



# City of Los Angeles

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



## REVISED INITIAL STUDY

### WEST LOS ANGELES COMMUNITY PLAN AREA

#### **Santa Monica and Barrington Mixed-Use Project**

Case Number: ENV-2015-2957-EIR

**Project Location:** 11650-11674 W. Santa Monica Boulevard, 1551 S. Barry Avenue, 1601 S. Barry Avenue, and 1560 S. Barrington Avenue, Los Angeles, California, 90025

**Council District:** 11 – Mike Bonin

#### **Project Description:**

The Proposed Project involves the redevelopment of a vacant, fenced lot, with the construction of a new 5-story, approximately 316,520 square-foot mixed-use development, with approximately 64,759 square feet of commercial/retail grocery store uses and 165 apartments over three levels of subterranean parking (approximately 334,835 square feet).

The proposed project would be 5-stories in height, with a maximum height of 62 feet. The project would have a floor area ratio (FAR) of 3:1. The proposed project would provide a total of 545 (279 residential and 266 commercial) parking spaces.

The applicant is requesting: (1) A Vesting Zone Change from (T)(Q)C2-1VL to (T)(Q)C2-1VL to modify the (Q) conditions in order to accommodate the new project. (2) A Density Bonus to permit a 165-unit rental housing development, with 19 units (or 11%) restricted to very low income households and 146 market rate rental units, and including: 1) an on-menu incentive to allow a Floor Area Ratio of 3:1 in lieu of the maximum 1.5:1 otherwise permitted in the C2-1VL zone; 2) an on-menu incentive to allow up to 56' in height in lieu of 45' otherwise permitted in the C2-1VL zone; and 3) an off-menu incentive to permit an additional 6' in height, up to 62', and a grocery store in a five (5) story building. (3) A Conditional Use to permit the sale and dispensing of a full line of alcoholic beverages for on- and off-site consumption in a full service grocery store including a restaurant/cafe and wine tasting area. (4) A Conditional Use to permit a wireless telecommunications facility consisting of four rooftop-mounted cellular antennas and supporting equipment cabinets. (5) Site Plan Review for a project resulting in an increase of more than 50,000 square feet of non-residential floor area and more than 50 dwelling units.

#### **APPLICANT:**

United El Segundo, Inc.  
1418 Amherst Avenue, #1  
Los Angeles, CA 90025

#### **PREPARED BY:**

Impact Sciences, Inc.  
28 N. Marengo Avenue  
Pasadena, CA 91101

#### **ON BEHALF OF:**

City of Los Angeles  
Department of City Planning  
Major Projects Section

**June 2016**



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## I. INTRODUCTION

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The subject of this Initial Study is the construction of a mixed-use project comprised of grocery store and restaurant uses on the ground floor, with apartments above, and three levels of subterranean parking, in the West Los Angeles Community Plan Area of the City of Los Angeles. The project applicant is United El Segundo, Inc. located at 1418 Amherst Avenue, #1, Los Angeles, California 90025. A full description of the project is contained in Section II (Project Description). The City of Los Angeles Department of City Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

### PROJECT INFORMATION

Project Title: Santa Monica and Barrington Mixed-Use Project

Project Location: 11674 West Santa Monica Boulevard<sup>1</sup>  
Los Angeles, CA 90025

Project Applicant: United El Segundo, Inc.

Lead Agency: City of Los Angeles Department of City Planning  
200 N. Spring St., Room 750  
Los Angeles, CA 90012

### ORGANIZATION OF INITIAL STUDY

This Initial Study is organized into four sections as follows:

Introduction: This section provides introductory information such as the project title, the project applicant and the lead agency for the project.

Project Description: This section provides a detailed description of the environmental setting and the project, including project characteristics and environmental review requirements.

Initial Study Checklist: This section contains the completed City of Los Angeles Initial Study Checklist.

Environmental Impact Analysis: Each environmental issue identified in the Initial Study Checklist contains an assessment and discussion of impacts associated with each subject area. Potentially significant effects identified in the Initial Study Checklist will be evaluated further in the EIR.

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<sup>1</sup> Additional addresses affiliated with the proposed project include: 11650-11674 W. Santa Monica Boulevard, 1551 S. Barry Avenue, 1601 S. Barry Avenue, and 1560 S. Barrington Avenue.

