste generation of the related projects and Proposed Project would contribute approximately 464,096 pounds of solid waste per day (84,698 tons of solid waste per year), which represents a fraction of one percent of the current remaining capacity of the Sunshine Canyon Landfill and the Chiquita Canyon Landfill, which combined have a remaining permitted capacity of approximately 66.51 million tons.

While in the short-term adequate landfill capacity exists to accommodate solid waste generated by the Proposed Project, in the future there would be a need to develop additional landfills and other waste disposal options to accommodate future growth. These options include diversion or transformation as the preferred methods for addressing solid waste and specific and practical applications (i.e., market development, public education and public policy initiatives) within the City.

The City of Los Angeles Solid Waste Management Plan (AB 939) sets forth strategies that would provide adequate landfill capacity through 2037 to accommodate anticipated growth. The Bureau of Sanitation has projected the need for waste disposal capacity based on SCAG's regional population growth projections. The growth associated with Proposed Project is within those projections. Furthermore, projects within the City of Los Angeles must comply with the City's SRRE.

Table III-30
Cumulative Operational Solid Waste Generation

Type of Use	Size	Solid Waste Generation Rate [a] (lbs/unit/day)	Total Solid Waste Generated (lbs/day)
Related Projects			
Dwelling Units [b]	24,934 du	12.23 lbs/du/day	304,943
Retail / Commercial (4,274,886 sf) [c]	11,162 emp	10.53 lbs/employee/day	117,536
Medical Office	161,950 sf	0.07 lbs/sf/day	11,337
Office	3,648,990 sf	0.006 lbs/sf/day	21,894
Hotel	3,739 room	2 lbs/room/day	7,478
		Related Projects Total:	**463,188**
		Proposed Project Net Total:	908
		CUMULATIVE TOTAL:	**464,096**
		Project % of Cumulative:	**0.2%**

Notes:
sf =square feet; du = dwelling units; emp = employee
Uses not listed are estimated by the closest type of use available in the table.
[a] *L.A. CEQA Thresholds Guide, page M.3-2. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.*
[b] *Dwelling units include condominiums and multi-family residential units.*
[c] *Generation rates are based on 1 employee per 383 square feet of retail/commercial for a conservative estimate.*
- Conversions of floor area per occupant based on California Building Code (2013), Ch.10, Table 1004.1.2.
Parker Environmental Consultants, 2015.

As reported by the Bureau of Sanitation in 2009, the City had achieved a waste diversion rate of 65 percent. The City is exceeding the state-mandated diversion goal of 50 percent by 2000 set by the California Integrated Waste Management Act (CIWMA) of 1989.[61] Waste diversion rates are required to increase to 75 percent by 2025 and through on-going development of waste management infrastructure over the last decade and innovative source reduction, reuse, recycling and composting programs have been implemented. These programs include Green Mulching and Composting workshops, black yard trimming recycling cans, the City-owned Central Los Angeles Refuse Transfer Station (CLARTS) and Residential Special Material and Electronics Recycling or S.A.F.E. Centers. New programs are being implemented to increase the amount of waste diverted by the City, including: multi-family recycling, food waste recycling, commercial recycling and technical assistance and support for City departments to help meet their waste reduction and recycling goals. The City is also developing programs to ultimately meet a goal of zero waste by 2030. Thus, the Proposed Project's contribution to cumulative impacts would continue to decrease as it increases waste diversion rates in accordance with City goals. Therefore, the Project's contribution to cumulative solid waste impacts would be less than cumulatively considerable, and cumulative impacts with respect to solid waste would be less than significant.

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[61] *City of Los Angeles Department of Public Works Bureau of Sanitation, Overview of Services for FY 2005/06, updated June 14 2005.*

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

No Impact. A significant impact may occur only if the Proposed Project would have an identified potentially significant impact for any of the above issues. The Proposed Project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources and less-than-significant cultural resource impacts provided the mitigation measures listed above are implemented. The Proposed Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, no impact would occur.

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)?

Less Than Significant Impact. A significant impact may occur if the Proposed Project, in conjunction with the 100 related projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together.

As concluded in this analysis, the Proposed Project's incremental contribution to cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural quality, geology, greenhouse gas emissions, hazards and hazardous materials, hydrology, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, and utilities would be less than significant. As such, the Proposed Project's contribution to cumulative impacts would be less than significant.

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

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Proposed Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less-than-significant levels through the implementation of the applicable mitigation measures identified within this expanded Initial Study analysis.

