City of Los Angeles
Department of City Planning
City Hall • 200 N. Spring Street, Room 621 • Los Angeles, CA 90012

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INITIAL STUDY/Mitigated Negative Declaration

WILSHIRE COMMUNITY PLAN AREA

3170 West Olympic Boulevard

Case Number: ENV-2016-3663-MND

Project Address: 3170 and 3188 West Olympic Boulevard; 1006, 1010, 1012, 1014, 1020 South Serrano Avenue; 1007, 1011, 1015, 1017, 1019, 1021 South Hobart Boulevard.

Project Location: The Project is located in the City of Los Angeles along the south side of W. Olympic Boulevard between S. Hobart Boulevard and S. Serrano Avenue and extending south along those streets approximately 200 feet.

Council District: 10; Herb J. Wesson, Jr.

Project Description: The Project would involve the demolition of an existing one-story commercial retail building, related surface parking, and 5 residential buildings (a one-story single-family dwelling, a two-story single-family dwelling and three multi-family rental units that are one-story) for the construction of a new 7-story mixed-use structure above two levels of subterranean parking. The Project would contain 252 dwelling units, of which 46 units would be designated as restricted affordable to Very Low Income Households, and 32,100 square feet of retail space. The Project would include approximately 311 parking spaces using Parking Option 3 and would be located at-grade behind the commercial, on a mezzanine level and within two subterranean levels. The Project also includes 272 long-term bicycle parking spaces and 46 short-term bicycle parking spaces. The Project would contain a total of 270,199 square feet of floor area and an average Floor Area Ratio (FAR) of 6.09:1. Approximately 144,251 square feet and an FAR of 5.79:1 is in the C2-1 Zone, and 125,948 square feet and an FAR of 6.39:1 in the R4-1 Zone. The Project would be 85 feet in height with roof structures up to 91 feet in height.

The Applicant has requested the following entitlement: Three (3) On-Menu Density Bonus Incentives pursuant to Section 12.22 A.25(g)(2) of the LAMC to (1) reduce the front yard on Hobart Boulevard in the R4-1 Zone by 20% from 15 feet to 12 feet; (2) to reduce the front yard on Serrano Avenue in the R4-1 Zone by 20% from 15 feet to 20 feet; and (3) to reduce the side yard in the R4-1 Zone by 20% from 10 feet to 8 feet. The applicant also requests two (2) Waivers of Development Standards pursuant to Section 12.22 A.25(g)(3) of the LAMC to (1) use pre-dedication area of any land required to be dedicated for street or alley purposes as lot area for purposes of calculating the maximum density permitted by the

underlying zone in which the project is located, and (2) to average the floor area, density, parking or open space, and permitted vehicular access from a less restrictive zone to a more restrictive zone. The applicant is requesting a Conditional Use Permit pursuant to Section 12.24 U.26 of the LAMC to allow a density bonus increase greater than the maximum permitted in Section 12.22 A.25, to 95% over the entire Project Site in order to permit 252 dwelling units in lieu of the otherwise permitted 129 dwelling units, and pursuant to 12.24 F of the LAMC an increase in the permitted Floor Area Ratio (FAR) to 6.09 in lieu of 1.5:1 in the C2-1 Zone and 3:1 in the R4-1 Zone. The applicant seeks approval of Site Plan Review pursuant to Section 16.05 of the LAMC; and a Vesting Tentative Tract Map to merge and re-subdivide eight existing lots into three lots, Lot 1 a ground lot, Lot 2 a residential lot consisting of 252 apartment units and parking, and Lot 3 a commercial lot consisting of 32,100 square feet to be subdivided into a maximum of 33 commercial units and parking. In addition, the Project would require ministerial approvals associated with construction of the project, including but not limited to the removal of 22 trees on-site and 8 street trees (5 street trees on Olympic Boulevard, 1 street tree on Hobart Boulevard and 2 street trees on Serrano Avenue), demolition, grading, excavation, a haul route for the export of 37,660 cubic yards of dirt, and building permits.

APPLICANTS:	**PREPARED BY:**	**ON BEHALF OF:**
Choi Bo Sung, Inc. CBS Property Group LLC 3170 W Olympic Blvd, Suite #G Los Angeles, CA 90006	Meridian Consultants LLC 910 Hampshire Rd., Ste. V Westlake Village, CA 91361	City of Los Angeles Department of City Planning Central Project Planning

CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY: City of Los Angeles, Department of City Planning		**COUNCIL DISTRICT:** CD 10 – Herb J. Wesson, Jr.
PROJECT TITLE: 3170 West Olympic Boulevard	**ENVIRONMENTAL CASE:** ENV-2016-3663-MND	**CASE NOS:** CPC-2016-3662-CU-DB-SPR VTT-74311

PROJECT LOCATION: 3170 and 3188 West Olympic Boulevard; 1006, 1010, 1012, 1014, 1020 South Serrano Avenue; 1007, 1011, 1015, 1017, 1019, 1021 South Hobart Boulevard.

PROJECT DESCRIPTION: The Project would involve the demolition of an existing commercial retail building, related surface parking, and 5 residential buildings (a one-story single-family dwelling, a two-story single-family dwelling and three multi-family rental units that are one-story) for the construction of a new 7-story mixed-use structure above two levels of subterranean parking. The Project would contain 252 dwelling units, 46 of which would be designated as affordable, and 32,100 square feet of retail space. The Project would include approximately 311 parking spaces using Parking Option 3 and would be located at-grade behind the commercial, on a mezzanine level and within two subterranean levels. The Project also includes 272 long-term bicycle parking spaces and 46 short-term bicycle parking spaces. The Project would contain a total of 270,199 square feet of floor area and an average Floor Area Ratio (FAR) of 6.09:1. Approximately 144,251 square feet and an FAR of 5.79:1 is in the C2-1 Zone, and 125,948 square feet and an FAR of 6.39:1 in the R4-1 Zone. The Project would be 85 feet in height with roof structures up to 91 feet in height.

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NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY:
Choi Bo Sung, Inc.
CBS Property Group LLC
3170 W Olympic Blvd, Suite #G
Los Angeles, CA 90006

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 is 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 Monique Acosta	**TITLE** City Planning Associate	**TELEPHONE NUMBER** (213) 978-1173
ADDRESS 200 N. Spring Street, Room 621 Los Angeles, CA 90012	**SIGNATURE (Official)**	**DATE**

SUMMARY OF 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:

MM-BIO-1: Tree Removal (Non-Protected Trees)

- Prior to the issuance of any permit for the Project, 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 Project 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 of the Project site, 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. All trees in the public right-of-way shall conform to the current standards of the Department of Public Works, Urban Forestry Division, Bureau of Street Services.

MM-BIO-2: Tree Removal (Public Right-of-Way)

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.

- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).

- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 2:1 basis, shall be required for the unavoidable loss of trees in the public right-of-way.

- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

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:

MM-HAZ-1 Emergency Evacuation Plan

- Prior to the issuance of a building permit, the applicant shall develop an emergency response plan for the Project in consultation with the Fire Department. The emergency response plan shall include but not be limited to the following performance standards and requirements: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments

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:

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

- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 30 minutes.

- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.

- Stationary construction equipment, such as pumps, generators, or compressors, must be placed as far from noise sensitive uses as feasible during all phases of project construction.

- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.

- 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.

- 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 and shall include the use of plug-in electrical or solar powered generators.

Population and Housing: No mitigation measures are required.

Public Services:

MM-PS-1 Public Services (Police – Demolition/Construction Sites)

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

MM-PS-2 Public Services (Police)

The plans shall incorporate a design that enhances the 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 LAPD. 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 LAPD prior to the issuance of building permits.

Upon completion of the Project, the Wilshire Area commanding officer shall be provided with a diagram of each portion of the property. The diagram shall include access routes and any additional information that might facilitate police response.

MM-PS-3 Public Services (Construction Activity Near Schools)

- The developer and contractors shall maintain ongoing contact with administrator of Hobart Boulevard Elementary School and Los Angeles Elementary 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 the administrators 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.

MM-PS-4 Public Services (Schools affected by Haul Route)

- LADBS shall assign specific haul route hours of operation based upon Hobart Boulevard Elementary School and Los Angeles Elementary School's hours of operation.

- 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.

Recreation: No mitigation measures are required.

Transportation and Traffic:

MM-TRAF-1 Safety Hazards

- The developer shall install appropriate construction related 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.

- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic, and overhead protection, due to sidewalk closure or blockage, at all times.

- Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.

- Covered walkways should be provided where pedestrians are exposed to potential injury from falling objects.

- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction and/or construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Tribal Cultural Resources: No mitigation measures are required.

Utilities and Service Systems: No mitigation measures are required.

Mandatory Findings of Significance: Applicable mitigation measures have been stated above.

Initial Study
3170 West Olympic Boulevard
City of Los Angeles

Prepared for:
City of Los Angeles
Department of City Planning

Prepared by:
Meridian Consultants LLC
910 Hampshire Road, Suite V
Westlake Village, California 91361

October 2018

TABLE OF CONTENTS

Section		Page
1.0	Introduction	1.0-1
2.0	Project Description	2.0-1
3.0	Initial Study Checklist	3.0-1
4.0	Environmental Analysis	4.0-1
5.0	List of Preparers	5.0-1
6.0	References	6.0-1

Appendices

A. Air Quality and Greenhouse Gas Modeling Report dated May 2018

B. Noise Data dated December 2016

C. Phase 1 dated August 8, 2016

D. Geotechnical Study dated June 30, 2016

E. Traffic Study dated August 30, 2016

F. Department of Building and Safety Soils Approval Letter dated September 27, 2016

G. Department of Transportation Letter dated October 19, 2016

H. CHRIS and SLF Reports dated August 3, 2018

I. Memo to Case File No. ENV-2016-3663-MND, City's Anaylsis of Project Potential Impacts to Tribal Cultural Resources at 3170 West Olympic Boulevard ("Project Site") dated October 5, 2018

1.0 INTRODUCTION

Project Title: 3170 West Olympic Boulevard

Project Addresses: 3170 and 3188 West Olympic Boulevard; 1006, 1010, 1012, 1014, 1020 South Serrano Avenue; 1007, 1011, 1015, 1017, 1019, 1021 South Hobart Boulevard.

Project Location: South side of W. Olympic Boulevard between S. Hobart Boulevard and S. Serrano Avenue and extending south 200 feet from Olympic Boulevard.

Project Applicants: Choi Bo Sung, Inc.
CBS Property Group LLC
3170 W. Olympic Boulevard, Suite #G
Los Angeles, CA 90006

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

PROJECT SUMMARY

The Project would involve demolition of the existing uses that include a one-story commercial retail building, related surface parking and five (5)residential structures (a one-story single-family dwelling, a two-story single-family dwelling and three multi-family rental units that are one-story), and the construction of a new 7-story structure above two levels of subterranean parking. The proposed structure would contain 252 dwelling units and 32,100 square feet of commercial space on the first and second floors. The structure would have a maximum height of approximately 85 feet, a maximum floor area of 270,198 square feet and an average Floor Area Ratio (FAR) of approximately 6.09:1.

The Project site is designated on the Wilshire Community Plan Map as Community Commercial and High Medium Residential. The Project site is zoned C2-1 (Commercial Zone) and R4-1 (Multifamily). To implement the Project, the Applicant has requested the following entitlement: Three (3) On-Menu Density Bonus Incentives pursuant to Section 12.22 A.25(g)(2) of the LAMC to (1) reduce the front yard on Hobart Boulevard in the R4-1 Zone by 20% from 15 feet to 12 feet; (2) to reduce the front yard on Serrano Avenue in the R4-1 Zone by 20% from 15 feet to 20 feet; and (3) to reduce the side yard in the R4-1 Zone

by 20% from 10 feet to 8 feet. The applicant also requests two (2) Waivers of Development Standards pursuant to Section 12.22 A.25(g)(3) of the LAMC to (1) use pre-dedication area of any land required to be dedicated for street or alley purposes as lot area for purposes of calculating the maximum density permitted by the underlying zone in which the project is located, and (2) to average the floor area, density, parking or open space, and permitted vehicular access from a less restrictive zone to a more restrictive zone. The applicant is requesting a Conditional Use Permit pursuant to Section 12.24 U.26 of the LAMC to allow a density bonus increase greater than the maximum permitted in Section 12.22 A.25, to 95% over the entire Project Site in order to permit 252 dwelling units in lieu of the otherwise permitted 129 dwelling units, and pursuant to 12.24 F of the LAMC an increase in the permitted Floor Area Ratio (FAR) to 6.09 in lieu of 1.5:1 in the C2-1 Zone and 3:1 in the R4-1 Zone. The applicant seeks approval of Site Plan Review pursuant to Section 16.05 of the LAMC; and a Vesting Tentative Tract Map to merge and re-subdivide eight existing lots into three lots, Lot 1 a ground lot, Lot 2 a residential lot consisting of 252 apartment units and parking, and Lot 3 a commercial lot consisting of 32,100 square feet to be subdivided into a maximum of 33 commercial units and parking. In addition, the Project would require ministerial approvals associated with construction of the project, including but not limited to the removal of 22 trees on-site and 8 street trees (5 street trees on Olympic Boulevard, 1 street tree on Hobart Boulevard and 2 street trees on Serrano Avenue), demolition, grading, excavation, a haul route for the export of 37,660 cubic yards of dirt, and building permits.

ENVIRONMENTAL REVIEW PROCESS

This Initial Study is a preliminary analysis, prepared by and for the City of Los Angeles as the Lead Agency in compliance with the California Environmental Quality Act (CEQA), to determine whether an Environmental Impact Report (EIR), a Negative Declaration (ND), or a Mitigated Negative Declaration (MND) should be prepared for the Project. An MND is prepared when the Initial Study has identified potentially significant effects on the environment but (1) revisions in the project plans or proposals made by, or agreed to by, the Applicant before the proposed MND and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur; and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment. Consequently, the analysis contained herein concludes that an MND should be prepared for the Project.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into six sections as follows:

Section 1.0, Introduction, provides introductory information such as the Project title, the Project Applicants, and the lead agency for the Project.

Section 2.0, Project Description*,* provides a detailed description of the Project, including the environmental setting, Project characteristics, related Project information, Project objectives, and environmental clearance requirements.

Section 3.0, **Initial Study Checklist**, includes the City of Los Angeles Initial Study Checklist showing the determination of the significance of potential environmental impacts of the Project.

Section 4.0, Environmental Analysis, includes discussion and analysis for each environmental topic and threshold listed in the Initial Study Checklist.

Section 5.0, List of Preparers*,* identifies the individuals who prepared this report.

Section 6.0, References, identifies all printed references cited in this Initial Study.

Appendices include Project-specific reports and data used to support the analysis in this Initial Study.

2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The Project is located in the Koreatown neighborhood and within the Wilshire Community Plan area of the City of Los Angeles, as shown in **Figure 2.0-1, Project Location Map**. The Project site occupied the south side of W. Olympic Boulevard between S. Hobart Boulevard and S. Serrano Avenue and extends south 200 feet from Olympic Boulevard, as shown in **Figure 2.0-2**, **Aerial Photograph of the Project site**.

2.2 EXISTING SITE CONDITIONS

The Project site is approximately 51,290 square feet (1.18 acres) in area and is currently developed with a 1-story, 18,295-square-foot commercial retail structure, a related surface parking lot and 5 private residential structures with associated accessory buildings. The commercial property is accessed through driveways along S. Serrano Avenue. One of the residential lots fronts on Serrano Avenue south of the commercial parking lot. The other two residential lots, one of which contains 3 residences, front on Hobart south of the commercial structure. Landscaping on the Project site is characterized by vegetation along the perimeter of the commercial property as well as hedges, trees, shrubs, and some grasses on the residential lots.

The current addresses for the Project site include 3170 and 3188 West Olympic Boulevard; 1006, 1010, 1012, 1014, 1020 South Serrano Avenue; 1007, 1011, 1015, 1017, 1019, 1021 South Hobart Boulevard. The Project site consists of eight parcels (Lots 9-12, 15-18 and a portion of lots 13 and 14, Tract Pellissier) that are linked together under Assessor's Parcel Number (APN) 5080017008-14. Shown in **Figure 2.0-3, Existing Zoning and Parcels Map,** the Project site consists of:

1. 3170 W. Olympic Boulevard/1007 S. Hobart Boulevard (APN 5080017010, Lot 12, Tract Pellissier). This 6,209 square-foot property is located on the southwest corner of Olympic Boulevard and S. Hobart Boulevard and is developed with a 1-story commercial building that was constructed in 1955.
2. 1011 South Hobart Boulevard (APN 5080017010, Lot 11, Tract Pellissier). This 6,209-square-foot property is located on the west side of Hobart Boulevard and is developed with a 1-story commercial building that was constructed in 1955.
3. 1015-1017-1019 South Hobart Boulevard (APN 5080017009, Lot 10, Tract Pellissier). This 6,209 square-foot property is located on the west side of Hobart Boulevard and is developed with three single-story residences that were constructed in 1907, 1912 and 1923.
4. 1021 South Hobart Boulevard (APN 5080017008, Lot 9, Tract Pellissier). This 6,209 square-foot property is located on the west side of Hobart Boulevard and is developed with a 1-story single-family residential use that was constructed in 1902.

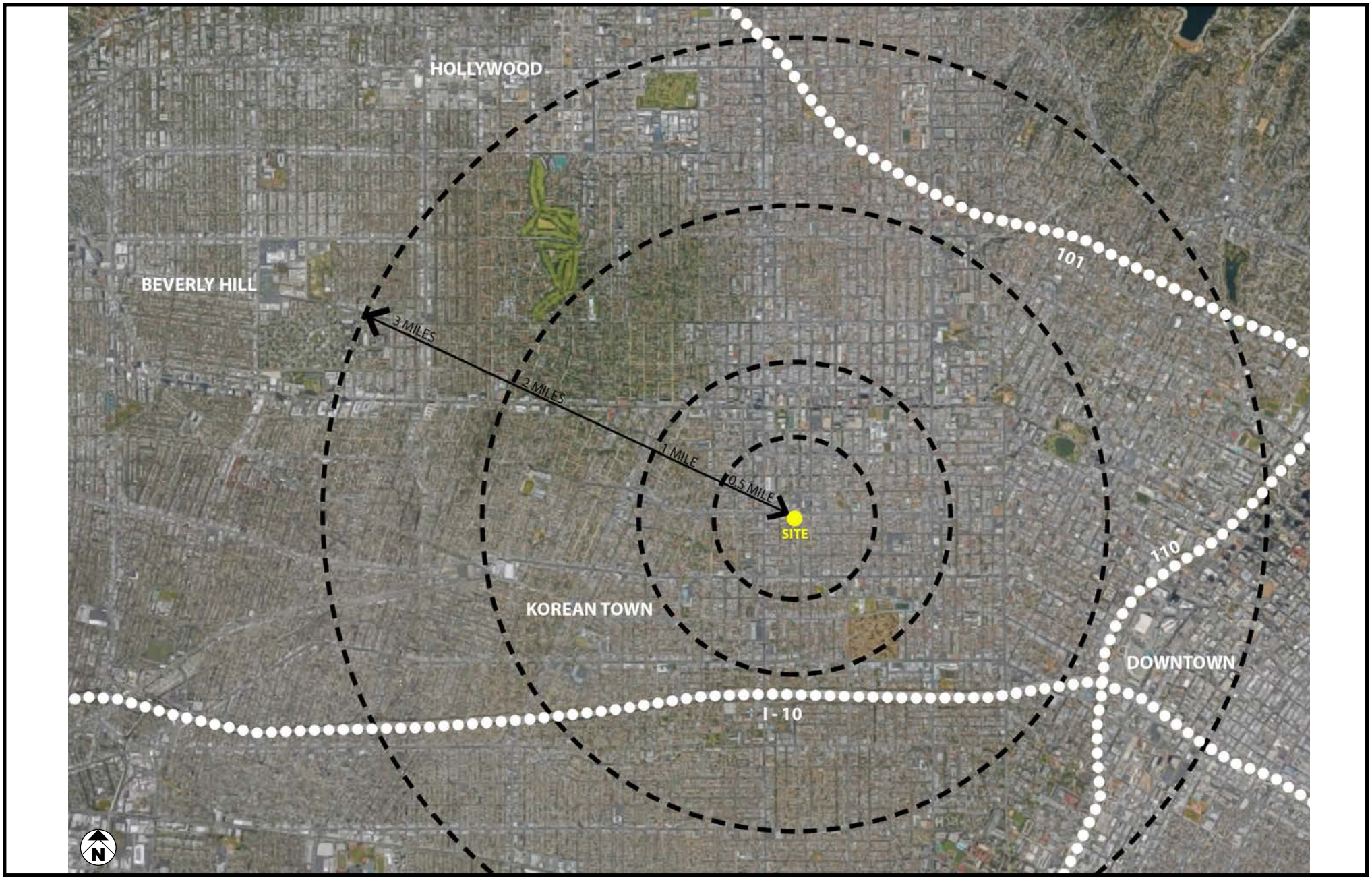
5. 3188 West Olympic Boulevard/1006 South Serrano Avenue (APN 5080017011, Lot FR 15, Tract Pellissier). This 6,185 square-foot property is located along the southeast corner of W. Olympic Boulevard and S. Serrano Avenue. It has a land use designation of Community Commercial and is zoned C2-1. The site is developed with a 1-story community commercial building constructed in 1972 and a parking lot.
6. 1010 South Serrano Avenue (APN 5080017012 Lot 16, Tract Pellissier). This 6,209 square-foot property is located on the east side of Serrano Avenue. It has a land use designation of Community Commercial and is zoned C2-1. The site is developed as a parking lot.
7. 1012and 1014 South Serrano Avenue (APN 5080017013 Lot 17, Tract Pellissier) This 6,209 square-foot property is located on the east side of Serrano Avenue. It has a land use designation of Community Commercial and is zoned C2-1. The site is developed as a parking lot.
8. 1020 South Serrano Avenue (APN 5080017014, Lot 18, Tract Pellissier). This 6,209 square-foot property is located on the east side of Serrano Avenue. It has a land use designation of High Medium Residential and is zoned R4-1. The site is developed with a 1-story single-family residential use that was constructed in 1909.