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## II. PROJECT DESCRIPTION

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### ENVIRONMENTAL SETTING

#### Project Location

The Project Site is located at 11674 West Santa Monica Boulevard<sup>1</sup>, bounded by Santa Monica Boulevard on the north, Barrington Avenue to the west, Barry Avenue to the east and Idaho Avenue to the south, in the West Los Angeles Community Plan Area of the City of Los Angeles (see **Figure 1, Regional and Project Vicinity Map**). As illustrated in **Figure 2, Project Site**, multi-family residences are located to the south, east, and west of the project site (south of Santa Monica Boulevard). Commercial buildings and surface parking lots are located immediately north, east, and west of the project site, along Santa Monica Boulevard.

Regional access to the project site is provided by the San Diego Freeway (I-405) which is approximately 0.5 miles east of the site, and the Santa Monica Freeway (I-10) which is approximately one mile south of the site. The project area is served by bus lines operated by the Los Angeles County Metropolitan Transportation Authority [Metro] (routes 20/720, 4/704, 734 and 788), Santa Monica Big Blue Bus (routes 1, 2, 3M, 4, 5, 7/R7, 14, 15, R10 and R20), Culver CityBus (routes 6/R6) and the Los Angeles Department of Transportation (LADOT) (Commuter Express route 574). The nearest Metro light rail line (Expo Line) station is located at Bundy Drive and Exposition Boulevard, just south of Olympic Boulevard, approximately 1.2 miles southwest of the project site; Big Blue Bus route 15 travels from a stop adjacent to the project site to the Expo Line stop at Bundy Drive. The project would promote other alternative transportation modes, including bicycles. The project would include 239 bicycle parking spaces. The proposed project is also within walking distance to a variety of shops and services for residents and employees (e.g., personal grooming services, medical/dental offices, restaurants, etc.).

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<sup>1</sup> Additional addresses affiliated with the proposed project include: 11650-11674 W. Santa Monica Blvd., 1551 S. Barry Ave., 1601 S. Barry Ave., and 1560 S. Barrington Ave.

## Description of the Project Site and Existing Land Uses

The project site is approximately 2.6 acres (114,563 square feet). The site was -previously developed with a Vons grocery store and other retail uses, however the site is currently vacant with the exception of a temporary (trailer-mounted) cell tower<sup>2</sup> located on the southeastern portion of the site. The entire site is paved and fenced. No vegetation is present on the project site. However, there are 19 street trees with a trunk diameter greater than eight inches (8") in diameter at breast height (DBH) located in the public right-of-way on the perimeter of the project site. All of the trees are common, ornamental/non-native species and thus are not protected as defined under Los Angeles Municipal Ordinance 177,404 (also known as the 'Protected Tree Ordinance').<sup>3</sup> The public right-of-way will be reconstructed following project buildout. (Refer to **Existing Project Site Condition Figures 3 through 6.**)

## Description of Surrounding Area

The project site is located on Santa Monica Boulevard in West Los Angeles, approximately 0.5 miles west of the I-405. The land uses within the general vicinity of the project site are characterized by a mix of low- to medium-intensity commercial, institutional and residential uses, which vary widely in building style and period of construction.

The area immediately surrounding the project site is developed with a mix of multi-family residential, commercial, and retail buildings with associated surface parking lots, of varying architectural style and dates of construction. To the immediate east of the project site, (across Barry Avenue), is a two-story recessed strip mall comprised of local businesses and an adjacent surface parking lot (11628 Santa Monica Boulevard). Similar structures and commercial/retail uses located farther east. A rental truck business is located to the west, across Barrington Avenue (11700 Santa Monica Boulevard). A vacant single-story building, two-story office building, and single-story commercial building housing a nail and hair salon, sushi restaurant, and fitness studio (11667-11651 Santa Monica Boulevard) front Santa Monica Boulevard, north of the project site. Multi-family units are located directly south of the businesses located along Santa Monica Boulevard and the project site along Idaho Avenue.

## Current Land Use and Zoning Designations

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<sup>2</sup> Sometimes known as a "Cell on Wheels" (COW) facility, this arrangement allowed for the temporary relocation of twelve panel antennas, one 4-foot parabolic antenna, two GPS antennas, and four equipment cabinets from an existing rooftop wireless telecommunications facility prior to the demolition of the existing structures onsite to permit uninterrupted local cellular service for the provider.