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V. REFERENCES AND ACRONYMS

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2. ACRONYMS AND ABBREVIATIONS

AAM	Annual Arithmetic Mean
AB	Assembly Bill
ACM	Asbestos-containing materials
AEP	Association of Environmental Professionals
AFY	Acre-feet per year
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
ASTs	above-ground storage tanks
ATCS	Adaptive Traffic Control System
Basin	South Coast Air Basin
BMPs	Best Management Practices
C/D	construction/demolition
CAA	Clean Air Act
CAAQS	California ambient air quality standards
Cal/EPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code (2007)
CCAA	California Clean Air Act
CCAR	California Climate Action Registry

CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
Cf	Cubic feet
CFC	Chlorofluorocarbons
CGS	California Geological Survey
CH_4	Methane
CHMIRS	California Hazardous Material Incident Report System
CiSWMPP	City of Los Angeles Solid Waste Management Policy Plan
City Zoning Code	City of Los Angeles Planning and Zoning Code
CMP	Congestion Management Plan
CNEL	Community Noise Exposure Level
CO	carbon monoxide
CO_2	carbon dioxide
CO2e	carbon dioxide equivalent
COHb	carboxyhemoglobin
COPC	Chemical of Potential Concern
CORRACTS	Corrective Action Treatment, Storage, and Disposal Facilities
CPA	Community Plan Area
CPT	cone penetrometer test
CPU	Crime Prevention Unit
CRA/LA	Community Redevelopment Agency of the City of Los Angeles
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yards
dB	decibel
dBA	A-weighted decibel scale
d/D	flow level
DHS	California Department of Health and Services
DWP	Department of Water and Power
DWR	California Department of Water Resources
du	dwelling unit
EIR	Environmental Impact Report
EMS	Emergency Medical Service
EOO	Emergency Operations Organization
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System

EZ	Los Angeles State Enterprise Zone
FAR	Floor Area Ratio
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GBCI	Green Building Certification Institute
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
GWP	Global Warming Potential
HFC	hydrofluorocarbons
HSA	Hyperion Service Area
HTP	Hyperion Treatment Plant
HVAC	Heating, Ventilation and Air Conditioning
I-10	Santa Monica Freeway
I-101	Hollywood Freeway
ISO	Interim Control Ordinance
ITE	Institute of Transportation Engineers
km	kilometers
kV	kilovolt
kWh	kilowatt-hours
LAA	Los Angeles Aqueduct
LABS	Los Angeles Department of Public Works Bureau of Sanitation
LADBS	Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation
LADRP	Los Angeles Department of Recreation and Parks
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAPL	Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LBP	Lead-based paint
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standard
L_{dn}	day-night average noise level
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent energy noise level/ambient noise level
LOS	Level of Service
LST	localized significance thresholds

LUST	leaking underground storage tank
LUTP	Land Use/Transportation Policy
MBTA	Migratory Bird Treaty Act
MCE	Maximum Considered Earthquake
MEP	maximum extent practicable
Metro	Los Angeles County Metropolitan Transit Authority
mgd	million gallons per day
mi	miles
MPO	Metropolitan Planning Organization
MS4	medium and large municipal separate storm sewer systems
msl	mean sea level
mm	millimeters
M_{max}	maximum moment magnitude
MTA	Metropolitan Transportation Authority
MWD	Metropolitan Water District
MWh	Mega-Watt hours
N_2O	nitrous oxide
NAAQS	National ambient air quality standards
NFRAP	No Further Remedial Action Planned Sites
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
O_3	Ozone
OAL	California Office of Administrative Law
OPR	Office of Planning and Research
Pb	lead
PEC	Potential environmental concern
PFC	perfluorocarbons
PGA	peak horizontal ground acceleration
PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppd	pounds per day
ppm	parts per million
PRC	Public Resources Code
PSI	pounds per square inch
PUC	Public Utilities Commission (also see CPUC)
PWS	Public water suppliers
RCP	Regional Comprehensive Plan

RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation Recovery Act
RD	Reporting District
REC	Recognized Environmental Condition
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCG	Southern California Gas Company
SCH	State Clearinghouse
sf	square feet
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigation and Cleanup
SO_2	sulfur dioxide
SO_4	sulfates
SOx	sulfur oxides
SOPA	Society of Professional Archeologist
SPT	Standard Penetration Test
SR-110	Harbor Freeway
SRA	source receptor area
SRRE	Source Reduction and Recycling Element
SWAT	Solid Waste Assessment Test
SWF/LF	Solid Waste Information System
SWFP	Solid Waste Facility Permit
SWMP	stormwater management plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminants
TOD	Transit Oriented District
TPH	total petroleum hydrocarbons
TSD	Treatment, Storage, and Disposal
TSP	Transportation Specific Plan
ULSD	Ultra Low Sulfur Diesel
USEPA/ U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGBC	United States Green Building Council

USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	Volume-to-Capacity
VCP	Voluntary Cleanup Plan
VdB	Vibration decibels
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WMA	Watershed Management Area
WMUDS	Waste Management Unit Database System
WSA	Water Supply Assessment
µg/m3	micrograms per cubic meter
ZIMAS	Zoning Information and Map Access System