2.3 ZONING AND LAND USE DESIGNATIONS

As shown in **Figure 2.0-4, Wilshire Community Plan Map**, the Project is located in the Wilshire Community Plan Area. The Wilshire Community Plan Map designates the north half of the site as Community Commercial and the south half of the site as High Medium Residential. The north half of the project site is zoned C2-1; the south half is zoned R4-1. The C2 Commercial Zone permits a variety of commercial uses, such as retail with limited manufacturing; service stations and garages; and office uses, hotels, and hospitals. The C2 Zone also permits R4 residential uses, as well as churches, schools, and childcare. The R4 Residential Zone permits group dwellings, multiple dwellings, and apartment buildings to a density of 400 square feet of lot size per unit. The Height District No. 1 designations limits the Floor Area Ratio (FAR) to 1.5:1 for commercial uses and to 3:1 for residential uses.

2.4 SURROUNDING LAND USES

The Project site is located in an urbanized area of Los Angeles. Surrounding uses include a mix of commercial and residential uses and surface parking lots. To the north is a single story commercial building, a multi-story California Department of Water and Power building and the Hobart Boulevard Elementary School which includes some 2-story buildings. To the west there are commercial businesses ranging from 1- to 2-story buildings and a 4-story mixed-use building at S. Harvard Boulevard and W. Olympic Boulevard. To the east there is a mixture of 1- to 2-story commercial businesses on either side of W. Olympic Boulevard. To the south there is a mixture of single-family houses and multi-family apartments reaching up to 5-stories tall on both S. Hobart Boulevard and S. Serrano Avenue.



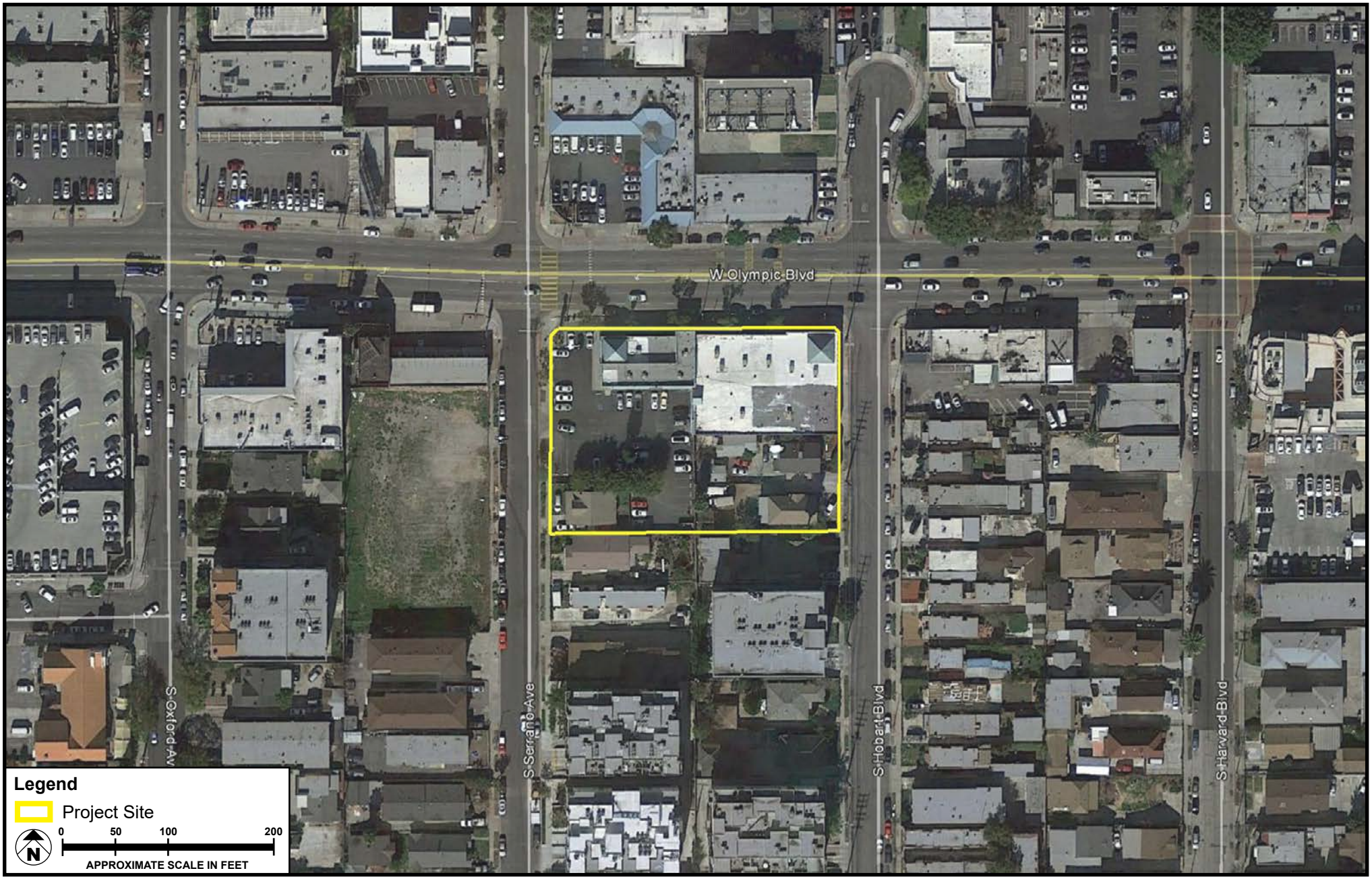
SOURCE: Archeon Group - October 2018

FIGURE **2.0-1**

Meridian Consultants

Project Vicinity Map

130-001-16



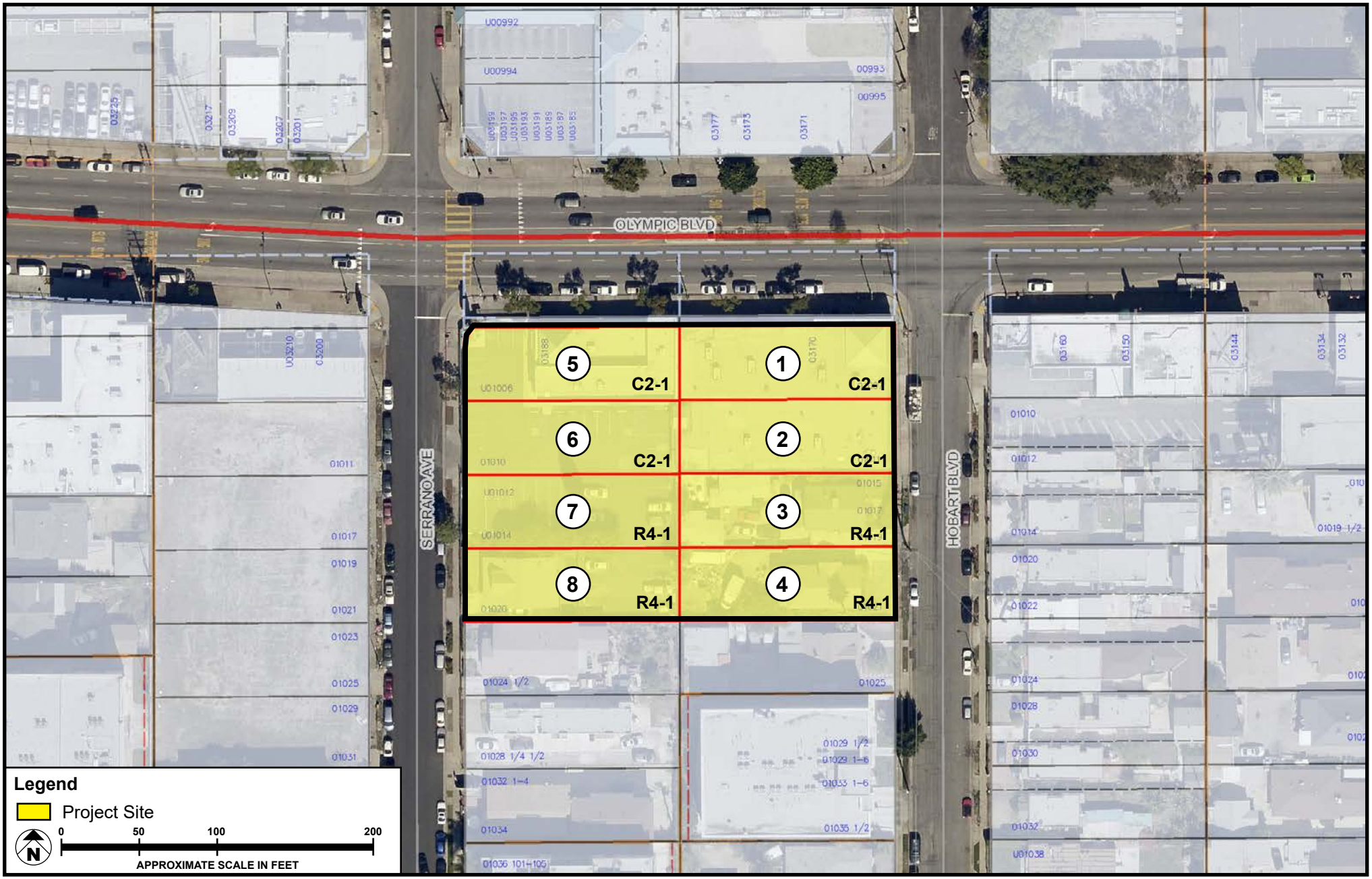
SOURCE: Google Earth - 2018

FIGURE **2.0-2**

Meridian Consultants

Aerial Photograph of the Project Site

130-001-16



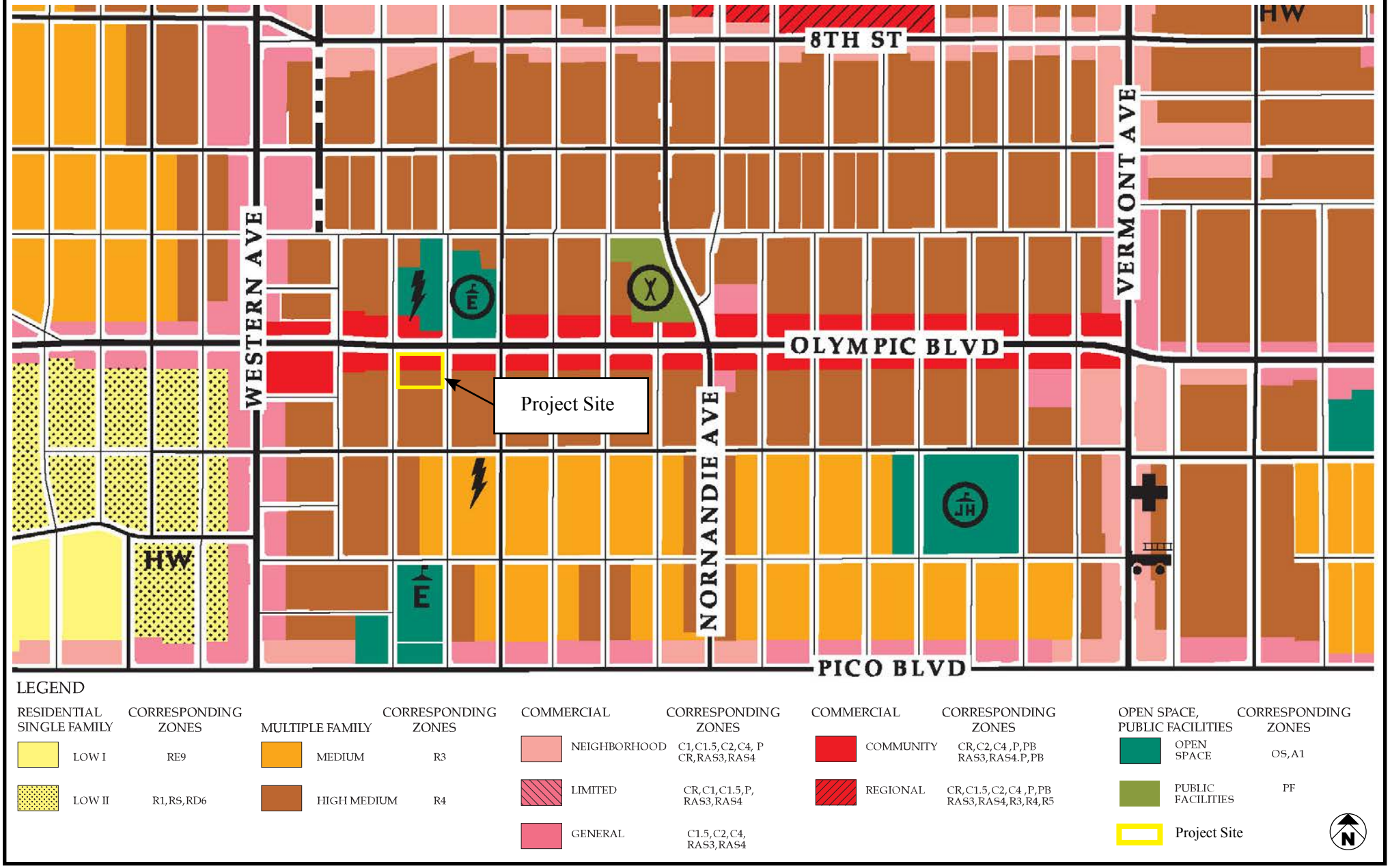
SOURCE: Archeon Group - October 2018

FIGURE **2.0-3**

Meridian Consultants

Existing Zoning and Parcels Map

130-001-16



SOURCE: City of Los Angeles, Department of City Planning - May 2014

FIGURE **2.0-4**

Meridian Consultants

Wilshire Community Plan Map

130-001-16

2.5 ACCESS

Regional Access

Primary regional access to the Project site is provided by State Route 110 (SR 110) and Interstate 10 (I-10), which run in a north–south and east–west direction east and south of the Project site, respectively. Additional regional access to the Project site is provided by the US Route 101/Hollywood Freeway (US 101), which generally runs in an east–west direction to the north of the Project site.

Local Street Access

Local street access is provided by a grid roadway system encompassing the Project site and surrounding area. West Olympic Boulevard, which borders the Project site to the north, runs in an east–west direction along the Project site. West Olympic Boulevard generally provides two travel lanes in each direction and is classified as an Avenue II. S Hobart Boulevard, located east of the Project site, is classified as a Local Street and runs in a north–south direction, with one travel lane in each direction. South Serrano Avenue, which borders the Project site to the west, runs in a north–south direction and provides one travel lane in each direction. It is classified as a Local Street.[1]

Public Transit

The Project site is served by regional and local public transit. Specifically, the Los Angeles County Metropolitan Transportation Authority (Metro) and the Los Angeles Department of Transportation (LADOT) provide access to and from the Project area. Metro Bus Lines 66 runs along Olympic Boulevard with a stop located at the intersection of S. Serrano Avenue and W. Olympic Boulevard.[2] Additionally, the Project site is located within 0.8 miles of the multimodal transit hub located at Wilshire Boulevard and S. Western Avenue. This multimodal transit hub offers transit options to major employment centers such as Santa Monica, Hollywood, Century City, Wilshire Corridor, and Downtown Los Angeles. The available transit options at this transit hub include Metro's Purple Line, Wilshire Bus Rapid Transit, Santa Monica's Big Blue Bus, Metro's 207 bus line, and LADOT's Wilshire Center/Koreatown and Hollywood/Wilshire DASH lines.

1 *City of Los Angeles General Plan*, "Mobility Plan 2035" (2015), City of Los Angeles, Citywide General Plan Circulation System Map A4—Central, Midcity Subarea

2 Metro, "Maps & Timetables," http://www.metro.net/riding/maps/, accessed August 2017.

2.6 PROJECT CHARACTERISTICS

The Project Applicant has proposed to demolish the existing commercial retail building and related surface parking on the Project site and construct a 7-story mixed-use building containing 32,100 square feet of commercial space and 252 dwelling units. The building would be 85 feet in height, with an FAR of 6.09:1.

The Project would contain 311 parking spaces, 231 allocated for the residential uses and 80 for commercial uses. **Figure 2.0-5 Floor Plan-Level B1,** depicts the first level of subterranean parking. **Figure 2.0-6 Floor Plan-Level B2,** depicts the second level of subterranean parking. These subterranean levels would contain the residential parking and would include 27 electric vehicle stalls with chargers.

As shown in **Figure 2.0-7, Ground Floor Plan,** the ground floor would include retail space oriented toward Olympic Boulevard with residential parking and services behind. Additional residential parking and storage would be provided on the Mezzanine level, shown in **Figure 2.0-8**, **Mezzanine Floor Plan**. As shown in **Figure 2.0-9**, **Second Floor Plan**, the retail space would continue to the second floor. The commercial parking area would include 8 electric vehicle stalls and the residential parking area would include 19 electric vehicle stalls. These levels would also contain bicycle parking, residential storage, and recycling and trash areas.

The residential portion of the project, on levels 2 through 7, would consist of 252 dwelling units: 69 studios, 157 1-bedroom apartments and 26 2-bedroom apartments. The retail uses would extend to the second floor that also would contain 24 units as well as residential amenities including a pool. As shown in **Figure 2.0-10, L3-L6 Floor Plan,** Level 3 through Level 6 would each contain 47 units while Level 7, shown in **Figure 2.0-11, L7 Floor Plan,** would contain 40 residential units and a roof deck.

Figure 2.0-12, North and East Elevations, depicts the north and east facades. **Figure 2.0-13, South and West Elevations,** depicts the south and west facades. **Figure 2.0-14, Section View,** depicts the structure from the east and west perspectives. **Figure 2.0-15, Rendering—View from Olympic Blvd,** depicts a conceptual view of the Project from street level, showing the way the potential colors, geometry and articulation of the façade. **Figure 2.0-16, Rendering—View from Hobart Blvd,** depicts a conceptual view of the Project from street level, showing the way the potential colors, geometry and articulation of the façade.