<sup>3</sup> For further information please refer to Appendix B, 'Tree Report for the Santa Monica and Barrington Mixed-Use Project, Impact Sciences, Inc., dated February 2016.'



The project site is located in the West Los Angeles Community Plan area and the West Los Angeles Transportation Improvement and Mitigation Specific Plan area of the City of Los Angeles. The General Plan land use designation for the project site is 'Neighborhood Commercial.' The site was entitled for a new 58,000 square foot grocery store by the City in 2011. As part of the entitlement process, the project site was re-zoned (T)(Q)C2-1VL (Commercial Zone); the current (Q) conditions limit development of the site to a 58,000 square foot grocery store, with very specific operational, height, and parking restrictions.



SOURCE: IMPACT SCIENCES, INC., 2015

FIGURE 1



## Regional and Project Vicinity Map





SOURCE: © Google Earth, 2015.

FIGURE 2

Project Site





SOURCE: IMPACT SCIENCES, INC., 2016

FIGURE 3

Existing Project Site Condition: Looking North Towards Santa Monica Blvd.





SOURCE: IMPACT SCIENCES, INC., 2016

FIGURE 4

Existing Project Site Condition: Looking East Towards Barry Ave.





SOURCE: IMPACT SCIENCES, INC., 2016

FIGURE 5

Existing Project Site Condition: Looking South Towards Idaho Ave.





SOURCE: IMPACT SCIENCES, INC., 2016

FIGURE 6

Existing Project Site Condition: Looking West Towards Barrington Ave.

## PROPOSED PROJECT CHARACTERISTICS

The proposed project is a five-story infill mixed-use development, consisting of approximately 64,759 square feet of commercial/retail (grocery store and restaurant) uses, 165 residential units, recreation/open space areas, and a three level, subterranean parking garage with approximately 545 spaces (266 grocery store parking spaces and 279 residential parking spaces). The project would include 239 (181 residential and 58 commercial) bicycle parking spaces. The project would be five stories tall, up to a maximum of 62 feet in height. The building height for most of the project would be 56 feet; the maximum 62 foot height would be limited to areas of architectural articulation and a small area in the interior of the project, as a result of the slope in topography; refer to **Figure 12**, Building Elevations, for further information. The project would have a floor area ratio (FAR) of 3:1. The project would also include the installation of three rooftop-mounted cellular antennas and supporting equipment cabinets.<sup>4</sup> A detailed description of the project components and architecture design is provided below.

### Design and Architectural Features

The proposed new mixed-use building would be designed in a modern style. The massing of the proposed project would be broken up with courtyards that reach into the core of the building. The southern side of the building, facing the residential neighborhood along Idaho Avenue, would feature a large central courtyard/drop-off area (refer to **Figures 7 through 12**). The project incorporates a plaza and outdoor dining terrace along the Santa Monica Boulevard streetscape. Sidewalk landscaping planters and new street trees will be provided around the entire project. A "Sky Garden" on the third level, located directly above the commercial space, would bring another level of landscaping and trees to the Santa Monica Boulevard frontage. Building signage would be minimal, as the building would have a single commercial tenant. Security lighting will be provided by using lighting fixtures that are designed to reduce glare, light trespass, and sky glow. Utilities at ground level and the roof would be screened with landscaping, fencing, and/or walls, as appropriate and depending on location. The architectural façade of the new building integrates screening as an element to soften the building face while offering privacy that will benefit both the neighboring residential units and the building tenants. The project's façade element would be constructed of glass fiber reinforced concrete and would not include the use of materials that are highly reflective. Prior to the issuance of a

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<sup>4</sup> Case No. ZA 2002-2506(CU)(PA1) previously approved the installation, use and maintenance of the existing wireless telecommunications facility (WTF), the Applicant will work with City Planning to ensure the future conditional use for a WTF on the new building.

building permit, the type or categories of all exterior glass and architectural features on the building façade and rooftop would be submitted for review to the Department of Building and Safety to ensure that highly reflective materials are not utilized. (refer to **Figures 7 through 12**).

### **Grocery Store**

The proposed 64,759 square foot commercial/retail use would be a full service market with 24-hour operations, and would include alcohol sales for both on- and off-site consumption. The first floor of the grocery store would occupy approximately 52,275 square feet, with approximately 2,400 square feet provided for a cafe / eating area, for a total of 54,675 square feet. A mezzanine would provide an additional 3,200 square feet of café area and 6,884 square feet of office and storage space, for a total of 10,084 square feet. The grocery store would be oriented north, fronting Santa Monica Boulevard, with the main pedestrian entrance located on the northwest corner. An entry plaza is proposed between the grocery store entrance and the sidewalk. The entrance plaza would include tables and seating areas, as well as decorative paving and landscaping. The project's elements, including the location of the grocery store, as well as the additional features described in the following paragraphs are shown in **Figure 7 through Figure 12**.

Parking for the grocery store uses on level two would be physically separated from the residential parking by a solid demising wall, and would be located on levels one and two in the subterranean parking garage with approximately 266 reserved spaces. Two-way vehicular ingress/egress for the grocery store parking would be from a driveway off of Barrington Avenue and from a driveway off of Barry Avenue (refer to Figure 7). Bicycle parking for store patrons and employees would be provided on Santa Monica Boulevard (29 short-term spaces) and on level one of the parking garage (29 long-term spaces).

A delivery and loading dock area would be located on-site at grade along the eastern portion of the building, facing Barry Avenue. As is typical for other store operations of this size, large truck deliveries to the grocery store would commonly take place twice daily, during non-peak hours. All drivers making commercial deliveries would be instructed by store management that when exiting the delivery and loading area they are required to head northbound along Barry Avenue to Santa Monica Boulevard.

## Multi-Family Units

The proposed 165 residential units would consist of a mix of 13 studio, 83 one-bedroom, 63 two-bedroom, and six three-bedroom apartments; three levels would be constructed above the two-story grocery store, five levels of residential units would be constructed on the southern portion of the project site (directly south of the grocery store) along Idaho Avenue (See **Figure 8, Project Elevations**; Second Floor). The height of the residential structure would be 56 feet with a decorative parapet and a small area in the interior of the project rising up to approximately 62 feet. Units would range in size from 525 to 1,880 square feet of livable area. The units would be offered in 31 plan types. **Table II-1, Proposed Project Residential Uses Summary**, includes the unit type, number of each unit type included as part of the proposed project, living square footage, and number of bedrooms. Approximately 11 percent of the units (e.g., 19 units) would be very low income units.

Residential access would be from Idaho Avenue. A drop-off and pick-up area for residents and their guests will be located in a motor court provided along Idaho Avenue, which would also serve as the entry way to the two-way ingress/egress point to access the residential parking garage. The majority of residential parking will be provided on level three, with a limited number of spaces on level two. In addition, the project would provide 16 short-term bicycle parking spaces (along Idaho Avenue), and 165 long-term bicycle parking spaces (on parking garage levels two and three), per City Ordinance 182,386.

## Recreation/Open Space

The proposed project will include approximately 19,057 square feet of open space, including landscape and hardscape areas, pedestrian improvements, a private balcony for most units, an adjoining recreation and yoga room, a swimming pool and Jacuzzi, and a sky garden on located the third floor, directly above the grocery store. Pedestrian improvements on Santa Monica Boulevard would include decorative paving and planters on the project site; the residential entry plaza on Idaho Avenue would feature a variety of flowering trees and shrubs, in addition to a sculptural water feature. On the third level of the residential development, outdoor walkways, benches and informal seating areas, and sky bridges connecting the residential units would be provided. The street-level sidewalks surrounding the project site will be replaced, and sidewalk landscaping planters and new street trees will be provided around the entire project site.

**Table II-1  
Proposed Project Residential Uses Summary**

<b>Unit Type</b>	<b>Number of Units</b>	<b>Living Square Footage</b>	<b>Number of Bedrooms</b>
ST-A	10	525	Studio
ST-B	3	600	Studio
1-A	3	950	1-Bedroom
1-A-2	3	885	1-Bedroom
1-A-3	10	880	1-Bedroom
1-A-4	10	830	1-Bedroom
1-A-5	4	890	1-Bedroom
1-A-6	6	830	1-Bedroom
1-A-7	3	905	1-Bedroom
1-A-8	8	815	1-Bedroom
1-B	3	945	1-Bedroom
1-C	3	955	1-Bedroom
1-D	10	805	1-Bedroom
1-E	1	830	1-Bedroom
1-F	1	920	1-Bedroom
1-G	8	760	1-Bedroom
1-H	10	820	1-Bedroom
2-A	3	1,360	2-Bedroom
2-B	15	1,120	2-Bedroom
2-B-2	12	1,095	2-Bedroom
2-B-3	10	1,120	2-Bedroom
2-C	3	1,270	2-Bedroom
2-C-2	3	1,260	2-Bedroom
2-C-3	3	1,120	2-Bedroom
2-D	3	1,360	2-Bedroom
2-E	3	1,350	2-Bedroom
2-F	2	1,470	2-Bedroom
2-F-2	3	1,405	2-Bedroom
2-F-3	3	1,435	3-Bedroom
3-A	3	1,880	3-Bedroom
3-B	3	1,830	3-Bedroom
<b>Total</b>	<b>165</b>	<b>-</b>	<b>-</b>