SOURCE: Archeon Group - October 2018

FIGURE **2.0-5**

Meridian Consultants

B1 Floor Plan

130-001-16

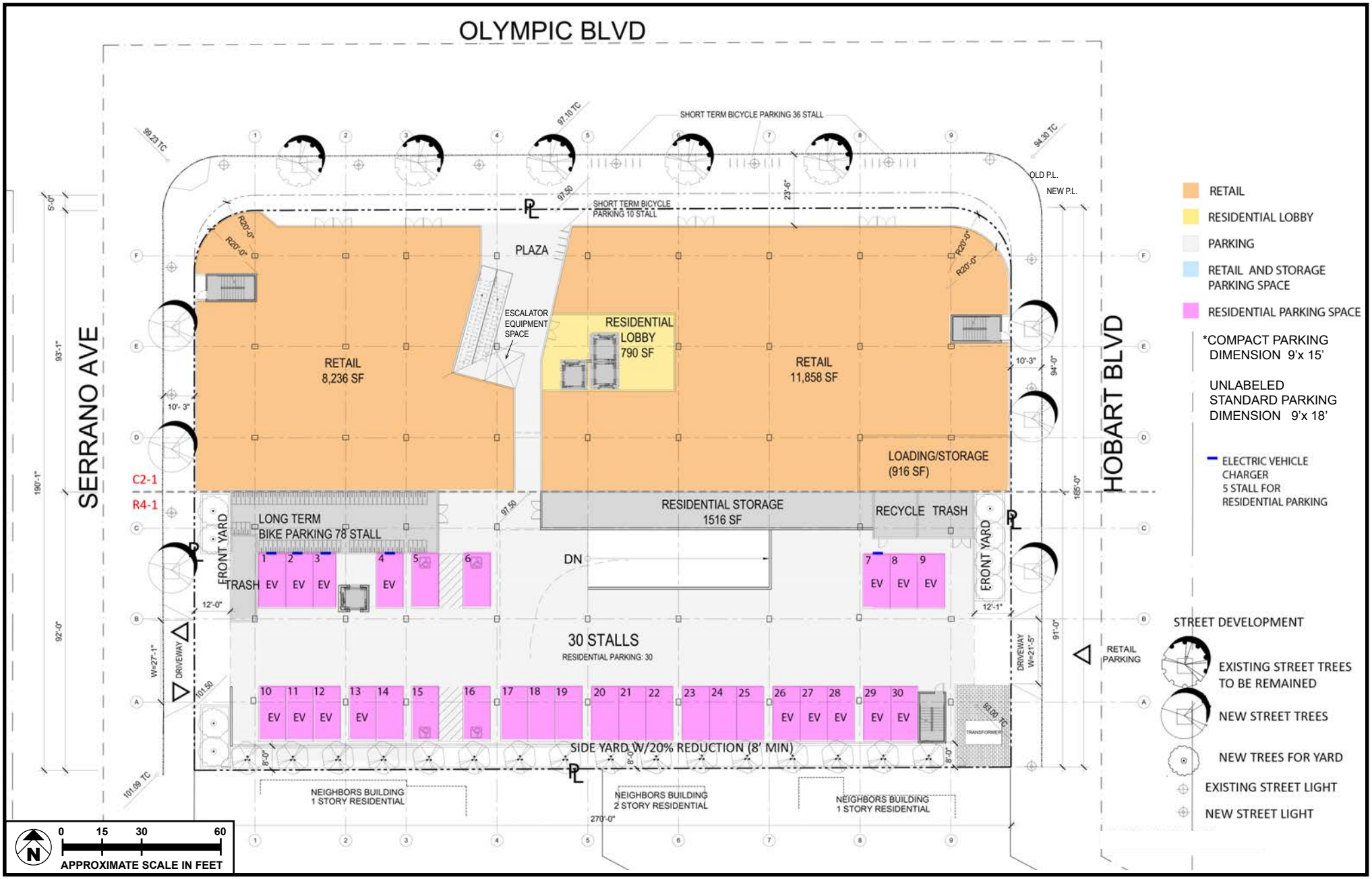
SOURCE: Archeon Group - October 2018

FIGURE **2.0-6**

B2 Floor Plan

Meridian Consultants

130-001-16



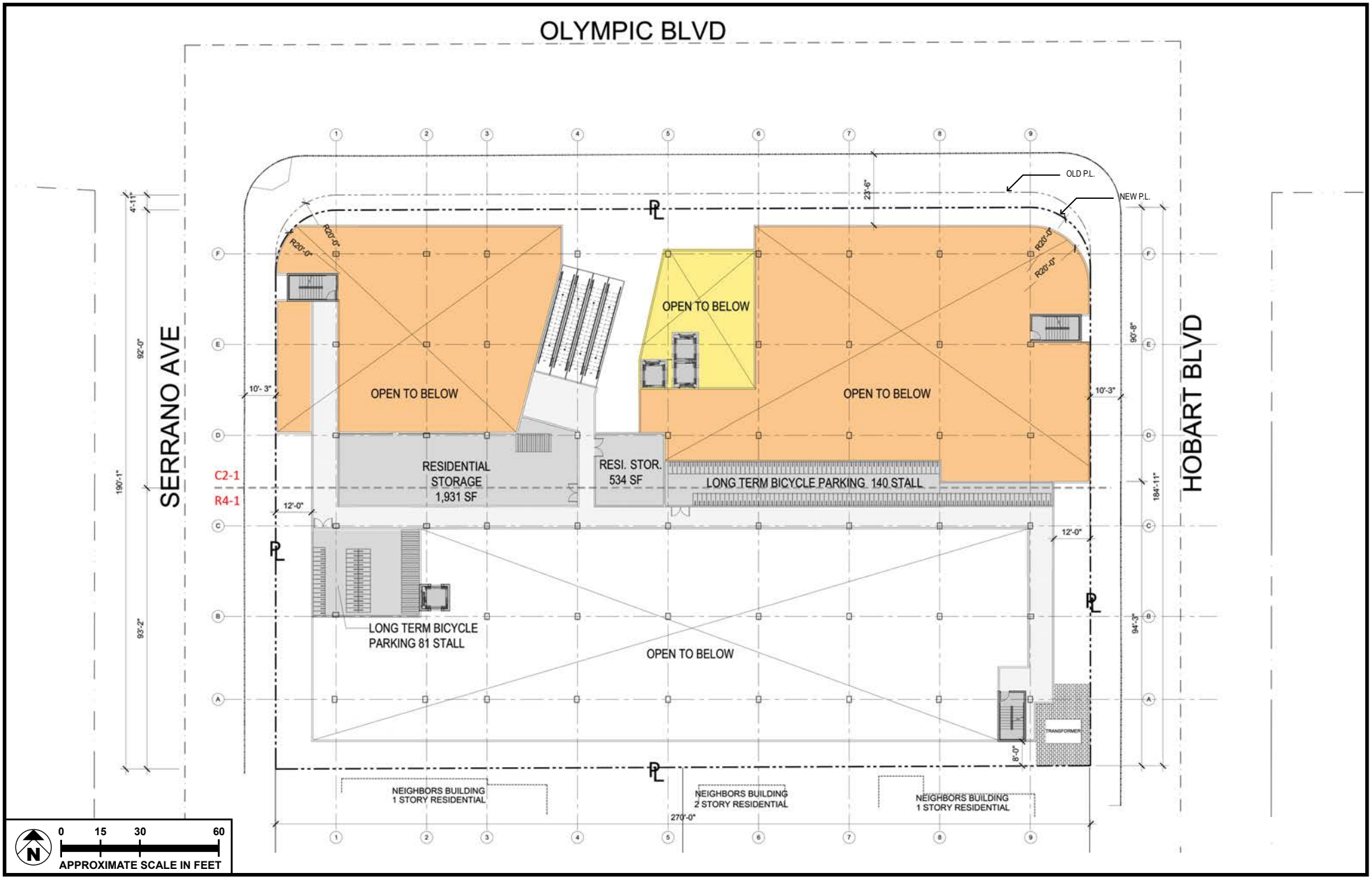
SOURCE: Archeon Group - October 2018

FIGURE **2.0-7**

Meridian Consultants

Ground Floor Plan

130-001-16



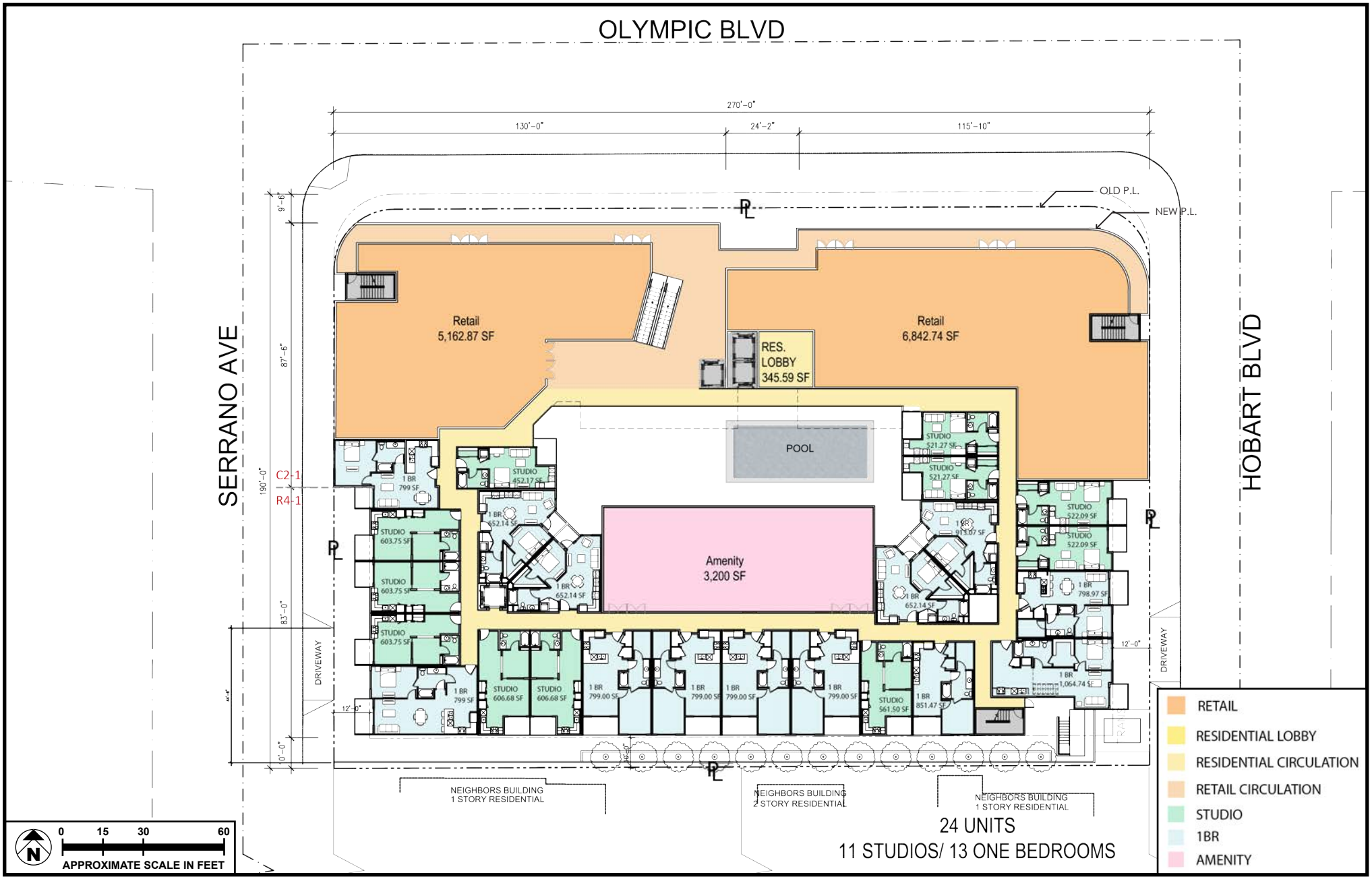
SOURCE: Archeon Group - October 2018

FIGURE **2.0-8**

Meridian Consultants

Mezzanine Floor Plan

130-001-16



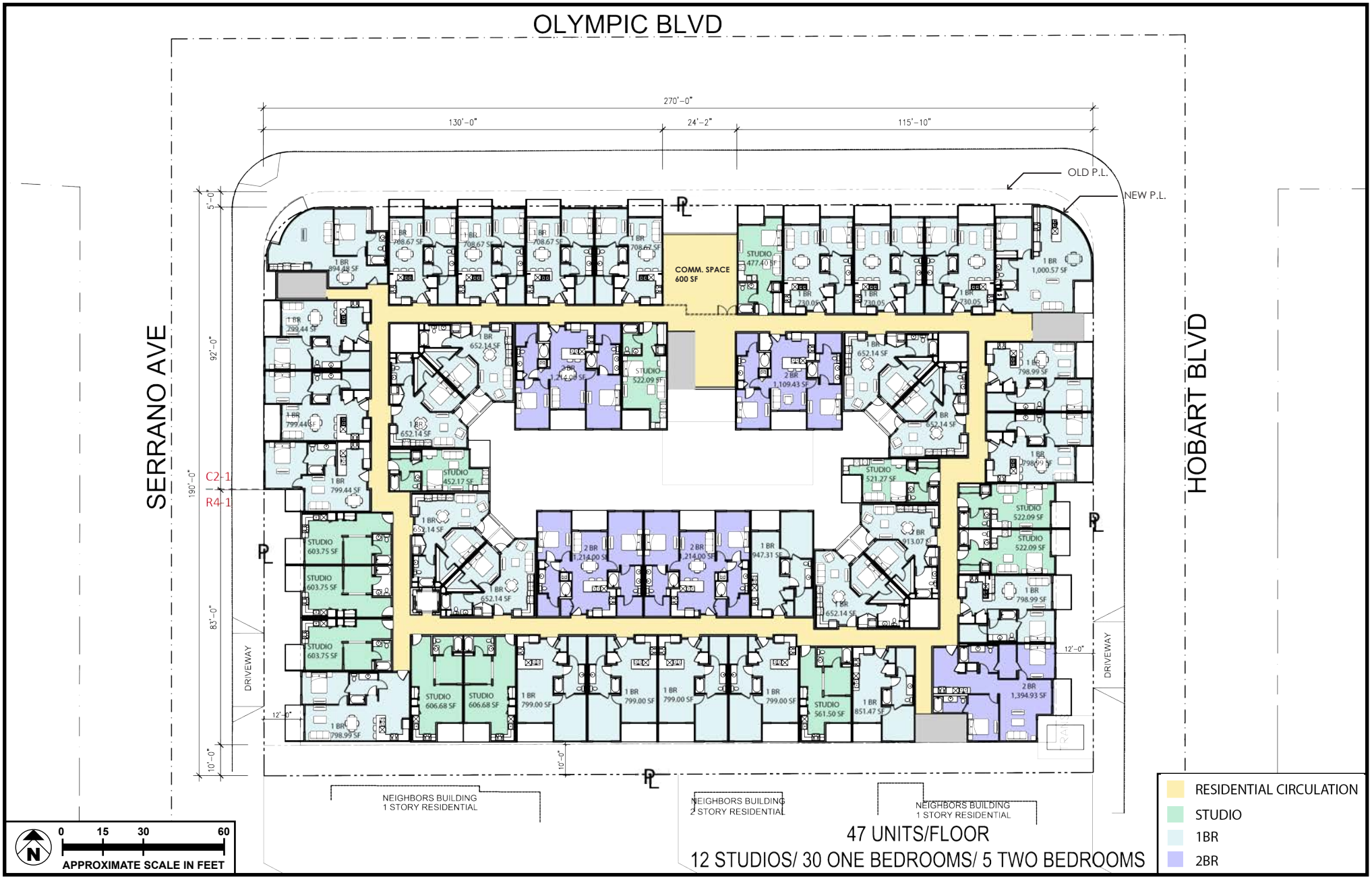
SOURCE: Archeon Group - October 2018

FIGURE **2.0-9**

Meridian Consultants

Level 2 Floor Plan

130-001-16



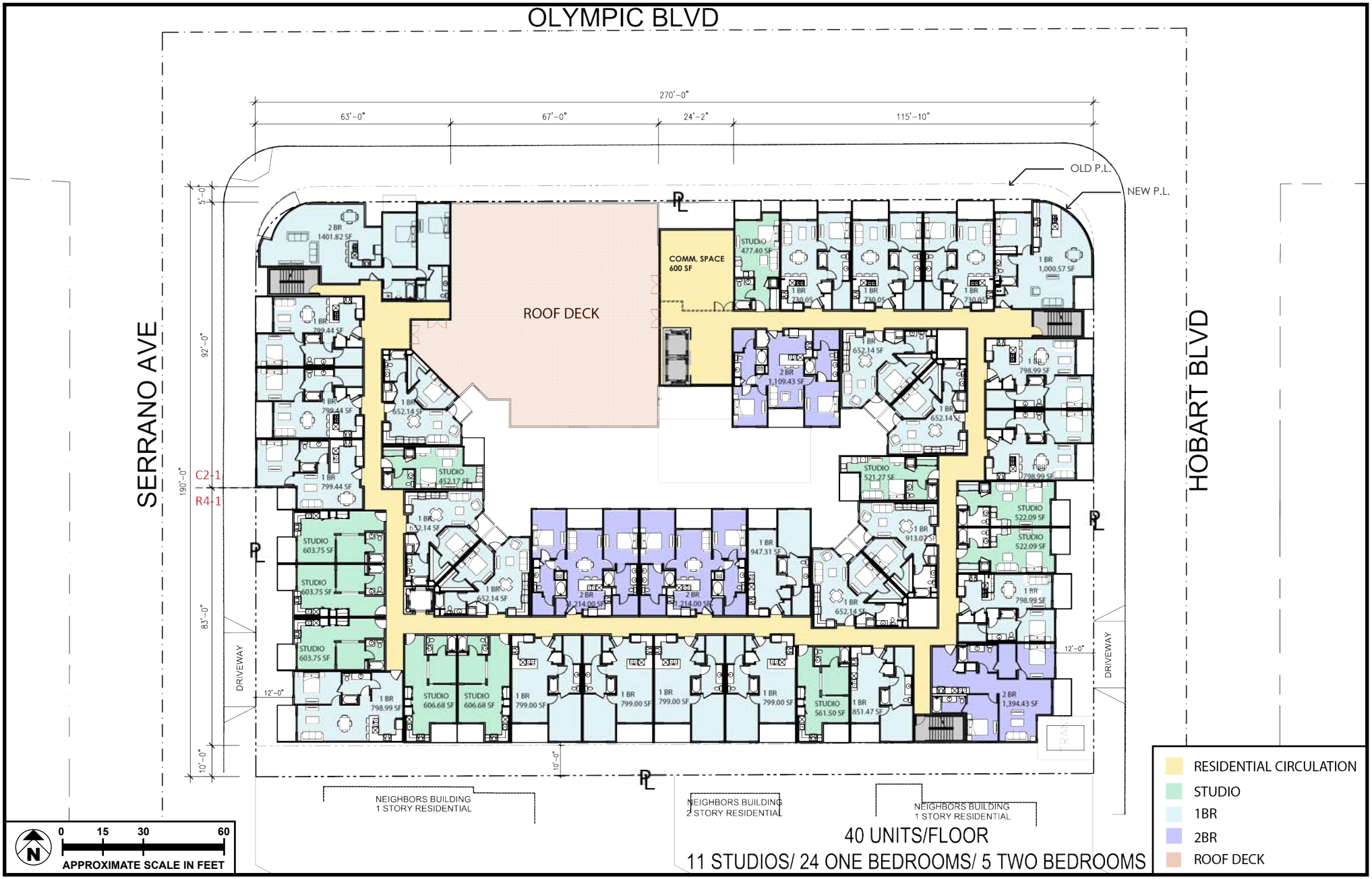
SOURCE: Archeon Group - October 2018

FIGURE **2.0-10**

Meridian Consultants

Level 3 - Level 6 Floor Plan

130-001-16



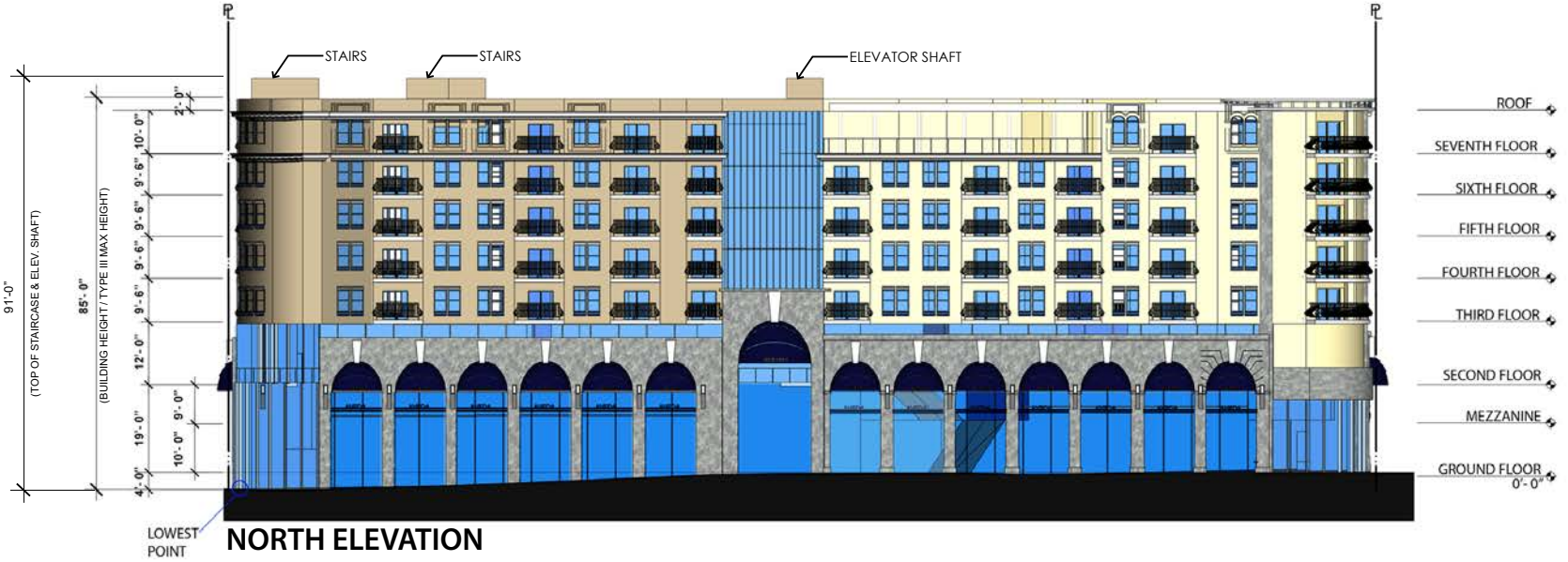
SOURCE: Archeon Group - October 2018

FIGURE **2.0-11**

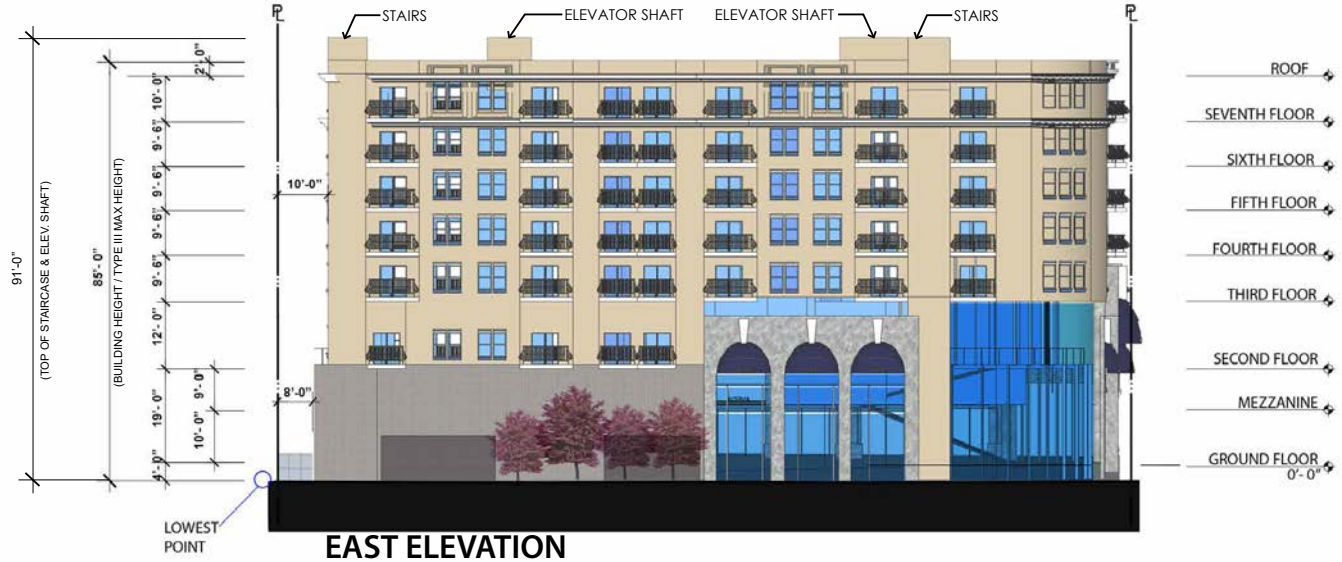
Meridian Consultants

Level 7 Floor Plan

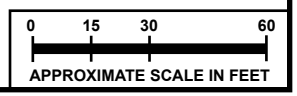
130-001-16



NORTH ELEVATION



EAST ELEVATION



SOURCE: Archeon Group - October 2018

FIGURE **2.0-12**

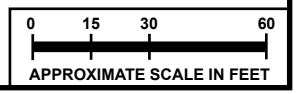
Meridian Consultants

North and East Elevations

130-001-16

SOUTH ELEVATION

WEST ELEVATION



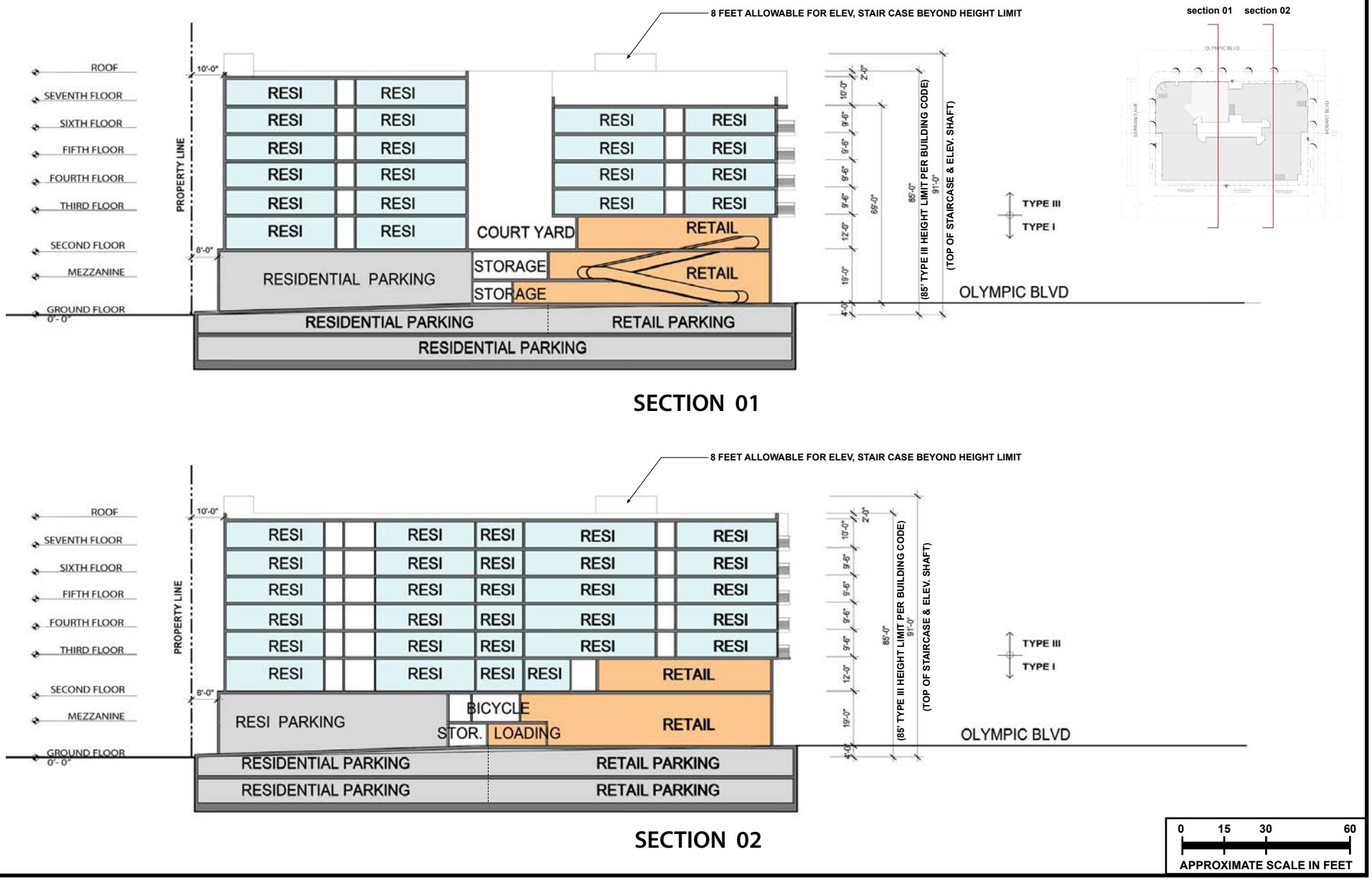
SOURCE: Archeon Group - October 2018

FIGURE **2.0-13**

Meridian Consultants

South and West Elevations

130-001-16



SOURCE: Archeon Group - October 2018

FIGURE **2.0-14**

Meridian Consultants

Section View

130-001-16

SOURCE: Archeon Group - October 2018

FIGURE **2.0-15**

Meridian Consultants

Rendering – View from Olympic Boulevard

130-001-16

SOURCE: Archeon Group - October 2018

FIGURE **2.0-16**

Meridian Consultants

Rendering – View from Hobart Boulevard

130-001-16

2.7 APPROVAL ACTIONS

In order to implement the Project, the Applicant is requesting the following entitlement:

1) Pursuant to Los Angeles Municipal Code (the "LAMC") Section 12.22.A.25(g)(2), three (3) on-menu incentives, as follows:

    - a 20% decrease in the required width of the front yard on Serrano Avenue in the R4-1 Zone by 20% from 15 feet to 20 feet;
    - a 20% decrease in the required width of the front yard on Hobart Boulevard in the R4-1 Zone by 20% from 15 feet to 12 feet;

      a 20% decrease in the required width of the side yard along the south property line in the R4-1 Zone by 20% from 10 feet to 8 feet;

2) Pursuant to LAMC Section 12.22 A.25(g)3), two (2) waivers of development standards, as follows:

    - use pre-dedication area of any land required to be dedicated for street or alley purposes as lot area for purposes of calculating the maximum density permitted by the underlying zone in which the project is located; and
    - average the floor area, density, parking or open space, and permitted vehicular access from a less restrictive zone to a more restrictive zone;

3) Pursuant to LAMC Section 12.24.U.26, a Conditional Use Permit to allow a density bonus increase greater than the maximum permitted in Section 12.22 A.25 to 95% over the entire Project Site in order to permit 252 dwelling units in lieu of 129 dwelling units and pursuant to 12.24 F of the LAMC an increase in the permitted Floor Area Ratio (FAR) to 6.09 in lieu of 1.5:1 in the C2-1 Zone and 3:1 in the R4-1 Zone;

4) Pursuant to LAMC Section 16.05, Site Plan Review approval for a development that creates an increase of 50 or more dwelling units; and

5) Pursuant to LAMC 17.15, a Vesting Tentative Tract Map to merge and re-subdivide the Property into three lots, Lot 1 a ground lot, Lot 2 a residential lot consisting of 252 apartment units and parking, and Lot 3 a commercial lot consisting of 32,100 square feet to be subdivided into a maximum of 33 commercial units and parking.

In addition to the entitlements identified above, the following approvals are also required from other City entities for the Project, including, but not limited to, approvals and permits from the City's Department of Building and Safety and Public Works (and other municipal agencies) for Project construction activities including, but not limited to the following: demolition, haul route, excavation, shoring, grading,

foundation, building and interior improvements and the removal of trees on public and/or private property.

2.8 Construction

The construction of the Project, including demolition, would take approximately 18 months from start to finish. Construction activities associated with the Project would be undertaken in three main steps: (1) demolition/site clearing, (2) site preparation, and (3) building construction.

Construction of the Project would commence with demolition and site-clearing activities. All existing improvements on the Project site would be removed. Construction and demolition debris would be recycled to the maximum extent feasible.

After the completion of site clearing, excavation for three subterranean levels of parking would begin. Approximately 37,660 cubic yards of soil would be removed from the Project site and taken to an approved landfill. The Project would require a haul route permit that would specify the truck route to and from the Project site. The anticipated haul route would direct trucks to reach the Project site via the Western Avenue exit on Interstate 10, then north along Western Avenue to Olympic Boulevard**.** Similarly, trucks would be directed from the Project site traveling west on Olympic Boulevard and south on Western Avenue to the Interstate 10.

Construction activities may necessitate temporary lane closures on streets adjacent to the Project site on an intermittent basis for utility relocations/hookups, delivery of materials, and other construction activities as needed. Site deliveries and 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, will be properly permitted by the City 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 stated in Section 41.40 of the Los Angeles Municipal Code (LAMC), the permissible hours of construction involving noise-generating equipment within the City are 7:00 AM to 9:00 PM Monday through Friday, and between 8:00 AM and 6:00 PM on any Saturday or national holiday. No construction activities are permitted on Sundays. The Project would comply with these restrictions.

3.0 INITIAL STUDY CHECKLIST

CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY and CHECKLIST
(*CEQA Guidelines* Section 15063)

LEAD CITY AGENCY: City of Los Angeles, Department of City Planning	**COUNCIL DISTRICT:** CD 10 – Herb J. Wesson, Jr.	**DATE:**
RESPONSIBLE AGENCIES: Southern California Air Quality Management District Los Angeles Regional Water Quality Control Board		
PROJECT TITLE: 3170 West Olympic	**ENVIRONMENTAL CASE:** ENV-2016-3663-MND	**CASE NOS:** CPC-2016-3662-CU-DB-SPR VTT-74311
PREVIOUS ACTIONS CASE NO. No recent activity.	☒ DOES have significant changes from previous actions. ☐ DOES NOT have significant changes from previous actions	
PROJECT LOCATION: 3170 and 3188 West Olympic Boulevard; 1006, 1010, 1012, 1014, 1020 South Serrano Avenue; 1007, 1011, 1015, 1017, 1019, 1021 South Hobart Boulevard, Los Angeles, California, 90006.		
PROJECT DESCRIPTION: See Section 2.0 of this Initial Study.		
ENVIRONMENTAL SETTING: See Section 2.0 of this Initial Study.		

COMMUNITY PLAN AREA: Wilshire **STATUS:** ☐ Preliminary ☒ Does Conform to Plan ☐ Proposed ☐ Does NOT Conform to Plan ☒ Adopted in 2001		**AREA PLANNING COMMISSION:** Central	**CERTIFIED NEIGHBORHOOD COUNCIL:** Wilshire Center–Koreatown
EXISTING ZONING: C2-1, R4-1	**MAX DENSITY ZONING:** C2-1 Zone: 1.5:1 FAR R4-1 Zone: 3.0:1	**LA River Adjacent:** No	
GENERAL PLAN LAND USE: Community Commercial; High Medium Residential	**MAX. DENSITY PLAN:** Same as zoning	**PROPOSED PROJECT DENSITY:** 6.09:1 FAR	

Determination (to be completed by Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Monique Acosta	City Planning Associate	(213) 978-1173
Signature	**Title**	**Phone**

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
EACH DETERMINATION IN THIS INITIAL STUDY CHECKLIST IS BASED UPON SECTION 4.0, ENVIRONMENTAL ANALYSIS. PLEASE REFER TO THE APPLICABLE SECTION THEREIN FOR A DETAILED DISCUSSION OF THE CHECKLIST DETERMINATIONS.					
1	**AESTHETICS**				
Would the project:					
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?	☐	☐	☒	☐
2	**AGRICULTURE AND FOREST RESOURCES**				
Would the project:					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
3	**AIR QUALITY**				
Would the project:					
a.	Conflict with or obstruct implementation of the SCAQMD or congestion management plan?	☐	☐	☒	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
4	**BIOLOGICAL RESOURCES**				
Would the project:					
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by The California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the city or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☒	☐	☐
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?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
5	**CULTURAL RESOURCES**				
Would the project:					
a.	Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	☐	☐	☒	☐
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?	☐	☐	☒	☐
6	**GEOLOGY AND SOILS**				
Would the project:					
Exacerbate existing hazardous environmental conditions by bringing people or structures into areas that are susceptible to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
a.	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?	☐	☐	☐	☒
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 caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☒	☐
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 caused in whole or in part by the project exacerbating the expansive soil conditions?	☐	☐	☒	☐
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?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
7	**GREENHOUSE GAS EMISSIONS**				
Would the project:					
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?	☐	☐	☒	☐
8	**HAZARDS AND HAZARDOUS MATERIALS**				
Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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 exacerbate the current environmental conditions so as to 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 exacerbate current environmental conditions so as to 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 exacerbate current environmental conditions so as to result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
h.	Exacerbate existing hazardous environmental conditions by bringing people or structures into areas that are susceptible 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?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
9	**HYDROLOGY AND WATER QUALITY**				
Would the project:					
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 offsite?	☐	☐	☒	☐
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite?	☐	☐	☒	☐
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f.	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g.	Place housing within a 100-year flood plain as mapped on federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map?	☐	☐	☐	☒