*Source: Landry Design Group, March 2016.*

### ***CALGreen Building Code***

The 2013 California Green Building Standards Code, referred to as *CALGreen*, became effective on January 1, 2014. *CALGreen* sets minimum standards that all new structures can meet to minimize significantly the state's overall carbon output. Local jurisdictions retain the administrative authority to exceed the new *CALGreen* standards. The *CALGreen* Standards are set forth in Part 11 of Title 24 of the California Code of Regulations.

*CALGreen* requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant emitting finish materials. *CALGreen*'s mandatory measures establish a minimum for green construction practices, and incorporate environmentally responsible buildings into the everyday fabric of California cities without significantly driving up construction costs in a slow economy.

*CALGreen* also has more stringent, voluntary provisions that have been placed in the appendix for optional use. Some key mandatory measures for commercial occupancies include specified parking for clean air vehicles, a 20 percent reduction of potable water use within buildings, a 50 percent construction waste diversion from landfills, use of building finish materials that emit low levels of volatile organic compounds, and commissioning for new, nonresidential buildings over 10,000 square feet.

Key optional measures are included in a two tiered system designed to allow jurisdictions to adopt codes that go beyond the State mandatory provisions. The non-residential tiers include increased reduction in energy usage by 15 or 30 percent and increased reduction in potable water use, parking for clean air vehicles, cool roofs, construction waste diversion, use of recycled materials, and use of low-emitting resilient flooring and thermal insulation.

The code addresses the critical issue of compliance verification by utilizing the existing building code enforcement infrastructure. The mandatory *CALGreen* measures would be inspected and verified by local building departments, in this case the City of Los Angeles Department of Building and Safety, using special inspectors as they determine necessary.

### ***Los Angeles Green Building Code***

As of January 3, 2014, the City of Los Angeles implemented Ordinance No. 182,849 as the most recent update to the Los Angeles Green Building Code ("LA Green Building Code"). The LA Green Building Code is based on the 2013 California Green Building Standards Code and



commonly known as CALGreen as discussed above, that was developed and mandated by the State to attain consistency among the various jurisdictions within the State with the specific goals to reduce a building's energy and water use, reduce waste, and reduce the carbon footprint. The following types of projects are subject to the LA Green Building Code:

- All new buildings (residential and non-residential)
- All additions (residential and non-residential)
- Alterations with building valuations over \$200,000 (residential and non-residential)

Specific measures to be incorporated into the proposed project to the extent feasible could include, but are not limited to:

- Recycling of asphalt, concrete, metal, wood and cardboard waste generated during demolition and construction;
- Installation of a “cool roof” that reflects the sun’s heat and reduces urban heat island effect;
- Use of recycled construction materials, including recycled steel framing, crushed-concrete sub-base in parking lots, fly ash-based concrete and recycled content in joists and joist girders when feasible;
- Use of locally (within 500 miles) manufactured construction materials, where possible;
- Central tracking of waste compactor loads, ensuring that compactors are full thereby reducing trips to landfills;
- Enhanced refrigerant management;
- Use of energy efficient lighting;
- Use of Energy Star appliances in residential units;
- Use of high energy efficiency rooftop heating and conditioning systems;
- 15% of the roof area set aside for future solar panels;
- Use of ultra-low-flow toilets and low-flow metered hand-wash faucets in public facilities;
- Use of smart irrigation systems to avoid over-watering of landscape;
- Use of indigenous and/or water-appropriate plants in landscaping; and

- Use of low-impact development measures using innovative design to filter and infiltrate stormwater runoff and reduce water sent to stormdrain systems.
- Provision of electric vehicle charging stations in the parking structure; 5% of total spaces will be designated for low emitting, fuel efficient and carpool/van pool vehicles.