h.	Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j.	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
10	**LAND USE AND PLANNING**				
Would the project:					
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, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
11	**MINERAL RESOURCES**				
Would the project:					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☒
b.	Result in the loss of availability of a locally---important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
12	**NOISE**				
Would the project:					
a.	Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
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?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
13	**POPULATION AND HOUSING**				
Would the project:					
a.	Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
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?	☐	☐	☐	☒
14	**PUBLIC SERVICES**				
Would the project:					
a.	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	i. Fire protection?	☐	☐	☒	☐
	ii. Police protection?	☐	☒	☐	☐
	iii. Schools?	☐	☒	☐	☐
	iv. Parks?	☐	☐	☒	☐
	v. Other public facilities?	☐	☐	☒	☐
15	**RECREATION**				
Would the project:					
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?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
16	**TRANSPORTATION AND TRAFFIC**				
Would the project:					
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?	☐	☐	☐	☒
4.17	**TRIBAL CULTURAL RESOURCES**				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a.	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)	☐	☐	☒	☐
b.	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
17	**UTILITIES & SERVICE SYSTEMS**				
Would the project:					
a.	Exceed wastewater treatment requirements of the applicable regional water quality control board?	☐	☐	☒	☐
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d.	Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☐	☐	☒	☐
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the 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?	☐	☐	☒	☐
18	**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?	☐	☒	☐	☐

4.0 ENVIRONMENTAL ANALYSIS

This section contains an assessment of impacts associated with the issues and subject areas identified in the Initial Study Checklist. The thresholds of significance are based on the L.A. *CEQA Thresholds Guide*.

4.1 AESTHETICS

Senate Bill (SB) 743, effective January 1, 2014, deems the aesthetic impacts of residential infill projects located in defined transit priority project areas as less than significant under CEQA. Zoning Information File (ZI) No. 2451 issued by the Planning Department includes a corresponding map of Transit Priority Areas (TPAs), which identifies the Project site as within a TPA. Therefore, any aesthetic impacts, including but not limited to (a) adverse effects on scenic vistas, (b) damage to scenic resources, (c) degradation of existing visual character, (d) light and/or glare, and (e) shade shadow are deemed less than significant as a matter of law. Notwithstanding the mandate imposed by SB 743, the following aesthetic analysis of the project is provided for informational purposes only.

Impact Analysis

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

Less than Significant Impact. Based on the L.A. CEQA Thresholds Guide, a significant impact could occur for non–SB 743 projects if the Project introduced incompatible visual elements within a field of view containing a scenic vista or substantially blocked views 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 located within the Koreatown neighborhood in the Wilshire Community Plan area of the City of Los Angeles. The Project site is not located within or along a designated scenic corridor or roadway. The Project site is within the field of view of surrounding mountain ranges. However, the existing level of development on the site and in the surrounding area limits views across and beyond the site from surrounding roadways. As such, and given that the Project is within a Transit Priority Area, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. Based on the L.A. CEQA Thresholds Guide, a significant impact could occur for non–SB 743 projects if existing structures on the Project site have been identified as a scenic resource. The Project site is not bordered by or within the viewshed of a designated scenic highway. No historic buildings, rock outcroppings, or unique geologic features exist on the Project site. As such, and given that the Project is within a Transit Priority Area, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. Based on the L.A. CEQA Thresholds Guide, a significant impact could occur for non–SB 743 projects if the Project were to introduce incompatible visual elements on the Project site or visual elements that would be incompatible with the character of the area surrounding the Project site.

Building Heights and Massing

With respect to building mass and height, land uses within the Project vicinity vary in use and height. Within the Wilshire area are commercial retail, office, restaurant, parking, residential, and mixed-use land uses ranging in various heights. Within the proximity of the Project site, buildings range from low- to medium-rise in height, with buildings ranging from 1 to 5 stories in height close to the Project site. The proposed building in the Project site would be 7 stories and approximately 85 feet in height. Though the proposed building would be taller than buildings immediately adjacent, it would be consistent with the overall visual character of Koreatown. As such, and given that the Project is within a Transit Priority Area, impacts would be less than significant.

Views

At a height of approximately 85 feet above grade, the proposed mixed-use building may be visible from private viewpoints within commercial or residential buildings in the Koreatown neighborhood. Existing views toward the Los Angeles skyline or the Hollywood Hills from these vantage points may be obstructed as a result of the Project. However, it should be noted that private views are not protected by any viewshed protection ordinance, and the alteration of private views would not constitute a significant impact. The visual impact of one building blocking another building is not considered a significant impact because the general characteristics of the urban setting would not be altered. The project would be consistent with the general visual character of Koreatown when viewed from a distance. As such, and given that the Project is within a Transit Priority Area, impacts would be less than significant.

Streetscape

The street perimeter of the Project would feature new street trees and improved sidewalks. The façade of the proposed building would be articulated with geometric forms and variations in color. The center of the W. Olympic Boulevard front would feature an entry plaza. These design elements are intended to create visual interest that mitigate the visual effect of the building mass. As such, and given that the Project is within a Transit Priority Area, impacts would be less than significant.

Shade and Shadow

Based on the *L.A. CEQA Thresholds Guide*, a shading impact would normally be considered significant if the proposed Project's structure cast shadows on shade sensitive uses for more than 3 hours each day between the hours of 9:00 AM and 3:00 PM during winter months, or for more than 4 hours each day between the hours of 9:00 AM and 5:00 PM during the summer months. Shade sensitive uses include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors. The Project would cast shadows across neighboring buildings to the northeast, north and northwest. At 85 feet high, the Project could cast shadows as long as 250 feet.[3] These shadows would reach the Hobart School building on the north side of Olympic Boulevard; however, they would not reach as far as the outdoor play areas on the north side of the school campus. There are no other specific outdoor spaces or shade sensitive uses that would be effected that are not already subjected to shadow from existing structures. As such, and given that the Project is within a Transit Priority Area, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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. Based on the L.A. CEQA Thresholds Guide, a significant impact could occur for non–SB 743 projects if the Project introduces new sources of light or glare on or from the Project site that 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 Project results in a significant nighttime illumination impact shall be made considering the change in ambient illumination levels as a result of Project sources and the extent to which Project lighting would spill off the Project site and affect adjacent light-sensitive areas.

3 L.A. CEQA Thresholds Guide Exhibit A.3-2

Light

Night lighting for the Project site would be provided to illuminate the building entrances and common open space areas, and largely to provide adequate night visibility for residents and visitors and to provide a measure of security. The Project site would utilize outdoor lighting designed and installed to meet City Code requirements for shielding. In general, lighting would be typical of multi-family residential high-rise structures found in the surrounding area. As such, and given that the Project is within a Transit Priority Area, impacts would be less than significant.

Glare

Potential reflective surfaces in the Project site vicinity include automobiles, exterior building windows, and other glass and polished metal surfaces. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. The Project site's architectural materials would include a mix of glass, metal and wood panels. While distinct in style, the Project would utilize materials and finishes typical of modern multi-family residential high-rise structures. As such, and given that the Project is within a Transit Priority Area, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.2 AGRICULTURE AND FORESTRY RESOURCES

Impact Analysis

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 within a developed and heavily urbanized area of the City of Los Angeles. No farmland or agricultural activity exists on or near the Project site. According to the California Department of Conservation "Los Angeles County Important Farmland 2012" map, the Project site is designated as "urban and built-up land."[4] No portion of the Project site is designated as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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 subject to the applicable land use and zoning requirements of the LAMC. The Project site has land use designations of Community Commercial and High Medium Residential and is zoned for commercial uses [C2-1] and residential uses [R4-1]. As such, the Project site is not zoned for agricultural production, and there is no farmland at the Project site. In addition, no Williamson Act Contracts are in effect for the Project site.[5] No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4 California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, "Los Angeles County Important Farmland 2016", (July 2017) ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf.

5 California Department of Conservation, Division of Land Resource Protection, "The Land Conservation (Williamson) Act" (2013), http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx.

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 has land use designations of Community Commercial and High Medium Residential and is zoned for commercial uses [C2-1] and residential uses [R4-1]. As such, the Project site is not zoned as forest land or timberland, and there is no timberland production at the Project site. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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 currently developed with a single story commercial retail complex and related surface parking while the remainder of the Project site is developed with residential uses. No forested lands or natural vegetation exists on or near the Project site. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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?

No Impact. Neither the Project site, nor nearby properties, are currently utilized for agricultural or forestry uses. The Project site is not classified in any "Farmland" category designated by the State of California. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.3 AIR QUALITY

Impact Analysis

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

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant air quality impact could occur if the Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin ("Basin"). To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, and cooperates actively with all State and federal government agencies to develop rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary. Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management chapter of the Regional Comprehensive Plan (RCP) are considered consistent with the AQMP growth projections because the Growth Management chapter forms the basis of the land use and transportation control portions of the AQMP. Because impacts with respect to population, housing, and employment would be less than significant (see Section 4.13 below), the Project would not conflict with the AQMP. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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*, the Project could 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. The Project would contribute to regional and localized air pollutant emissions during construction and Project operation. The applicable air quality standards and the calculated emissions associated with the Project are discussed in the Air Quality and Greenhouse Gas Technical Report included as Appendix A of this Initial Study. **Table 4.3-1, Maximum Construction Emissions**, identifies daily emissions that are estimated for peak construction days for each construction phase on and off-site.

Table 4.3-1
Maximum Construction Emissions (pounds/day)

Source	VOC	NOx	CO	SOx	PM10	PM2.5
	pounds/day					
Maximum	47.8	78.0	34.3	0.2	6.7	2.7
SCAQMD threshold	75	100	550	150	150	55
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

The proposed Project would contribute to regional and localized air pollutant emissions during construction (short term) and proposed Project occupancy (long term). These construction activities would create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities during demolition/site clearing and site preparation/excavation would primarily generate particulate matter less than 10 microns (PM10) and particulate matter less than 3.0 microns (PM2.5) emissions. Mobile sources (such as diesel-fueled equipment on site and traveling to and from the Project site) would primarily generate nitrogen oxide (NOx) emissions. The application of architectural coatings would primarily result in the release of reactive organic gas (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. In addition, these calculations assume that appropriate dust control measures would be implemented as part of the proposed Project during each phase of development, as required by SCAQMD Rule 403—Fugitive Dust; South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings; and other related SCAQMD rules.

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the 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 analysis of daily operational emissions associated with the Project has been prepared utilizing CalEEMod, as recommended by the SCAQMD. The estimated emissions from existing uses on the site were subtracted from the estimated emissions resulting from the Project in order to calculate a potential net change in emissions. The results of these calculations are presented in **Table 4.3-2, Maximum Operational Emissions**. Note that the results reflect the net difference between the existing operational emissions generated by uses that would be removed from the Project site and the Project's operational emissions. As shown in **Table 4.3-2**, the operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD. As such, impacts would be less than significant. Based on the above, impacts from the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Table 4.3-2
Maximum Operational Emissions (pounds/day)

Source	VOC	NOx	CO	SOx	PM10	PM2.5
	pounds/day					
Area	9.64	3.79	22.38	0.02	0.04	0.40
Energy	0.07	0.60	0.26	<0.01	0.05	0.05
Mobile	4.18	20.23	52.83	0.19	15.07	4.13
Total	13.89	24.62	76.47	0.21	15.16	4.58
Existing	*(3.27)*	*(6.35)*	*(26.19)*	*(0.05)*	*(3.78)*	*(1.07)*
Net Total	**10.62**	**18.27**	**49.28**	**0.16**	**11.38**	**3.51**
SCAQMD Mass Daily Threshold	55	55	550	150	150	55
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Source: CalEEMod

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 thresholds for ozone precursors)?

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact could occur if the Project would add a considerable cumulative contribution to Federal or State nonattainment pollutants. Given that the Basin is currently in State nonattainment[6] for ozone, PM10, and PM2.5, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. In regard to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple 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 be assessed utilizing the same significance criteria as those for project-

6 California Air Resources Board (CARB), "Area Designation Maps/State and National," http://www.arb.ca.gov/desig/adm/adm.htm.

specific impacts. Furthermore, SCAQMD states that "projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."[7] If an individual Project generates less than significant construction or operational emissions, then the Project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed before, the Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. The Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment. Additionally, there are no proposed or contemplated changes in the remaining parcels within the Project site that would change the existing emissions from those properties, therefore, impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. Project construction activities and operations, as described previously, may increase air emissions above current levels. Also, concentrations of pollutants may have the potential to impact nearby sensitive receptors. Sensitive receptors are defined as schools, residential homes, hospitals, resident care facilities, daycare centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality.

The SCAQMD has developed localized significance thresholds (LSTs) based on the pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts.[8] These localized thresholds apply to projects that are less than or equal to 5 acres in size and are only applicable to the following criteria pollutants: NOx, CO, PM10, and PM2.5. 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 Source Receptor Area (SRA). For PM10, the LSTs were derived based on requirements in SCAQMD Rule 403—Fugitive Dust. For PM2.5, LSTs were derived based on a general ratio of PM2.5 to PM10 for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 SRAs at various distances from the source of emissions. The Project site is located within SRA 1, which covers the central Los Angeles area. The nearest sensitive

7 South Coast Air Quality Management District (SCAQMD), *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution* (2003), Appendix A.

8 SCQAMD, *Final Localized Significance Threshold Methodology* (June 2003; rev. July 2008).

receptors that could potentially be subject to localized air quality impacts associated with construction of the Project are the multifamily residential units adjacent and immediately south to the Project site. Given the proximity of these sensitive receptors to the Project site, the LSTs with receptors located within 25 meters (82 feet) have been used to address the potential localized air quality impacts associated with the construction-related NOx, CO, PM10, and PM2.5 emissions for each construction phase.

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. However, as shown in **Table 4.3-3, Localized Significance Threshold (LST) Worst-Case Emissions**, which shows the net difference between the emissions from current uses at the Project site and the peak daily emissions that would be generated within the Project site during construction activities for each phase, net new emissions would not exceed the applicable construction LSTs for a 1.18-acre site in SRA 1. Additionally, since there are no proposed or contemplated changes to the remaining uses within the Project site, no other construction emissions would occur and, therefore, localized air quality impacts from construction activities to the off-site sensitive receptors would be less than significant.

Though uses that make up the Project may store and use cleaning products and other chemicals that could be toxic if improperly used, the normal operations of the Project are not associated with the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants (TACs), and no toxic airborne emissions would typically result from Project implementation**.** Additional, no changes in the uses at the remaining properties within the Project site are proposed or contemplated at this time and, therefore, no new toxic airborne emissions are expected from these properties. TACs are typically associated with uses such as automotive repair, dry cleaners, painting operations, and manufacturing facilities, none of which are located within the Project site nor part of the Project.

In addition, construction activities associated with the Project would be typical of other projects in the City, and would be subject to the regulations and laws relating to TACs at the regional, State, and federal levels that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, given the proposed uses and regulatory compliance, the Project would not generate substantial pollutant concentrations and impacts associated with the release of TACs would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. A significant impact could occur if a project generated objectionable odors occur that adversely affected 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 Project involves no elements related to these types of activities, no odors are anticipated. During the construction phase for the Project, activities associated with the operation of construction equipment, the application of asphalt, the application of architectural coatings, and other interior and exterior finishes may produce discernible odors typical of most construction sites. Although these odors could be a source of nuisance to adjacent receptors, they are temporary and intermittent in nature. As construction-related emissions dissipate from the construction area, the odors associated with these emissions would also decrease, dilute, and become unnoticeable. Good housekeeping practices, such as the use of trash receptacles, would be sufficient to prevent nuisance odors. Adherence with SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts from the proposed uses. Therefore, impacts from the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Table 4.3-3
Localized Significance Threshold (LST) Worst-Case Emissions[1] (pounds/day)

Source	NOx	CO	PM10	PM2.5
	pounds/day			
Construction				
Total maximum emissions	12.10	15.42	2.64	1.53
LST threshold	80.12	746.24	5.54	3.36
Threshold exceeded?	***No***	***No***	***No***	***No***
Operational				
Area/energy emissions	4.40	22.64	0.09	0.45
Existing area/energy emissions	(0.03)	(0.27)	(0.01)	(0.01)
Net area/energy emissions	3.37	22.37	0.08	0.44
LST threshold	80.12	746.24	2.00	1.18
Threshold exceeded?	***No***	***No***	***No***	***No***

4.4 BIOLOGICAL RESOURCES

Impact Analysis

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 regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on biological resources if it would 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.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. The Project site is occupied by a commercial building, surface parking lot, and five residential structures (two single-family dwellings and three multi-family dwellings). No riparian or other sensitive natural community is located on or adjacent to the Project site. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on biological resources if it would result in the alteration of an existing wetland habitat. The Project site is entirely developed and covered with impermeable surfaces. The Project site does not

contain any wetlands or natural drainage channels. The Project site does not have the potential to support any riparian or wetland habitat as defined by Section 404 of the Clean Water Act. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact on biological resources if it would interfere with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project site is located in an area that has been previously developed in a heavily urbanized area of the Wilshire community 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. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact with Project Mitigation. Based on the criteria established in the *L.A. CEQA Thresholds Guide,* a project-related, significant adverse effect could occur if the 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[11] or the City's adopted street tree policies.

The Applicant has provided a *Tree Clearance Letter* and *Tree Survey* prepared by a licensed arborist. Eight street trees and 22 other trees were identified. Species include Camphor, Brisbane Box, Norfolk Island Pine, Modesto Ash., Weeping Fig, Pomegranate, Citrus, Mexican Fan Palm, Plumeria, Purple Orchid, Mediterranean Hackberry, Avocado, and Elderberry. These trees do not consist of any protected tree species (i.e., Valley Oak, California Live Oak, Southern California Black Walnut, Western Sycamore, or California Bay). These trees would be remove to clear the site for the Project. New street trees would be planted when the Project is complete. The removal and placement of street trees would be subject to the review and approval of the Board of Public Works, Urban Forestry Division. The Project Applicant would comply with the Mitigation Measure below to ensure that impacts would be less than significant.

11 City of Los Angeles Department of City Planning, Los Angeles Tree Ordinance (No. 177404), LAMC, sec. 12.21

Mitigation Measures: The following mitigation measure is proposed to reduce impacts from the Project to a less than significant level.

MM-BIO-1: Tree Removal (Non-Protected Trees)

- Prior to the issuance of any permit for the Project, 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. All trees in the public right-of-way shall conform to the current standards of the Department of Public Works, Urban Forestry Division, Bureau of Street Services.

MM-BIO-2: Tree Removal (Public Right-of-Way)

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.

- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).

- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 2:1 basis, shall be required for the unavoidable loss of trees in the public right-of-way.

- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

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 could occur if the Project would be inconsistent with mapping or policies in any conservation plans of the types cited. The Project site is not part of any draft or adopted Habitat

Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State habitat conservation plan. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.5 CULTURAL RESOURCES

Impact Analysis

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if the Project would disturb historic resources that presently exist within the Project site. Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is: (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources (California Register); (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). Additionally, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register. The California Register automatically includes all properties listed in the National Register of Historic Places (National Register) and those formally determined to be eligible for listing in the National Register.

The Project site is currently developed with a commercial retail building, five residential structures and related surface parking. None of the existing structure are designated for listing on the National Register of Historic Places, California Register of Historic Places, or the Los Angeles Historic Cultural Monument list.

The City has conducted several historic surveys of properties in the vicinity. In 1995 the Los Angeles CRA prepared the Wilshire Center Koreatown Redevelopment Project Historic Resources Survey Report, which identified the 1000 South Hobart block potentially eligible for local designation. However, the eligible properties were specifically the Mediterranean Revival Bungalows on the even-numbered (east) side of the block and not the properties on the odd-numbered (west) side of the block that are part of the Project site. In 2009 the CRA published another historic survey titled Intensive Historic Resources Survey Wilshire Center and Koreatown Recovery Redevelopment Area. Additionally, in 2015 the City of Los Angeles Office of Historic Resources published the Historic Resources Survey Report for the Wilshire Community Plan Area as part of SurveyLA, its citywide survey to identify and document significant historic resources. The

2009 and 2015 surveys did not identify any of the properties on or adjacent to the Project Site as eligible for historic designation.12

The nearest historic resources or potentially historic resources are the Villa Serrano and Chateau Alpine located approximately 0.2 miles north of the Project site, which are designated as Los Angeles Historic Cultural MonumentNos. LA-646 and LA-928. Construction and operation of the Project would not directly effect, nor change the historic context, of these buildings. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if grading or excavation activities associated with the Project would disturb unique archaeological resources that could exist within the Project site. The Project site is located within an urbanized area that has been subject to grading and development in the past. There are no known archaeological sites or archaeological survey areas on or adjacent to the Project site. As such, the likelihood of unearthing unique archeological resources is considered low. With regulatory compliance, any potential archeological impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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 could occur if grading or excavation activities associated with the Project were to disturb unique paleontological resources or geologic features that presently exist within the Project site. The Project site has been previously graded and is currently improved with an existing commercial retail building and related surface parking. The Project site and immediate surrounding areas do not contain any known vertebrate paleontological resources. As such, the likelihood of unearthing unique paleontological resources is considered low. With regulatory compliance, any potential paleontological impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

12 https://preservation.lacity.org/surveyla-findings-and-reports

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant adverse effect could occur if grading or excavation activities would disturb previously interred human remains. The Project site is located in an urbanized area and has been subject to grading and development in the past. No known burial sites are located on or adjacent to the Project site. Furthermore, the Project Applicant shall be required to comply with existing regulations, including State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 that specify the protocol if human remains are discovered during excavation, grading, or construction activities. With regulatory compliance, any potential impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.6 GEOLOGY AND SOILS

Impact Analysis

Would the project exacerbate existing hazardous environmental conditions by bringing people or structures into areas that are susceptible to potential substantial adverse effects, including the risk of loss, injury, or death involving:

a. 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 on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if a project is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the City's General Plan, the Project site is not located within a seismic hazard zone for liquefaction, landsliding, or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act.[14] Additionally, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone, nor do any known active faults cross the Project site. The potential risk for surface fault rupture through the Project site is considered low. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. Strong seismic ground shaking?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could 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.

As previously discussed, the Project site is not located within a seismic hazard zone for liquefaction, landsliding, or faulting. The nearest potentially active faults are the Santa Monica-Hollywood Fault, the Puente Hills Blind Thrust Fault and the Newport-Inglewood strike-slip fault, all within 5 miles of the Project site. The Project would conform to all applicable provisions of the California Building Code seismic standards with respect to new construction, as approved by the Department of Building and Safety. Adherence to current building codes and engineering practices would ensure that the Project would not expose people, property, or infrastructure to seismically induced ground-shaking hazards

14 *City of Los Angeles General Plan,* "Safety Element" (1996).

that are greater than the average risk associated with locations in the Southern California region. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

c. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if a project site is located within a liquefaction zone. As stated in the City's General Plan, Safety Element, and as noted in the City's parcel information report, the Project site is not located within an area identified as having a potential for liquefaction. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

d. Landslides?

No Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant geologic hazard impact if it would cause or accelerate geologic hazards that 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 the project is located in a hillside area with soil conditions that would suggest a high potential for sliding.

The Project site is located on relatively level terrain. According to the CDMG Seismic Hazard Zones Map of the Hollywood Quadrangle[15] and the City of Los Angeles Safety Element,[16] the Project site is not located in a designated earthquake-induced landslide hazard zone. Therefore, the probability of landslides is considered to be very low. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

15 California Department of Conservation, Division of Mines and Geology, "Seismic Hazard Zone Report for the Hollywood 7.5-Minute Quadrangle, Los Angeles County, California" (1998).

16 *City of Los Angeles General Plan*, "Safety Element" (1990).

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have significant sedimentation or erosion impacts 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 that would not be contained or controlled on site.

Although development of the Project site 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 Project is extremely low due to the predominantly level topography of the site; furthermore, the Project site would be almost entirely built upon, with little or no soil exposed.

All grading activities would require grading permits from the Los Angeles Department of Building and Safety (LADBS), and would be required to comply with the standards designed to limit potential erosion impacts. 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. The grading plan would conform to the City's Landform Grading Manual Guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. Chapter IX, Division 70 of the LAMC addresses grading, excavations, and fills.

For all these reasons, Project impacts would less than significant.

Mitigation Measures: No mitigation measures are necessary.

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 caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could 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. For the purpose of this specific issue, a significant impact could occur if the 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.

As previously discussed, the Project site is not located within a liquefaction zone and the potential for seismically induced settlement at the Project site is considered small. The design and construction of the Project would be to the satisfaction of the LADBS to ensure favorable conditions for the permanent retaining structure. Additionally, construction of the Project would comply with the City of Los Angeles Uniform Building Code (Building Code) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Code requirements to prevent soil erosion and liquefaction would be implemented.

For all these reasons, Project Impacts would less than significant.

Mitigation Measures: No mitigation measures are necessary.

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 caused in whole or in part by the project exacerbating the expansive soil conditions?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact could occur if a 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. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and that shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result.

The Project site currently contains five residential structures, a commercial building and a related surface parking lot. A Geotechnical Investigation conducted for the Project Site (Appendix D) indicates that soils on the Project Site possess medium expansive characteristics. Construction of the Project would be required to comply with the City of Los Angeles Uniform Building Code, Los Angeles Municipal Code and other applicable building codes which includes building foundation requirements appropriate to site-specific conditions. Additionally, the Grading Division of the Department of Building and Safety has reviewed the geotechnical report prepared by Don Soils Engineering Co. dated June 30, 2016 and has issued a Soils Report Approval Letter dated September 27, 2016 (Appendix F), which states that the referenced report is acceptable provided the conditions contained in the Soils Approval Letter are complied with during site development. For all these reasons, Project impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary

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?

No Impact. The Project site is located in a developed area that is served by the wastewater collection, conveyance, and treatment system operated by the City of Los Angeles. The Project's wastewater demand would be accommodated via connections to this existing wastewater infrastructure. No septic tanks or alternative disposal systems would be utilized. For all these reasons, no impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.7 GREENHOUSE GAS EMISSIONS

Impact Analysis

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. A significant impact could occur if a project would generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment. GHG emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere, and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. The background and regulatory context of GHG emissions is discussed in the Technical Report included as an Appendix of this Initial Study.

As detailed therein, construction and operational GHG emissions were modeled using CalEEMod for each year of construction of the Project and for the typical year of operation. The estimated emissions from existing uses on the site were subtracted from the estimated emissions resulting from the Project in order to calculate a potential net change in emissions. The results of this analysis are presented in **Table 4.7-1, Proposed Project Construction-Related Greenhouse Gas Emissions** and **Table 4.7-2, Proposed Project Operational Greenhouse Gas Emissions**. As shown the greatest annual increase in GHG emissions from construction activities would be 991.38 metric tons in 2018 while the net increase in GHG emissions generated by the Project would be 3,007.33 MTCO2e per year.

The California Air Pollution Control Officers Association (CAPCOA) suggests making significance determinations on a case-by-case basis when no significance thresholds have been formally adopted by a lead agency. Although GHG emissions are quantified and shown in **Tables 4.7-1** and **4.7-2**, CARB, SCAQMD, and the City of Los Angeles have yet to adopt project-level significance thresholds for GHG emissions that would be applicable to the Project. Assessing the significance of a project's contribution to cumulative global climate change involves: (1) evaluating the project's sources of GHG emissions; and (2) considering project consistency with applicable emission reduction strategies and goals, such as those set forth by the lead agency or other regional state agency. As described below, the Project would be consistent with the City of Los Angeles goals and actions to reduce the generation and emission of GHGs from both public and private activities pursuant to the applicable portions of the *Wilshire Community Plan*, *LA Green Plan* and *Sustainable City pLAn.* As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Table 4.7-1
Proposed Project Construction-Related Greenhouse Gas Emissions

Year	CO2e Emissions (Metric Tons per Year)[a]
2019	851.22
2020	360.92
Total Construction GHG Emissions	1,212.14
Annualized over Project's Lifetime	**40.41**

[a] *Construction CO_2 values were derived using CalEEMod Version 2013.2.2.*
*Note: Calculation data and results are provided in **Appendix B** of this Initial Study.*
For comparative purposes, SCAQMD recommends that construction-related GHG emissions be amortized over the assumed operational lifetime of a project, which is recommended by SCAQMD as 30-years.
**N2O emissions account for 0.06 MTCO2e/year.*

Table 4.7-2
Proposed Project Operational Greenhouse Gas Emissions

GHG Emissions Source	Emissions ($MTCO_2e$/year)
Construction (amortized)	40.41
Operational (mobile) sources*	2,986.74
Area sources	56.10
Energy	1,334.69
Waste	75.35
Water	198.65
Annual Total	**4,691.94**
Existing	**821.44**
Net Total	**3,870.50**

Source: CalEEMod.
*Notes: Emissions calculations are provided in **Appendix B***
Totals in table may not appear to add exactly due to rounding in the computer model calculations.
The emissions of the Project represent the net difference between the existing greenhouse generated uses that would be removed and the Project greenhouse gas emissions.
$MTCO_2e$ = metric tons of carbon dioxide emissions.
** N2O emissions account for 0.08 MTCO2e/year.*

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. The Project would be designed to comply with the LA Green Building Code and would be consistent with the City's goals as expressed in the *Sustainable City pLAn* and *LA Green Plan*. The Project's generation of GHG emissions would not make a cumulatively considerable contribution to or conflict with an applicable plan, policy, or regulation for the purposes of reducing the emissions of greenhouse gasses. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.8 HAZARDS AND HAZARDOUS MATERIALS

The following section incorporates by reference information from the *Phase 1 Environmental Site Assessment,* dated August 8, 2016 and prepared by Gabriel Environmental Group on behalf of the Applicant.