## Security

### *Design Out Crime/Crime Prevention through Environmental Design*

Through the City's land use and building permit process, the LAPD's Crime Prevention Unit provides guidance on design techniques for new developments to incorporate crime prevention into the development design. The techniques and process is outlined in the Design Out Crime Guidelines: Crime Prevention Through Environmental Design, and includes the following basic concepts:

- Natural surveillance: The placement of physical features, activities, and people in a way that maximizes visibility.
- Natural access control: Restricting or encouraging people to come into a space through the placement of entrances, exits, fencing, landscaping, and lighting.
- Territorial reinforcement: The use of physical attributes to define ownership and separate public and private space.

The proposed project would include installation of security and fire sprinkler alarm systems that would be connected to a UL (Underwriters Laboratories Inc.) listed 24-hour monitoring station and local police and/or fire departments.

Closed circuit television (CCTV) cameras would be mounted on the building exterior, in the various residential lobbies at street level and throughout all levels of both the commercial and residential the parking garages that would record activity on the property at all times. The cameras will also be connected to a computer screen in the main lobby at the daytime concierge desk.

The main and other residential lobbies at street level will have intercom access/controlled access. Residential parking will be gated with intercom access/controlled (card key or 'clicker') access.

As is common for most commercial grocery store operations, a private security company would be retained by the tenant to patrol the store premises during all business hours.

***Project Design Features***

**PDF-SEC-1:** Prior to the issuance of a building permit, the Applicant shall submit site plans and building plans as necessary to the LAPD Crime Prevention Unit to ensure the design incorporates building design standards that enhance police protection and meet *Design Out Crime* Guidelines. The project includes, but is not limited to, the following features:

- Natural surveillance: Physical features, activities, and people gathering areas are placed in a way that maximizes visibility.
- Mix of uses that provide good visual connection between uses, and no ambiguous unassigned spaces.
- Natural access control: Restricting or encouraging people to come into a space through the placement of entrances, exits, fencing, landscaping, and lighting, which provide nighttime vision for pedestrians, homeowners and business people to permit pedestrians to see one another.
- Clear well lit paths from the street to the development through parking and landscape areas and within the development to building entries.
- Territorial reinforcement: The establishment of the building perimeter creates physical attributes to define ownership and separate public and private spaces.

**PDF-SEC-2:** During construction, security measures shall be provided including security fencing, lighting, and locked entries around the construction zones.

## **ZONING**

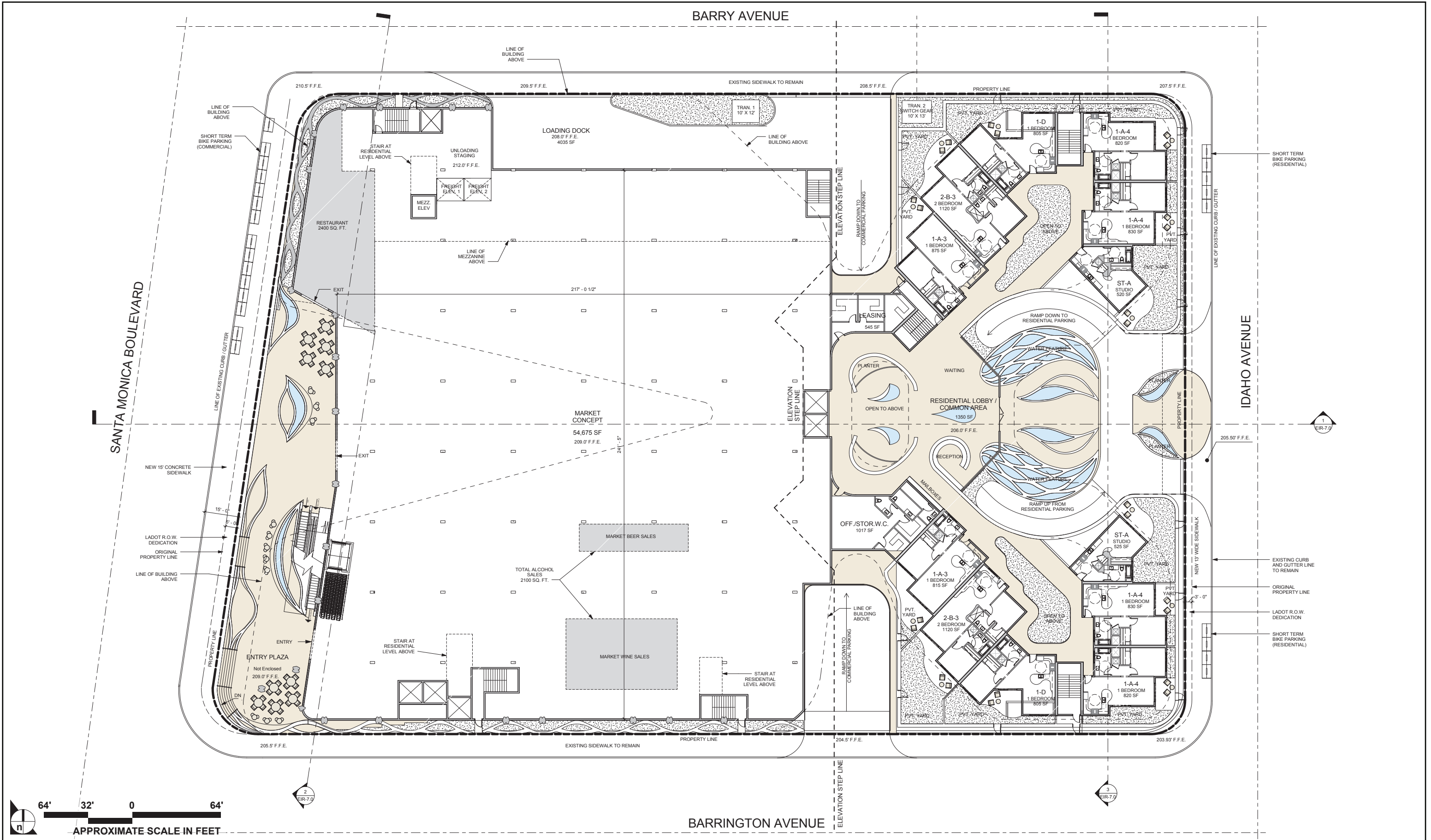
The subject site is currently vacant and was previously the location of a recently demolished Vons grocery store and other retail uses. In 2011, the City of Los Angeles approved entitlements to redevelop the site with a new grocery store (see Case No. CPC-2007-552-ZC-CUB-CU). In conjunction with those entitlements, Ordinance No. 181,565, effective March 22, 2011, changed the zone from R3-1VL, P-1VL and C2-1VL to (T)(Q)C2-1VL.

The new owner proposes to develop a mixed-use project that is consistent with the C2 zone and the Neighborhood Commercial West Los Angeles Community Plan land use designation, but is not consistent with the (Q) conditions imposed under the previously approved grocery store project. As such, a vesting zone change from (T)(Q)C2-1VL to (T)(Q)C2-1VL is requested to change the (Q) conditions in order to accommodate the new project.

## **DISCRETIONARY ACTIONS REQUIRED**

Discretionary entitlements, reviews, and approvals required for implementation of the Project would include, but would not necessarily be limited to, the following:

- A Vesting Zone Change from (T)(Q)C2-1VL to (T)(Q)C2-1VL to modify the (Q) conditions in order to accommodate the new project.
- A Density Bonus to permit a 165-unit rental housing development, with 19 units (or 11%) restricted to very low income households and 146 market rate rental units, and including: 1) an on-menu incentive to allow a Floor Area Ratio of 3:1 in lieu of the maximum 1.5:1 otherwise permitted in the C2-1VL zone; 2) an on-menu incentive to allow up to 56' in height in lieu of 45' otherwise permitted in the C2-1VL zone; and 3) an off-menu incentive to permit an additional 6' in height, up to 62'<sup>1</sup>, and a grocery store in a five (5) story building.
- A Conditional Use to permit the sale and dispensing of a full line of alcoholic beverages for on- and off-site consumption in a full service grocery store including a restaurant/cafe and wine tasting area.
- A Conditional Use to permit a wireless telecommunications facility consisting of four rooftop-mounted cellular antennas and supporting equipment cabinets.
- Site Plan Review for a project resulting in an increase of more than 50,000 square feet of non-residential floor area and more than 50 dwelling units.
- Other permits, ministerial or discretionary, may be necessary in order to execute and implement the project. Such approvals may include, but are not limited to: landscaping approvals, exterior approvals, permits for driveway curb cuts, storm water discharge permits, grading permits, and installation and hookup approvals for public utilities and related permits.