Impact Analysis

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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project could 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 creation of any health hazard or potential health hazard. The types and amounts of hazardous materials that would be used in connection with the Project would include typical household products either uses by the residents or sold at the grocery store (e.g., cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products). The routine use and disposal of normal household products is not considered to create a significant hazard to the public or the environment.

Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, transmission fluids, solvents, and other acidic and alkaline solutions that would require special handling, transport, and disposal. However, all potentially hazardous materials would be used and stored in accordance with applicable Federal, State, and Local regulations. As such, the Project would not create a significant hazard to the public or the environment. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b. Would the project 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?

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact to hazards and hazardous materials if (a) A project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or (b) A project involved the creation of any health hazard or potential health hazard. A common list of potentially hazardous materials that may be found at the Project site could consist of, but are not limited to, the following:

Household Products

By far the most common hazardous materials are those found or used in the home for such activities as cleaning, painting, and pest control. However, it is expected that household products would be used and stored in accordance with applicable federal, State, and local regulations.

Asbestos-Containing Materials

Asbestos is a crumbly material often found in older buildings, typically used as insulation in walls or ceilings. It was formerly popular as an insulating material because it had the desirable characteristic of being fire resistant. However, it can pose a health risk when very small particles become airborne. These dust-like particles can be inhaled, where their microscopically sharp structures can puncture the tiny air sacs in the lungs, resulting in long-term health problems. The Department of Toxic Substance Control (DTSC) classifies asbestos waste as potentially hazardous if it is greater than 1 percent and easily crumbled (friable). Based on the age of the on-site building, the potential for asbestos-containing building materials at the Project site is possible. The Project Applicant would be required to comply with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations regarding the disposal of asbestos-containing materials (ACMs).

Lead-Based Paint

While lead-based paint was taken off the market, it is estimated that 80 percent of existing buildings built prior to 1978 contain lead paint. Based on the age of the existing on-site building, there is a potential for lead-based paint at the Project site. However, the Project Applicant would be required to comply with the applicable OSHA regulations regarding the handling and disposal of lead based paint. However, the Applicant shall comply with the Regulatory Compliance Measure and standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

Polychlorinated Biphenyls

Polychlorinated Biphenyls (PCBs) are man-made organic chemicals that were formerly manufactured for use in various industrial and commercial applications as a result of their non-flammability, chemical stability, high boiling point, and electrical insulating properties. While the manufacture of PCBs was banned in 1979, these hazardous materials may be found in products associated with transformers, electrical equipment, motor oil, hydraulic systems, cable and thermal insulation, adhesives and tapes, oil-based paint, caulking, plastics, and floor finish.[17] During the site visit performed for the Phase 1 assessment, no PCB-containing equipment was identified.

17 US Environmental Protection Agency (USEPA), "Polychlorinated Biphenyls," http://www.epa.gov/wastes/hazard/tsd/pcbs/about.htm (accessed August 2017).

Methane and Radon Gas

According to the City's parcel records, the Project site is not located within a Methane Buffer Zone.[18] According to the Radon Potential Zone Map for Southern Los Angeles County, California,[19] the Project site is not located within a radon zone. No further investigations related to these hazards would be required.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project could 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 creation of any health hazard or potential health hazard. 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 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 will 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 to exposure to the health hazard.

The closest schools to the Project site are the Hobart Boulevard Elementary School, located 154 feet north at 980 S Hobart Boulevard, and Los Angeles Elementary School, located 0.2 miles south at 1211 S Hobart Boulevard. The Project will have a less than significant impact during construction (with regulatory compliance measures for asbestos, lead-based paint, PCBs, and USTs) and will not emit any hazardous substances during operation. The Project would remove and ensure that demolition of existing structures does not emit hazardous materials. The school would still be generally shielded from the Project Site by the distance noted above and standard construction walls and sheeting to reduce dust and other emissions from the Site. No hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would be present at the Project site, and use of these substances would comply with State health codes and regulations. Therefore, the Project would

18 City of Los Angeles Department of Planning, *Zone Information and Map Access System (ZIMAS)*, http://zimas.lacity.org/, accessed August 2017.

19 California Geologic Survey, *Radon Potential Zone Map for Southern Los Angeles County, California,* map, prepared by Ron Churchill (January 2005), http://www.conservation.ca.gov/cgs/minerals/hazardous_minerals/radon/Documents/sr182map.pdf.

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. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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 exacerbate the current environmental conditions so as to create a significant hazard to the public or the environment?

Less than Significant Impact. The Project site is currently developed with a retail building, related surface parking and residential uses. No aboveground storage tanks (ASTs) have been identified at the Project site, nor was there any indication of an underground storage tank (USTs) on the Project site.[20] There are 12 leaking underground storage tanks (LUSTs) within one-half mile of the Project site, eight of which have been remediated and closed as of 2013; the other 4 are all still open and currently under remediation with the State Water Resources Control Board (SWRCB). Additionally, there are 9 aboveground storage tank (ASTs) within one-half mile of the Project site that are permitted by the City of Los Angeles[21]. Based on the distance to the Project site and the status of the cases, these properties are not considered to pose a significant hazard to the Project site. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would exacerbate current environmental conditions so as to result in a safety hazard for people residing or working in the project area?

No Impact. A significant impact may occur if a project is located 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 airports to the Project site are the Bob Hope Airport, Santa Monica Airport and the Los Angeles International Airport (LAX). None of these airports are located within two miles of the Project site. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

20 Western Environmental Engineers Company, *Phase I Environmental Site Assessment* (May 15, 2015).

21 State Water Resources Control Board, *GeoTracker,* http://geotracker.waterboards.ca.gov/, accessed August 2017.

f. For a project within the vicinity of a private airstrip, would the project exacerbate current environmental conditions so as to result in a safety hazard for people residing or working in the project area?

No Impact. The Project is not within the vicinity of a private airstrip and not within an area that would expose residents and workers to a safety hazard. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact with Project Mitigation. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could have a significant impact to hazards and hazardous materials if 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 located at 3170 W. Olympic Boulevard, bordered by S. Hobart Boulevard and S. Serrano Avenue, none of which are a selected disaster route as identified by the City's General Plan.[22] However, the Project site is located approximately 0.2 miles to the west of S. Western Avenue, which is a selected disaster route. While it is expected that the majority of construction activities for the Project would be confined to the Project site, limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which may result in temporary lane closures that could have the potential to interfere with established emergency response or evacuation plans. However, any such closures would be temporary in nature and would be coordinated with the City of Los Angeles Departments of Transportation, Building and Safety, and Public Works. Impacts would be less than significant. The Project would provide an emergency evacuation plan as part of the mitigation measure listed below because the close proximity to the selected disaster route and the potential for temporary lane closures. Therefore, a less than significant impact will occur.

Mitigation Measures:

MM-HAZ-1 Emergency Evacuation Plan

- Prior to the issuance of a building permit, the applicant shall develop an emergency response plan for the Project in consultation with the Fire Department. The emergency response plan shall

22 *City of Los Angeles General Plan* "Safety Element," Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles.

include but not be limited to the following performance standards and requirements: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments

h. Exacerbate existing hazardous environmental conditions by bringing people or structures into areas that are susceptible 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 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).[23] No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.9 HYDROLOGY AND WATER QUALITY

Impact Analysis

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could 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. For the purpose of this specific issue, a significant impact may occur if the Project would discharge water that does not meet the quality standards of local agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

Construction Impacts

The three general sources of potential short-term, construction-related stormwater pollution associated with the Project are (1) the handling, storage, and disposal of construction materials containing pollutants; (2) the maintenance and operation of construction equipment; and (3) earthmoving activities, which,

23 City of Los Angeles Department of City Planning, *ZIMAS,* "Parcel Profile Reports," http://www.zimas.lacity.org, accessed August 2017.

when not controlled, may generate soil erosion via storm runoff or mechanical equipment. Under the NPDES, the Project Applicant is 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.

Surface water runoff from the Project site would continue to be collected on the Project site and directed toward existing storm drains in the Project vicinity that have adequate capacity. Pursuant to local practice and City policy, stormwater retention will be required as part of the Low Impact Development (LID) and SUSMP implementation features (despite no increased 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.

Additionally, any pollutants from the parking areas on the Project site would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance. The Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period, which would reduce the Project's impact to the stormwater infrastructure. The Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. With regulatory compliance, any potential water quality impacts from the Project during construction would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

Operation Impacts

The Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project site as compared to the current conditions. City of Los Angeles Ordinance Nos. 172,176 and 173,494 specify Storm Water and Urban Runoff Pollution Control, which requires the application of BMPs. The Project would also comply with water quality standards and wastewater discharge requirements set forth by the SUSMP for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). Full compliance with the LID Ordinance and implementation of design-related BMPs would ensure that the operation of the Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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)?

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could 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) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity.

The Project is not adjacent to a well field nor part of a substantial groundwater recharge area. Most of the surface water runoff from the Project site is directed to adjacent storm drains though some percolation occurs around the existing residential properties. Given the relatively small pervious site area and the location, the development of the existing residential lots to impervious surfaces would not substantially interfere with groundwater supplies. Impacts on groundwater would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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 on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could 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 fully developed with impervious surface. Implementation of the Project would not increase site runoff or result in changes to the local drainage patterns. Implementation of a SWPPP for the Project would reduce the amount of surface water runoff after storm events because the Project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing three-quarters of an inch of rainfall in a 24-hour period. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could 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 fully developed with impervious surface. Implementation of the Project would not result in a significant increase in site runoff or cause any changes in the local drainage patterns that would result in flooding on or off site. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project could 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 NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of stormwater runoff from the Project site were to increase to a level that exceeds the capacity of the storm drain system serving the Project site. A Project-related significant adverse effect would also occur if the Project would substantially increase the probability that polluted runoff would reach the storm drain system.

The Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Runoff from the Project site currently is, and would continue to be, collected on the site and directed toward 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 LID/SUSMP implementation features (despite no increased 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 requirements. Accordingly, the Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters of an inch of rainfall in a 24-hour period. The Project would not

create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

f. Would the project otherwise substantially degrade water quality?

Less than Significant Impact. A significant impact could occur if the Project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. Construction of the Project, such as grading and excavation activities, could potentially degrade water quality through erosion and subsequent sedimentation. However, the implementation of BMPs and compliance with all Federal, State, and Local regulations governing stormwater discharge would reduce the impacts of the Project on surrounding water quality. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. A significant impact could occur if the Project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood that results from a severe rainstorm with a probability of occurring approximately once every 100 years. According to the Safety Element of the City's General Plan, the Project site is not located within a designated flood zone.[24] Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. A significant impact could occur if a Project was located within a 100-year flood zone and would impede or redirect flood flows. The Project site is not in an area designated as a 100-year flood hazard area. The Project site is located in a highly urbanized area, and no changes to the local drainage pattern would occur with implementation of the Project. Therefore, the Project would not have the potential to impede or redirect floodwater flows. No impact would occur.

24 *City of Los Angeles General Plan, "*Safety Element," Exhibit F, 100-Year & 500-Year Flood Plains in the City of Los Angeles, (1996).

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. A significant impact could occur if the Project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam. According to the Safety Element of the City General Plan, the Project site is not located within a potential inundation area. As such, the 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. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. A significant impact would occur if the Project site were sufficiently close to the ocean or other water body to potentially be at risk of the effects of seismically induced tidal phenomena (e.g., seiche and tsunami), or if the Project site were located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. The Project site is not located in a potential seiche or tsunami zone. With respect to the potential impact from a mudflow, the Project site is relatively flat and is surrounded by urban development. Therefore, there are no sources of mudflow within the vicinity of the Project site. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.10 LAND USE AND PLANNING

Impact Analysis

a. Would the project physically divide an established community?

No Impact. A significant impact could occur if a project is 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 the Wilshire Community Plan Area of the City of Los Angeles. The neighborhood is urbanized and contains uses similar to the proposed use of the Project site. No alteration of street pattern is proposed and no separation of uses or disruption of access between land use types would occur as a result of the Project. Therefore, the Project would not significantly disrupt or divide the physical arrangement of the established community. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

b. Would the project conflict with an 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 could occur if a project is inconsistent with the *General Plan* or zoning designations currently applicable to a project site, and would cause adverse environmental effects, which the General Plan and Zoning Ordinance are designed 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 plans and the municipal zoning code.

***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 guiding principles of the RCP are: (1) Improve mobility

for all residents; (2) Foster livability in all communities; (3) Enable prosperity for all people; and (4) Promote sustainability for future generations.

The Project would be consistent with policies set forth in the RCP because it would develop an underdeveloped site within an existing urban setting. Relevant land use goals of the RCP include focusing growth along transportation corridors; targeting growth within walking distance of transit; and injecting new life into under-used areas. The Project would further these strategies by redeveloping an underutilized commercial property with a denser mixed-use project that is within walking distance of a transit hub. Impacts would be less than significant.

***City of Los Angeles General Plan*.** The land use component of the City of Los Angeles General Plan is set forth in the General Plan Framework (GPF) and in Community Plans. The GPF sets forth a citywide comprehensive long-range growth strategy and defines Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. GPF land use policies are further guided at the community level through community plans and specific plans. The GPF Land Use chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Centers, and Mixed-Use Boulevards) and provides policies applicable to each District to support the vitality of the City's residential neighborhoods and commercial districts. The Project site is along the edge of an area designated as a Regional Center as shown in Figure 3-1 of the GPF, which defines Regional Center as a "focal point of regional commerce, identity and activity and containing a diversity of uses." The GPF states that Regional Centers will have a range of FARs from 1.5:1 to 6.0:1 and are characterized by 6- to 20-story buildings.[25] As such, the Project is generally consistent with the General Plan Framework.

The Project site is within the Wilshire Community Plan area. In conformity with the land use concepts in the GPF, Wilshire Landuse Diagram Amendment[26] shows an area defined as a Regional Commercial Center as extending along Olympic Boulevard to include the Project site. However, the Community Plan Land Use Map shows the Project site designated as High Medium Residential and Community Commercial, which general correspond to Height District 1. The proposed uses comply with the use designations of the plan. As discussed below, the proposed density would exceed what is normally allowed in Height District 1.

25 *City of Los Angeles General Plan, "*Framework Element" (2003), Fig. 3-1, Long Range Land Use Diagram.

26 City of Los Angeles, Department of City Planning, Wilshire Community Plan, Wilshire Landuse Diagram, *Wilshire Community Plan Update III Land Use Diagram,* http://cityplanning.lacity.org/complan/pdf/willudiagram.pdf

Los Angeles Municipal Code. Development of the Project site is subject to the constraints of the Los Angeles Municipal Code (LAMC), especially Chapter I, the Planning and Zoning Code.

The Project site is zoned C2 and R4. C2 permits a range of retail and commercial uses as well as the residential uses permitted in the R4 zone. As such, the proposed uses would conform to existing zoning.

The Project site is also currently zoned as Height District 1, which permits a maximum Floor Area Ratio (FAR) for commercial uses of 1.5:1 and for residential uses of 3.0:0. The Project would have an FAR of approximately6.09:1. As such, it would exceed the permitted density of Height District 1.

As part of the Project, the Applicant has requested a Conditional Use to increase the density beyond what is allowed by the density bonus ordinance. The density proposed is consistent with the density bonus percentage increase for the number of units set aside as restricted affordable to Very Low Income Households. The Applicant has proposed to set aside 46 units as affordable at a Very-Low Income Household level. Pursuant to LAMC Section 12.24 F. and as part of the Conditional Use, the Applicant has requested to exceed the FAR limit on the site. The City may approve this request after it has determined that the project would support the overall planning and housing policies of the City, would enhance the neighborhood, and would not adversely affect or degrade adjacent properties. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. A project-related significant adverse effect could occur if a project site were located within an area governed by a habitat conservation plan or natural community conservation plan.

No such plans presently exist which govern any portion of the Project site. Further, the Project site is located within a heavily urbanized area of Los Angeles. Therefore, the Project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

4.11 MINERAL RESOURCES

Impact Analysis

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

No Impact. A significant impact could occur if a project site is located in an area used or available for extraction of a regionally-important mineral resource, or if a project would convert an existing or future regionally-important mineral extraction use to another use, or if a project 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 2 (MRZ-2) Area, 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 a designated MRZ-2 Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.[27] No mineral resources are known to exist beneath the Project site. Therefore, no impacts associated with the loss of availability of a known mineral resource would occur.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. As noted, the Project site is not located within a MRZ-2 Area. The Project site is not designated as a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, no impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

27 *City of Los Angeles General Plan,* "Safety Element" (1990).

4.12 NOISE

Impact Analysis

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?

Less Than Significant Impact with Mitigation Incorporated. A significant impact could occur if a project would generate excessive noise that would cause the ambient noise environment to exceed noise level standards set forth in the City of Los Angeles Noise Ordinance (Noise Ordinance) or the City of Los Angeles CEQA Thresholds Guide. The City's Noise Ordinance (Section 112.05 of the LAMC) prohibits construction equipment noise that produces a maximum noise level exceeding 75 dB(A) at a distance of 50 feet. However, the Noise ordinance also states that this limitation does not apply where compliance is technically infeasible. According to the City of Los Angeles CEQA Threshold Guide, a significant noise impact could occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dB(A) or more at a noise-sensitive location or construction activities lasting more than 10 days in a three-month period would increase ambient noise levels by 5 dB(A) or more at a noise-sensitive location. The Threshold Guide defines sensitive uses as "residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks."[28]

To identify the existing ambient noise levels at nearby off-site sensitive receptors as well as the general vicinity of the Project site, noise measurements were taken using monitoring equipment that conforms to industry standards and the requirement specified in Section 111.01(l) of the LAMC. The measured noise levels are shown in **Table 4.12-1, Existing Ambient Daytime Noise Levels in the Project site Vicinity**.

Construction of the Project would require the use of heavy equipment for demolition, site clearing, grading, excavation and foundation preparation, the installation of utilities, paving, 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 US Environmental Protection Agency (USEPA) has compiled data regarding the noise-generating characteristics of specific types of construction equipment and typical construction activities.[29] Based on this data, **Table 4.12-2, Typical Outdoor Construction Noise Levels** presents composite noise levels pertaining to the type and number of construction equipment that would occur at the Project site.

28 City of Los Angeles, *L.A.* CEQA Thresholds Guide (2006), p. I.1-3.

29 USEPA, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances,* PB 206717 (1971).

Table 4.12-1
Existing Ambient Daytime Noise Levels in the Project Vicinity

Site	Location	Primary Noise Source	Leq (15-minute)
Site 1	Hobart Street, between Olympic and 11th St	Steady traffic along Olympic Blvd	55.4
Site 2	Corner of Olympic Blvd and Hobart Blvd	Heavy traffic along Olympic Blvd	72.2
Site 3	Serrano Avenue, between Olympic & 11th St	Light traffic along Serrano Avenue	54.5
Site 4	SE Corner of Olympic Blvd & Serrano Avenue	Heavy traffic on Olympic Blvd	73.6

Measurements were taken on Thursday, June 6, 2016 from 7:56 AM through 9:04 AM.

Table 4.12-2
Typical Outdoor Construction Noise Levels

	Approximate Leq dB(A) with Mufflers			
Construction Phase	**25 Feet**	**50 Feet**	**100 Feet**	**200 Feet**
Demolition	92	86	80	74
Site Preparation	88	82	76	70
Grading	93	87	81	75
Building Construction	94	88	82	76
Architectural Coating	88	82	76	70

Source: U.S. Department of Transportation, Construction Noise Handbook, Chapter 9.0 (August 2006).

The nearest sensitive receptors are the residential units along Serrano and Hobart. Given the measured ambient noise levels along the southern portion of the Project site, construction noise would exceed ambient exterior noise levels at the nearest identified off-site sensitive receptors by more than 5 dB(A) during construction. As such, a substantial temporary increase in ambient noise levels would occur at the identified off-site sensitive receptors. Impacts would be potentially significant. As such, mitigation identified below shall be incorporated into the Project to reduce noise levels to the extent feasible.

Mitigation Measures: The incorporation of the following mitigation measures into the Project would reduce construction noise impacts to a less than significant level.

MM-NOI-1 **Increased Noise Levels (Demolition, Grading and Construction Activities)**

- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, must be turned off when not in use for more than 30 minutes.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Stationary construction equipment, such as pumps, generators, or compressors, must be placed as far from noise sensitive uses as feasible during all phases of project construction.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- 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.
- 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.

b. Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

Less than Significant with Project Mitigation. Vibration is sound radiated through the ground. 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, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response. 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 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 activities have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground but 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.

In terms of construction-related impacts on buildings, the City of Los Angeles has not adopted policies or guidelines relative to groundborne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, as both the City of Los Angeles and the County of Los Angeles do not have a significant threshold to assess vibration impacts during construction, the Federal Transit Administration (FTA) and California Department of Transportation's (Caltrans) adopted vibration standards for buildings are used to evaluate potential impacts related to project construction. Based on the FTA and Caltrans criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:[30]

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second (ips) 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 ips at any engineered concrete and masonry buildings.
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 ips at any nonengineered timber and masonry buildings.
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.12 ips at any historical building or building that is extremely susceptible to vibration damage.

30 Federal Transit Administration, *Transit Noise and Vibration Impact Assessment* (May 2006); and California Department of Transportation, Transportation and Construction Vibration Guidance Manual, (September 2013)..

Table 4.12-2, 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.

Table 4.12-2
Vibration Source Levels for Construction Equipment

	Approximate PPV (in/sec)					Approximate RMS (VdB)				
Equipment	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
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
Excavator	0.040	0.014	0.011	0.008	0.005	80	71	69	66	62
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.

Residences to the south are located within 25 feet of the Project site, thus vibration levels could reach 0.086 ips at these residences. As discussed previously, the most restrictive threshold for building damage from vibration is 0.12 PPV for historic buildings and buildings that are extremely susceptible to vibration damage. Therefore, vibration levels at the nearby buildings would not exceed the building damage threshold from vibration. As maximum off-site vibration levels would not exceed 0.12 PPV, there would be no potential for Project construction to result in vibration levels exceeding the most restrictive threshold of significance. Impacts with respect to building damage resulting from Project-generated vibration would be less than significant.

The FTA guidance manual also provides vibration criteria for human annoyance based on the frequency of vibration events and sensitivity of land uses. For residential buildings subject to infrequent vibration events (construction) the criterion is 80 VdB. The multifamily residential use located adjacent to the Project site could be exposed to increased vibration levels during construction. The activity of loaded trucks at the northern property edge could expose the adjacent property to vibration that would slightly exceed the threshold. As such, impacts from the Project could be potentially significant unless mitigated.

Mitigation Measures: Mitigation Measure **MM NOI-1**, described above, would serve to reduce construction-related vibration impacts of the Project to a less than significant level. Specifically, restriction of the construction schedule, limitation on operating several pieces of equipment simultaneously, and placement of noise-generating equipment and staging areas away from sensitive uses would increase the distance from the noise-source and reduce the frequency of vibration events.

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

Less than Significant Impact. A significant impact could occur if the Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Project. The primary long-term noise source associated with the Project would be Project-related traffic. 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 project's mobile noise impacts can be assumed to be less than significant. As evaluated in **Section 4.16 Traffic and Transportation**, the Project would not result in a doubling of the existing traffic volumes. Therefore, traffic-generated noise impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant with Project Mitigation. The Project does not involve uses that are sources of substantial increases in periodic noise. Noise from traffic and the residential activities associated with the Project exist in the Project vicinity without the Project. As discussed above, substantial temporary increases in ambient noise levels are likely during construction.

Mitigation Measures: Mitigation measure **MM-NOI-1**, identified above, would reduce potential construction noise impacts to a less than significant level.

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 a 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 near a project site. There are no airports within a 2-mile radius of the Project site. The Project would not expose people to excessive noise levels associated with airport uses. No impact would occur.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. The Project site is not located in the vicinity of a private airstrip. No impact would occur.

Mitigation Measures: No mitigation measures are necessary.

4.13 POPULATION AND HOUSING

Impact Analysis

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 could occur if a 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. At the time of the 2010 Census, the Wilshire Community Plan area contained 278,392 residents; the City estimated a 2014 population of 290,383 residents.[31] Implementation of the Project is expected to accommodate approximately 370 residents.[32] As such, the Project would not cause substantial growth. In addition, the Project would not occur in an undeveloped area nor would it introduce unplanned infrastructure. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. The Project would displace five existing residences, which does not represent a substantial number of existing housing. Furthermore, the Project would create 252 housing units including the replacement of three (3) units subject to the Rent Stabilization Ordinance under AB 2222. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. The Project would displace five existing residences which does not represent a substantial number of people. Furthermore, the Project would create 252 housing units. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

31 Los Angeles Department of City Planning, *2015 Growth & Infrastructure Report,* (November 1, 2016).

32 An estimate of on average 1 tenant per studio, 1.5 tenant per one-bedroom, and 2.5 tenant per two-bedroom units.

4.14 PUBLIC SERVICES

Impact Analysis

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

i. Fire Protection

Less than Significant. 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. 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 LAMC Section 57.09.07A, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles; for a commercial land use, the distance is 1 mile for an engine company and 1.5 miles for a truck company. If either of these distances is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems.

The Project could potentially increase the demand for LAFD services. The Project site is served by LAFD Station No. 29, located at 4029 W. Wilshire Boulevard, approximately 1.2 miles northwest of the Project site. Based on the response distance criteria specified in LAMC Section 57.09.07A and the relatively short distance from Station No. 29 to the Project site, fire protection response would be considered adequate. Additionally, the National Fire Protection Association (NFPA) has published target response times for fire stations of 5 minutes, 20 seconds or less.[33] Station 29 currently meets these response time standards.[34] As such, a new fire station would not be needed to serve the project. impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

33 *NFPA 1710: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments* (2015).

34 Los Angeles Fire Department, "Find Your Station," http://www.lafd.org/fire_stations/find_your_station.

ii. Police Protection.

Less than Significant Impact with Project Mitigation. A significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project without necessitating a new or physically altered station, the construction of which may cause significant environmental impacts. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the 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 the project is completed compared to the expected level of service available, considering, 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 Project site is located within Reporting District 2053 of the Olympic division of the LAPD's West Bureau. The Olympic Community Police Station is located at 1130 S. Vermont, less than 1 mile driving distance to the north side of the Project site.

Construction Impacts

Construction sites can be sources of attractive nuisances, providing hazards, and inviting theft and vandalism. Therefore, when not properly secured, construction sites can become a distraction for local law enforcement from more pressing matters that require their attention. Consequently, developers typically take precautions to prevent trespassing through construction sites. Most commonly, temporary fencing is installed around a construction site to minimize unauthorized entry. The Project Site is open along its Western and Franklin Avenue frontages. All sides will need to be secured during construction. The Project Applicant will employ construction security features, such as fencing, which would serve to minimize the need for LAPD services (see mitigation measures). These security measures would ensure that valuable materials (e.g., building supplies, metals such as copper wiring) and construction equipment are not easily stolen or abused. This measure would reduce potential construction impacts on police protection services to less than significant.

Operational Impacts

The Project would increase the number of residents and employees at the Site, as well as an increase in visitors and patrons, especially over the evening hours due to the residential and commercial uses. As such, the Project could potentially increase in the number of police service calls due to an increase in onsite persons. The potential for crime can be reduced with site specific designs and features (see

mitigation measures). The Project will include standard security measures such as adequate security lighting, secure access to non-public areas and separate commercial access points. Parking would continue to be provided on site and would be in a parking structure integrated into the building. The LAPD will require that the commanding officer of LAPD station be provided a diagram of each portion of the property showing access routes, and any additional information that might facilitate police response (see mitigation measures). The Project will not require the construction of a new or expanded police station. These mitigation measures will ensure the impacts associated with police services are less than significant.

Mitigation Measures:

MM-PS-1 Public Services (Police – Demolition/Construction Sites)

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

MM-PS-2 Public Services (Police)

The plans shall incorporate a design that enhances the 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 LAPD. 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 LAPD prior to the issuance of building permits.

Upon completion of the Project, the Hollywood Area commanding officer shall be provided with a diagram of each portion of the property. The diagram shall include access routes and any additional information that might facilitate police response.

iii. Schools

Less than Significant Impact with Project Mitigation. A significant impact could occur if a project includes substantial employment or population growth that could generate a demand for school facilities which would exceed the capacity of the Los Angeles Unified School District (LAUSD). Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on public schools shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of nonresidential floor area; (b) the demand for school services anticipated at the time of project completion and occupancy compared to the expected level of service available, considering, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and the project's proportional contribution to the demand; (c) whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions that would create a temporary or permanent impact on the school(s); and (d) whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

The Project area is currently served by the following LAUSD public schools: Hobart Boulevard Elementary, located at 980 S. Hobart Boulevard; Berendo Middle School, located at 1157 S. Berendo Street; and Los Angeles Senior High School, located at 4650 W. Olympic Boulevard.

As shown in **Table 4.14-1, Project Estimated Student Generation,** the Project could generate approximately 42 elementary students, 12 middle school students, and 24 high school students, for a total of approximately 78 students, a relatively minor increase in student population. In addition, the Applicant would be expected to pay applicable school fees in accordance with California Government Code Section 65995, which are deemed by Code to be full and complete mitigation of any impacts.

Table 4.14-1
Project Estimated Student Generation

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total
Multifamily residences[a]	252 du	42	12	24	**78**

Source: Los Angeles Unified School District, School Facilities Needs Analysis (September 2012).

aStudent generation rates are as follows for residential uses: 0.1649 elementary, 0.0450 middle, and 0.0943 high school students per unit.

Note: du = dwelling unit.

The Project is in close proximity to Hobart Boulevard Elementary School, located 154 feet north at 980 S Hobart Boulevard, and Los Angeles Elementary School, located 0.2 miles south at 1211 S Hobart Boulevard from the Project Site. Mitigation Measures will ensure that the proximity to the schools is a less than significant impact.

Mitigation Measures:

MM-PS-3 Public Services (Construction Activity Near Schools)

- The developer and contractors shall maintain ongoing contact with administrator of Hobart Boulevard Elementary School and Los Angeles Elementary 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 the administrators 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.

MM-PS-4 Public Services (Schools affected by Haul Route)

- LADBS shall assign specific haul route hours of operation based upon Hobart Boulevard Elementary School and Los Angeles Elementary School's hours of operation.

- 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.

iv. Parks

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact could occur if the Project resulted in the construction of new recreation and park facilities that creates significant direct or indirect impacts to the environment. The Project site is located within a highly urbanized area of the Koreatown neighborhood and has access to numerous parks and public recreation facilities within a 2-mile radius. The projected resident population of the Project represents

a relatively small change in the population of the local community and as such would not result in the construction of new facilities. Impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

v. Other public services

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide,* the determination of whether a 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 build-out compared to the expected level of service available, considering, as applicable, scheduled improvements to existing 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 [LAPL]).

Within the City of Los Angeles, the LAPL provides library services at the Central Library, 7 regional branch libraries, 56 community branches, and 2 bookmobile units consisting of a total of 5 individual bookmobiles. Approximately 6.5 million books and other materials comprise the LAPL collection. The closest branch to the Project site is the Koreatown Branch Library, located at 694 S. Oxford Avenue, approximately 0.6 miles north of the Project site, though there are other branch locations nearby. The projected resident population for the Project represents a relatively small change in the population of the local community. Given the multiple branches serving the area, as well as the other library facilities, new or physically altered library facilities would not be needed to serve the Project. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.15 RECREATION

Impact Analysis

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. A significant impact could occur if a project includes 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 a 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 Project; (b) the demand for recreation and park services anticipated at the time of Project build-out compared to the expected level of service available, considering, 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 Project includes on-site recreational amenities intended to serve some of the needs of the residents. Notwithstanding the availability of on-site recreational amenities, it may be assumed that the future occupants of the Project would utilize recreation and park facilities in the surrounding area. There are several existing parks and recreation centers are located within the surrounding area and larger regional facilities located further away. With the number of expected residents and the on-site amenities it is expected that the Project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities to the extent that substantial physical deterioration of such facilities would result. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. A significant impact could occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. The Project does not include recreational facilities. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.16 TRANSPORTATION AND TRAFFIC

The following section summarizes and incorporates by reference information from the *Traffic Impact Study, 3170 W Olympic Boulevard Project,* dated August30, 2016 (Traffic Study) and prepared by Linscott, Law & Greenspan, Engineers for the Applicant and reviewed by LADOT.

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?

Less than Significant Impact. A significant impact could occur if the Project were to result in substantial increases in traffic volumes in the vicinity of the Project such that the existing street capacity experiences a decrease in the existing volume-to-capacity (V/C) ratios or experiences increased traffic congestion exceeding LADOT's recommended level of service.

Operational Traffic

Nine (9) study intersections were identified, in coordination with LADOT staff, for inclusion in the traffic analysis. The analyzed locations are shown in the Traffic Study and correspond to locations where potential traffic impacts from the Project are most likely to occur. The intersections identified for analysis are as follows:

1. Western Avenue / 8th Street
2. Western Avenue / Olympic Boulevard
3. Western Avenue / 11th Street
4. Western Avenue / Pico Boulevard
5. Hobart Boulevard / Pico Boulevard
6. Harvard Boulevard / Olympic Boulevard
7. Harvard Boulevard / 11th Street
8. Normandie Avenue / Olympic Boulevard
9. Normandie Avenue / Pico Boulevard

The Department of Transportation (DOT) has issued a letter dated October 19, 2016 (Appendix G) discussing their review of the traffic analysis prepared by Linscott Law & Greenspan, Engineers and dated August 30, 2016 for the proposed mixed use development project located at 3170 West Olympic Boulevard. The DOT letter states that based on DOT's traffic impact criteria, none the nine study intersections included in the traffic analysis are expected to be significantly impacted by project-related traffic. The letter also states that the results of the traffic analysis accounted for other known

development project in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community.

Estimated Trip Generation

Trip generation estimates for the Project were reviewed and approved by LADOT and were calculated using trip generation rates contained in *Trip Generation, 9th Edition*. **Table 4.16-1, Trip Generation Estimates,** summarizes the trip generation estimates for the daily AM peak-hour and PM peak-hour periods, respectively. In addition to calculating the trip rates for the specific components of the proposed Project, credits and offsets were calculated. The existing uses on the Project site would be removed, thus future traffic conditions surrounding the Project site would not include trips associated with the existing uses of the Project site. The Trip Generation manual also assumes separate, distinct land uses. However, there will be some internal activity by on-site residents utilizing on-site retail without generating off-site traffic. In addition, due to its proximity to transit, some of the trips assumed in the Trip Generation manual would occur by transit rather than private vehicle. Finally, there would be some trips to the Project site that would be drawn from existing traffic passing the site and thus would not be considered new trips. Based on these factors, the trip calculation was adjusted accordingly.

As shown in **Table 4.16-1**, the Project would generate 1,639 weekday trips, including 113 morning peak-hour trips and 151 afternoon peak-hour trips.

Project Impacts

Existing with Project Impacts

Project traffic was added to existing traffic conditions and the potential for impacts evaluated. **Table 4.16-2, Existing with Project Conditions—Intersection Level of Service AM/PM Peak Hours,** summarizes the level of service for the existing with Project conditions at the analyzed intersections for the AM and PM peak hours, respectively. Based on the City's guidelines, an impact could be significant if one of the following scenarios would occur: at an intersection with Level of Service C if the volume-to-capacity (V/C) ratio increased by .04 or greater; at an intersection with Level of Service D if the volume-to-capacity (V/C) ratio increased by .02 or greater; or at an intersection with Level of Service E or F if the volume-to-capacity (V/C) ratio increased by .01 or greater. The analysis summarized in **Table-4.16-2** indicates that for the AM/PM peak hour, the addition of Project traffic would not cause an increase in V/C ratios above the threshold. Therefore, it is concluded that the Project would not cause any significant traffic impacts compared to existing conditions in either the AM or PM peak hours.

Future with Project Impacts

Table 4.16-3, Future without and with Project Conditions—Intersection Level of Service AM/PM Peak Hours, summarizes the results of the future with Project conditions intersections analysis during the

weekday morning and afternoon peak hours. The future with Project conditions were compared to the future without Project conditions to assess the impacts of the Project as compared to the future environment without of the Project. In addition, potential net increases in average daily vehicle trips and peak-hour vehicle trips from the related projects were taken into consideration. Based on the City's significance criteria, the change in traffic flow generated by the Project when compared to conditions without the Project is not anticipated to result in a significant impact at any of the study intersections under future conditions.

Table 4.16-1
Trip Generation Estimates for Project

Land Use (ITE Code)	Size	Units	Daily	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
Proposed Project									
Apartments [ITE 220]	252	du	1,676	26	103	129	101	55	156
Retail/Restaurant [ITE 820]	33,280	gsf	1,407	20	12	32	59	63	122
Subtotal			**3,083**	**43**	**115**	**161**	**160**	**118**	**278**
Proposed Transit Trips									
Apartments (15%)			(251)	(4)	(15)	(19)	(15)	(8)	(23)
Retail/Restaurant (15%)			(179)	(3)	(2)	(5)	(8)	(8)	(16)
Subtotal			**(430)**	**(7)**	**(17)**	**(24)**	**(23)**	**(16)**	**(39)**
Proposed Internal Capture									
Retail/Restaurant (15%)			(211)	(3)	(2)	(5)	(9)	(9)	(18)
Existing Land Use									
Retail/Restaurant [ITE 820]	(15,135)	gsf	(646)	(9)	(6)	(15)	(27)	(29)	(56)
Single-Family Homes [ITE 210]	(3)	du	(29)	(1)	(1)	(2)	(2)	(1)	(3)
Subtotal			**(675)**	**(10)**	**(7)**	**(17)**	**(29)**	**(30)**	**(59)**
Existing Transit Trips									
Retail/Restaurant (15%)			97	1	1	2	4	4	8
Single-Family Homes (15%)			4	0	0	0	0	0	0
Subtotal			**101**	**1**	**1**	**2**	**4**	**4**	**8**
Net Project Driveway Subtotal			***1,868***	***27***	***90***	***117***	***103***	***67***	***170***
Proposed Pass-By Trips									
Retail/Restaurant (50%)			(514)	(7)	(4)	(11)	(21)	(23)	(44)
Existing Pass-By Trips									
Retail/Restaurant (50%)			275	4	3	7	12	13	25
Total Net Project Trips			***1,639***	***24***	***89***	***113***	***94***	***57***	***151***

Source: Linscott, Law & Greenspan, Engineers (August 2016)

Table 4.16-2
Existing with Project Conditions—Intersection
Level of Service AM/PM Peak Hours

No.	Intersection	Peak Hour	Existing 2015		Existing 2015 with Project		Change in V/C	Significant Impact?
			V/C	LOS	V/C	LOS		
1	Western Avenue/8th Street	AM	0.494	A	0.495	A	0.001	No
		PM	0.565	A	0.567	A	0.002	No
2	Western Avenue/Olympic Boulevard	AM	0.748	C	0.755	C	0.007	No
		PM	0.803	D	0.814	D	0.011	No
3	Western Avenue/11th Street	AM	0.439	A	0.457	A	0.018	No
		PM	0.465	A	0.475	A	0.010	No
4	Western Avenue/Pico Boulevard	AM	0.666	B	0.668	B	0.002	No
		PM	0.669	B	0.675	B	0.006	No
5	Hobart Boulevard/Pico Boulevard	AM	0.367	A	0.374	A	0.006	No
		PM	0.371	A	0.381	A	0.011	No
6	Harvard Boulevard/Olympic Boulevard	AM	0.535	A	0.541	A	0.006	No
		PM	0.683	B	0.693	B	0.010	No
7	Harvard Boulevard/11th Street	AM	0.157	A	0.157	A	0.001	No
		PM	0.324	A	0.327	A	0.003	No
8	Normandie Avenue/Olympic Boulevard	AM	0.669	B	0.673	B	0.004	No
		PM	0.705	C	0.711	C	0.006	No
9	Normandie Avenue/Pico Boulevard	AM	0.661	B	0.665	B	0.004	No
		PM	0.608	B	0.612	B	0.004	No

Source: Linscott, Law & Greenspan, Engineers (August 2016)
LOS = level of service.

Table 4.16-3
Future without and with Project Conditions—
Intersection Level of Service AM/PM Peak Hours

No.	Intersection	Peak Hour	Future 2019 without Project		Future 2019 with Project		Change in V/C	Significant Impact?
			V/C	LOS	V/C	LOS		
1	Western Avenue/8th Street	AM	0.545	A	0.545	A	0.000	No
		PM	0.633	B	0.637	B	0.004	No
2	Western Avenue/Olympic Boulevard	AM	0.793	C	0.800	C	0.007	No
		PM	0.873	D	0.833	D	0.010	No
3	Western Avenue/11th Street	AM	0.485	A	0.503	A	0.018	No
		PM	0.521	A	0.531	A	0.010	No
4	Western Avenue/Pico Boulevard	AM	0.695	B	0.697	B	0.002	No
		PM	0.713	C	0.719	C	0.006	No
5	Hobart Boulevard/Pico Boulevard	AM	0.383	A	0.389	A	0.006	No
		PM	0.384	A	0.395	A	0.011	No
6	Harvard Boulevard/Olympic Boulevard	AM	0.560	A	0.566	A	0.006	No
		PM	0.718	C	0.728	C	0.010	No
7	Harvard Boulevard/11th Street	AM	0.167	A	0.168	A	0.001	No
		PM	0.345	A	0.348	A	0.003	No
8	Normandie Avenue/Olympic Boulevard	AM	0.699	B	0.703	C	0.004	No
		PM	0.784	C	0.790	C	0.006	No
9	Normandie Avenue/Pico Boulevard	AM	0.691	B	0.695	B	0.004	No
		PM	0.660	B	0.664	B	0.004	No

Source: Linscott, Law & Greenspan, Engineers (August 2016)
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Congestion Management Plan Analysis

The Los Angeles County Congestion Management Plan (CMP) requires that when a Traffic Impact Assessment (TIA) is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the amount of project traffic expected to use these facilities.

CMP Significant Traffic Impact Criteria

The *CMP Guidelines* state that a CMP freeway analysis must be conducted if 150 or more trips attributable to the proposed Project are added to a mainline freeway-monitoring location in either direction during the morning or afternoon weekday peak hours. Similarly, a CMP arterial monitoring station analysis must be conducted if 50 or more peak-hour project trips are added to a CMP arterial monitoring station during the morning or afternoon weekday peak hours of adjacent street traffic.

A significant project-related CMP impact would be identified if the CMP facility is projected to operate at LOS F (V/C > 1.00) and if the project traffic causes an incremental change in the V/C ratio of 0.02 or greater. The proposed Project would not be considered to have a regionally significant impact, regardless of the increase in V/C ratio, if the analyzed facility is projected to operate at LOS E or better after the addition of the project traffic.

There are three CMP intersection-monitoring locations within the vicinity of the Project:

- CMP Station No. 84, located at Western Avenue & 9th Street
- CMP Station No. 85, located at Wilshire Boulevard & Alvarado Street
- CMP Station No. 89, located at Wilshire Boulevard & Western Avenue

Based on the trip distribution analysis in the Traffic Impact Study, the Project would not contribute 50 or more new trips at these intersections during the morning or afternoon weekday peak hours.

The CMP freeway-monitoring stations closest to the Project vicinity includes:

- CMP Station No. 1013, located on the I-10 Freeway at Budlong Avenue

Based on the trip distribution shown in the traffic study, the Project would not generate 150 or more trips (in either direction) during the morning or afternoon weekday peak period to this CMP freeway-monitoring location. Thus, no further review of the Project's potential impacts to CMP freeway-monitoring locations is required. Impacts would be less than significant.

Regional Transit Impact Analysis

An analysis of potential Project impacts on the transit system was also performed, per the CMP requirements and guidelines. The CMP provides a methodology for estimating the number of transit trips expected to result from a proposed project based on the number of vehicle trips. This methodology assumes an average vehicle occupancy (AVO) factor of 1.4 to estimate the number of person-trips to and from the Project.

The CMP guidelines estimate that approximately 3.5 percent of total project person-trips may use public transit to travel to and from the site if the site. The Project is estimated to generate approximately 113 morning peak-hour trips and 151 afternoon peak-hour trips. Assuming an AVO of 1.4, the Project would generate 158 morning peak-hour person trips and 211 afternoon peak-hour person trips. Using the 3.5 percent mode split suggested in the CMP, the Project would generate approximately 6 transit trips during the weekday morning peak-hour and 7 transit trips during the weekday afternoon peak hour.

The Project location is served by transit routes. A review of the schedules of the lines serving the area (Metro, DASH and Big Blue Bus) shows a total of 138 buses or trains during the AM peak and 118 buses or trains during the PM peak.[35] With multiple public transportation opportunities within the Project vicinity, including bus routes and Metro lines, the existing transit service in the Project vicinity would adequately accommodate the new transit trips generated by the Project. Thus, based on the calculated number of generated transit trips, impacts to the existing or future regional transit system in the vicinity of the Project site are not anticipated to be significant.

Construction—Traffic

The 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 Project. The demolition and site clearing phase has been estimated by the Project Applicant to require approximately 100 daily hauling truck trips at its peak. The Haul Route would utilize Olympic Boulevard east to Interstate 10. The addition of these vehicles into the street system would contribute to increased traffic in the Project vicinity. 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 City Planning. As stated above in **Table 4.16-1**, the operation of the Project is expected to generate more than 1,200 trips per day. The Project's peak construction trip traffic is estimated at approximately 330 trips per day.[36] Therefore, it is not anticipated that the construction trips 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. Impacts would less than significant.

Mitigation Measures: No mitigation measures are necessary.

35 Linscott, Law & Greenspan, Engineers, *Traffic Impact Study, 3170 W Olympic Boulevard Project,* (August 30, 2016),

36 Derived from construction worker and vendor trip rates contained in *California Emissions Estimator Users Guide,* Appendix E, "Technical Source Documentation," California Air Pollution Control Officers Association (July 2013).

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?

No Impact. As discussed previously in Section 4.16a, no CMP freeway-monitoring segment or intersection analysis is required, and there would be no Project-related impacts to the CMP. The Project would not conflict with any travel demand measures. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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 Project only if it involved an aviation-related use or would influence changes to existing flight paths. No aviation-related use would occur. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact with Project Mitigation. A significant impact could occur if a 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 access or other features were designed in such a way as to create hazard conditions. The Project would include new vehicular access driveways to the Site from S. Serrano Avenue and S. Hobart Boulevard. These driveways would be properly designed and constructed to ensure the safety of vehicular and pedestrian circulation in the Project area. To accommodate the turning radius of delivery trucks entering and exiting the Project site for the commercial uses, on-street parking opposite the proposed driveways would be reconfigured. With this modification, impacts would less than significant.

Driveways

The Project proposes one vehicle driveway on Serrano Avenue and one vehicle driveway on Hobart Boulevard. The existing commercial development currently has one driveway on Serrano Avenue and one vehicle driveway on Hobart Boulevard, the residence on Serrano Avenue has one driveway curb cut and the two residential lots on Hobart Boulevard have one driveway curb cut each.

Pedestrian Safety

Temporary impacts to pedestrian safety could occur during construction. The Project will include mitigation measure TRAF-1 that will ensure the safety of pedestrians and other vehicles in general, as the construction area could create hazards of incompatible/slow-moving construction and haul vehicles. Therefore, impacts would be less than significant.

Proximity to a School

The Project is in close proximity to Hobart Boulevard Elementary School, located 154 feet north at 980 S Hobart Boulevard, and Los Angeles Elementary School, located 0.2 miles at 1211 S Hobart Boulevard from the Project Site. However, the Project includes mitigation measures PS-3 and PS-4 to ensure that the proximity to the school would be a less than significant impact (see Section 4.14 above).

Other Hazards

The Project does not include any sharp curves, dangerous intersections, or incompatible uses. No off-site traffic improvements are proposed or warranted in the area surrounding the Project Site.

Mitigation Measures:

MM-TRAF-1 Safety Hazards

- The developer shall install appropriate construction related 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.
- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic, and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways should be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction and/or construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

e. Would the project result in inadequate emergency access?

Less than Significant Impact. A significant impact could occur if a 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 a project or adjacent uses.

As previously discussed, the Project site is located at 3170 W. Olympic Boulevard, bordered by S. Hobart Boulevard and S. Serrano Avenue and extending south 200 feet from Olympic Boulevard, neither of which is a selected disaster route as identified by the City's General Plan.[37] However, the Project site is located approximately 0.2 miles to the west of S. Western Avenue, which is a selected disaster route.

As described previously, the Project would satisfy the emergency response requirements of the LAFD. No hazardous design features are included in the access design or site plan for the Project that could impede emergency access. Furthermore, the Project would be subject to the site plan review requirements of both the LAFD and the LAPD to ensure that all access roads, driveways, and parking areas would remain accessible to emergency service vehicles. The Project would not be expected to result in inadequate emergency access. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

No Impact. For the purpose of this Initial Study, a significant impact could occur if a project would conflict with adopted polices or involve modification of existing alternative transportation facilities located on or off site. The Project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the Project would not interfere with any Class I or Class II bikeway systems. No impacts would occur.

Mitigation Measures: No mitigation measures are necessary.

37 *City of Los Angeles General Plan,* "Safety Element," Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles.

4.17 TRIBAL CULTURAL RESOURCES

a) ***Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)***

Less than Significant Impact. As described in section 4.5a, Cultural Resources, the Project site does not contain any features that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources; nor would the Project adversely affect any nearby resources that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources.

Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American Tribes that are traditionally and culturally affiliated with the geographic area of a Proposed Project if the Tribe has submitted a request in writing to be notified of Proposed Projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project Site. On May 10, 2018, an informational letter was mailed to a total of ten (10) Tribes known to have resources in this area describing the Project and requesting any information regarding resources that may exist on or near the Project Site. On May 14, 2018, the Gabrieleno Band of Mission Indians-Kizh Nation (Gabrieleno) submitted a written request for a consultation. A memo was prepared, which documents the consultation between the City of Los Angeles as the Lead Agency and the Gabrieleno (Appendix I). The information provided during the consultation by the Gabrieleno did not demonstrate that the Project Site is a tribal cultural resource. Furthermore, a report prepared by PaleoWest Archaeology dated August 3, 2018 (Appendix H) conducted a cultural resource records review for the Proposed Project. The cultural resource study was limited to a cultural resource literature review and records search of the California Historic Resource Information System (CHRIS) and a review of the Sacred Lands File (SLF) by the Native American Heritage Commission (NAHC). The records search indicated that no less than four previous studies have been conducted within a quarter-mile of the Project area since 2007. None of the four studies include the Project area. In addition, no prehistoric or historic period archeological resources were identified as a result of the records search. On July 25, 2018, the NAHC provided a letter (Appendix H) stating that the

SLF was completed with negative results. The City has determined that the Proposed Project will have no potential direct, and reasonably foreseeable indirect impacts on tribal cultural resources. However, in the unlikely event that tribal cultural resources are inadvertently discovered during the excavation and grading of the Project Site, the City will include a Condition of Approval as a part of the recommended project approvals for tribal cultural resource inadvertent discovery. Furthermore, regulatory compliance measures will ensure that grading or excavation activities shall be halted should any burial remains or artifact be discovered. Therefore, potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant Impact. Public Resources Code §21080.3.1 establishes a formal process for Lead Agencies to consult with California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074. In compliance with the Code, the City has sent notices to Native American tribes that are known to be traditionally and culturally affiliated with the Project area and have requested to be notified of projects. As no Tribal Cultural Resources have been identified on the site and the response received to the City's notice did not indicate evidence of likely discovery of buried resources, impacts to Tribal Cultural Resources would be less than significant.

Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American Tribes that are traditionally and culturally affiliated with the geographic area of a Proposed Project if the Tribe has submitted a request in writing to be notified of Proposed Projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project Site. On May 10, 2018, an informational letter was mailed to a total of ten (10) Tribes known to have resources in this area describing the Project and requesting any information regarding resources that may exist on or near

the Project Site. On May 14, 2018, the Gabrieleno Band of Mission Indians-Kizh Nation (Gabrieleno) submitted a written request for a consultation. A memo was prepared, which documents the consultation between the City of Los Angeles as the Lead Agency and the Gabrieleno (Appendix I). The information provided during the consultation by the Gabrieleno did not demonstrate that the Project Site is a tribal cultural resource. Furthermore, a report prepared by PaleoWest Archaeology dated August 3, 2018 (Appendix H) conducted a cultural resource records review for the Proposed Project. The cultural resource study was limited to a cultural resource literature review and records search of the California Historic Resource Information System (CHRIS) and a review of the Sacred Lands File (SLF) by the Native American Heritage Commission (NAHC). The records search indicated that no less than four previous studies have been conducted within a quarter-mile of the Project area since 2007. None of the four studies include the Project area. In addition, no prehistoric or historic period archeological resources were identified as a result of the records search. On July 25, 2018, the NAHC provided a letter (Appendix H) stating that the SLF was completed with negative results. The City has determined that the Proposed Project will have no potential direct, and reasonably foreseeable indirect impacts on tribal cultural resources. However, in the unlikely event that tribal cultural resources are inadvertently discovered during the excavation and grading of the Project Site, the City will include a Condition of Approval as a part of the recommended project approvals for tribal cultural resource inadvertent discovery. Furthermore, regulatory compliance measures will ensure that grading or excavation activities shall be halted should any burial remains or artifact be discovered. Therefore, potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.18 UTILITIES AND SERVICE SYSTEMS

Impact Analysis

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 RWQCB. 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 that may be required by the appropriate RWQCB. The RWQCB then authorizes an NPDES permit that ensures compliance with wastewater treatment and discharge requirements. Currently, 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), a public facility subject to the State's wastewater treatment requirements. Wastewater from the Project would continue to be conveyed through City sewage infrastructure to HTP. Though the Project would generate more wastewater than is currently generated on the Project site, pollutant loads would be typical of urban wastewater already processed by the HTP. Furthermore, as discussed below, HTP has the available capacity to accommodate the additional waste associated with the Project. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. A significant impact could 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. Water is provided by the Los Angeles Department of Water and Power (LADWP); the Los Angeles Bureau of Sanitation provides sewer service to the proposed Project area.

LADWP ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,100 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Water entering the Los Angeles Aqueduct Filtration Plant (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). The average plant flow is approximately 362 mgd averaged over calendar year 2013, and

operates at approximately 60 percent capacity. Therefore, the LAAFP has a remaining capacity of approximately 238 mgd, depending on the season.[38]

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 HTP. The HTP treats an average daily flow of 362 mgd, and has the capacity to treat 450 mgd.[39] This equals a remaining capacity of 88 mgd of wastewater able to be treated at the HTP.

The Project site is located in a developed, urbanized portion of Los Angeles that is served by existing water and sewer mains. As shown in **Table 4.18-1** below, it is estimated that the Project would have a daily water demand of 32,577 gallons or an annual demand of 36.49 acre feet. Water conservation design features are likely to reduce this estimate. Given the remaining capacity of the LAAFP, the Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. Furthermore, the Project Applicant shall be required to implement applicable LA Green Building Code requirements that would further reduce water and wastewater flow. Impacts on water treatment facilities would be less than significant.

As shown in **Table 4.18-2** below, it is estimated that the Project would generate 27,148 gpd of wastewater. Given the available capacity of the HTP, the Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. Impacts on wastewater treatment facilities would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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 could occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the existing storm drain system. The Project site is located in a developed portion of Los Angeles that is currently served by stormwater infrastructure. In addition, the Project would be required to demonstrate compliance with the Los Angeles Low Impact Development (LID) Ordinance standards and retain or treat the first three-quarter inch of rainfall in a 24-hour period. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

38 Los Angeles Department of Water and Power, *Urban Water Management Plan* (2016)

39 City of Los Angeles Department of Public Works, Bureau of Sanitation, Wastewater *System Fact Sheet* (2014)

Table 4.18-1
Estimated Water Demand

Land Use	Quantity	Demand Factor (gpd/unit)[a]	Daily Demand (gpd)	Annual Demand (afy)
Residential—Studio	69 du	90 gpd/du	6,210 gpd	6.96
Residential—One Bedroom	157 du	132 gpd/du	20,724 gpd	23.21
Residential – Two Bedroom	26 du	180 gpd/du	4,680 gpd	5.24
Retail	32,100	0.03 gpd/sq. ft.	963 gpd	1.08
Total:			**32,577 gpd**	**36.49**

Note: afy = acre-feet per year; gpd = gallons per day.
a 120 percent sewage generation loading factor; Los Angeles Bureau of Sanitation, Sewage Generation Factors, April 2012.

Table 4.18-2
Estimated Sewage Generation

Land Use	Quantity	Factor (gpd/unit)[a]	Daily Generation (gpd)
Residential—Studio	70 du	75 gpd/du	5,175 gpd
Residential—One Bedroom	157 du	110 gpd/du	17,270 gpd
Residential–Two Bedroom	25 du	150 gpd/du	3,900 gpd
Retail	33,280	0.025 gpd/sq. ft.	803 gpd
Total:			**27,148 gpd**

Note: afy = acre-feet per year; gpd = gallons per day.
a Los Angeles Bureau of Sanitation, Sewage Generation Factors, April 2012.

d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and 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 completion; (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.

According to the City's Urban Water Management Plan (UWMP), the City's projected demand for water, during dry seasons would be 513,540 acre-feet per year (afy) for 2015 and 611,800 afy for 2020.[1] The *UWMP* projects adequate water supplies through 2040. As such, it is expected that LADWP has sufficient water supplies available to serve the Project.[40] Furthermore, as previously stated, the Project Applicant shall adhere to current standards including the Green Building Code that would reduce demand on local water supplies. Impacts of the Project would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less Than Significant Impact. 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 above, the Hyperion Treatment Plant is expected to have capacity to serve the Project. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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[1] City of Los Angeles Department of Public Works, *2015 City of Los Angeles Urban Water Management Plan* (June 2016).

40 City of Los Angeles Department of Public Works, *2015 City of Los Angeles Urban Water Management Plan* (June 2016).

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 could 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), or the 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 multifamily developments, private haulers provide waste collection services for most multifamily residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, and transformed at a waste-to-energy facility, or disposed of at a landfill. Of the various landfills serving the City of Los Angeles, Sunshine Canyon Landfill is the largest recipient of nonhazardous solid waste disposal materials (i.e. Class III waste materials). This landfill had a remaining capacity of 62.11 million tons in 2016, with an expected life expectancy of 21 years. The maximum daily capacity for the landfill is 12,100 tons per day and the 2016 disposal rate was 7,496 tons per day.[43] In addition, the County continues to address landfill capacity through the preparation of annual County of Los Angeles Integrated Waste Management Plan (CIWMP) reports. The preparation of each annual CIWMP report provides sufficient lead time (15-years) to address potential future shortfalls in landfill capacity. Furthermore, in future years, it is anticipated that the rate of declining landfill capacity would slow considering the City's current diversion rate of at least 76.4 percent, and plans to reach achieve an overall diversion rate of nearly zero percent or more by 2030.[44]

Construction of the Project would comply with the City's Citywide Construction and Demolition (C&D) Waste Recycling Ordinance. As such, construction waste would be removed from the Project site by a

43 County of Los Angeles, Countywide Integrated Waste Management Plan: 2016 Annual Report, Appendix E-2 Table 1, September 2017

44 City of Los Angeles, Bureau of Sanitation, *City of Los Angeles Solid Waste Integrated Resources Plan–A Zero Waste Master Plan* (October 2013).

City-permitted solid waste hauler and taken to a City-certified C&D processing facility. As shown in **Table 4.18-3, Expected Operational Solid Waste Generation,** the Project's net generation during the life of the Project would be 1,200 pounds per day.

Table 4.18-3
Expected Operational Solid Waste Generation

Type of Use	Size	Waste Generation Rate[a] (lb./unit/day)	Total Solid Waste Generated (lb./day)
Residential units	252 du	4 lb./du/day	1,008
Commercial uses	32,100 sq. ft.	0.006 lb./sq. ft./day	192
Total Project Waste Generation			**1,200**

Notes: du = dwelling unit; lb. = pounds; sq. ft. =square feet.
a City of Los Angeles Bureau of Sanitation, Solid Waste Generation (1981). Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.

This estimate is conservative because it does not factor in any recycling or waste diversion programs. The amount of solid waste generated by the Project is within the available capacities at area landfills. Furthermore, the Project Applicant shall be required to comply with the following regulatory measures regarding recycling. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less than Significant Impact. A significant impact could occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Project would generate solid waste during both construction and operation that is typical of a mixed-use residential building with ground-floor commercial uses and would comply with all Federal, State, and Local statutes and regulations regarding proper disposal. As such, impacts would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

4.19 MANDATORY FINDINGS OF SIGNIFICANCE

Impact Analysis

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?

Less than Significant Impact. A significant impact could occur only if the Project would have an identified potentially significant impact for any of the issues cited above: quality of the environment; habitat or populations of fish or wildlife species; plant or animal communities; rare or endangered plant or animal; or important examples of the major periods of California history or prehistory. As indicated by the analysis in this Initial Study, the Project would not substantially reduce the habitat of fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal. Nor would the Project potentially affect important historic or prehistoric resources. Though potentially significant impacts were identified with respect to construction noise and the removal of street trees, implementation of the mitigation measures described in this Initial Study would reduce those impacts to less than significant levels. Therefore, impacts on the quality of the environment would be less than significant.

Mitigation Measures: No mitigation measures are necessary.

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

Less Than Significant Impact. Cumulative impacts can occur when the impacts of two or more separate projects are considerable when considered together. In the preceding topical analyses, cumulative impacts have been considered where appropriate. For example, the evaluation of air quality impacts considered the Project's cumulative contribution to federal or State nonattainment pollutants within the South Coast Air Basin and the evaluation of traffic impacts considered the cumulative effect of other proposed projects in the immediate vicinity. Through the analyses, no significant cumulative impacts were identified for the Project.

Mitigation Measures: No mitigation measures are necessary.

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

Less Than Significant Impact with Mitigation Incorporated. As discussed in the preceding sections, the Project could result in potentially significant impacts due to removal of trees, construction noise and demand on public services. Mitigation Measures **MM-BIO-1, MM-BIO-2**, **MM-GEO-1** and **MM-NOI-1** as listed in **Sections 4.4, Biological Resources, Sections 4.6, Geology and Soils** and **4.12, Noise** respectively, have been identified to address these impacts.

Mitigation Measures: Applicable mitigation measures have been identified in the Biological Resources, Noise, and Public Services sections in this Initial Study. With incorporation of these measures, impacts of the Project would be less than significant.

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