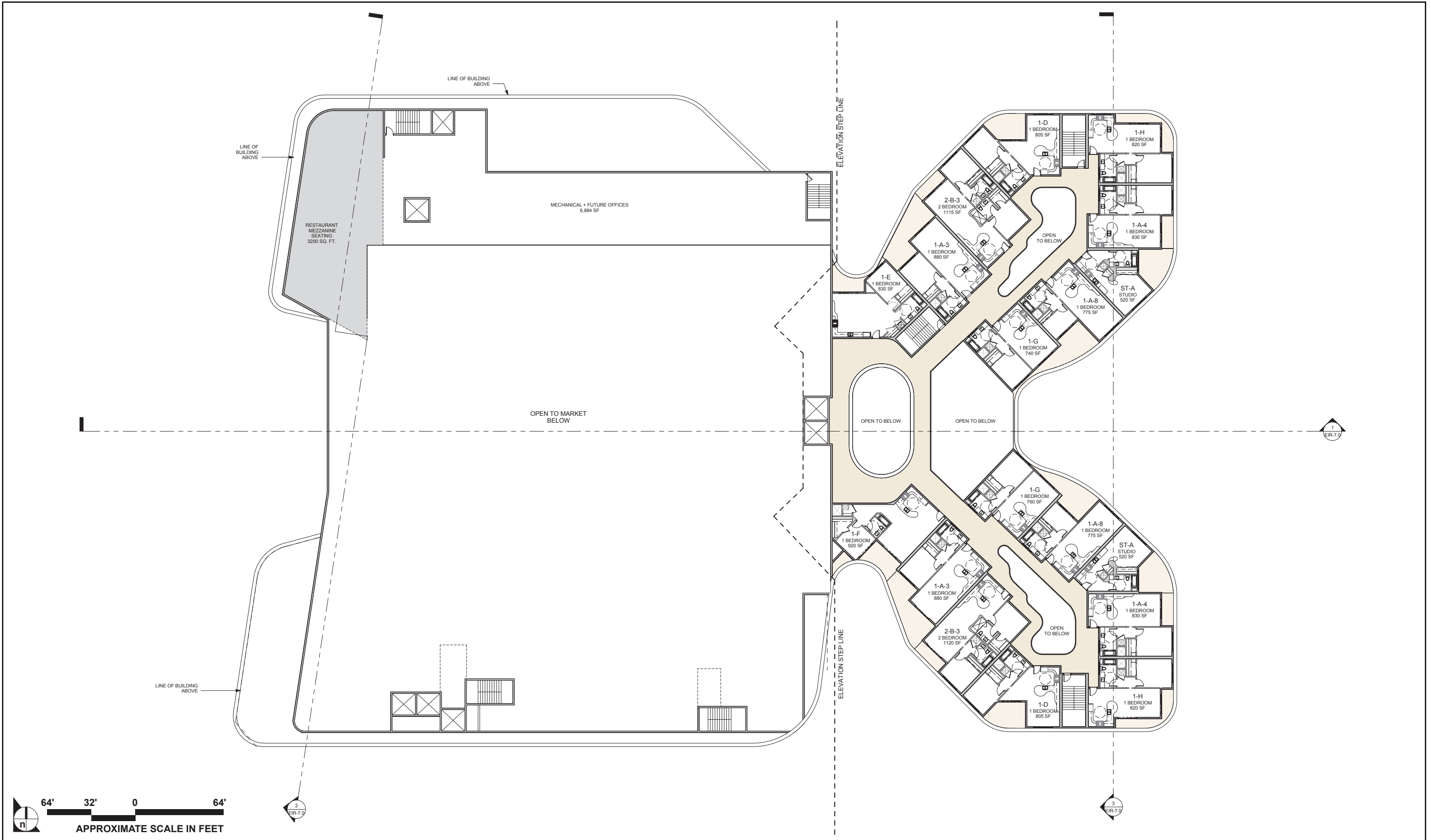


SOURCE: Landry Design Group, March 2016

FIGURE 7

Project Site Plan; First Floor

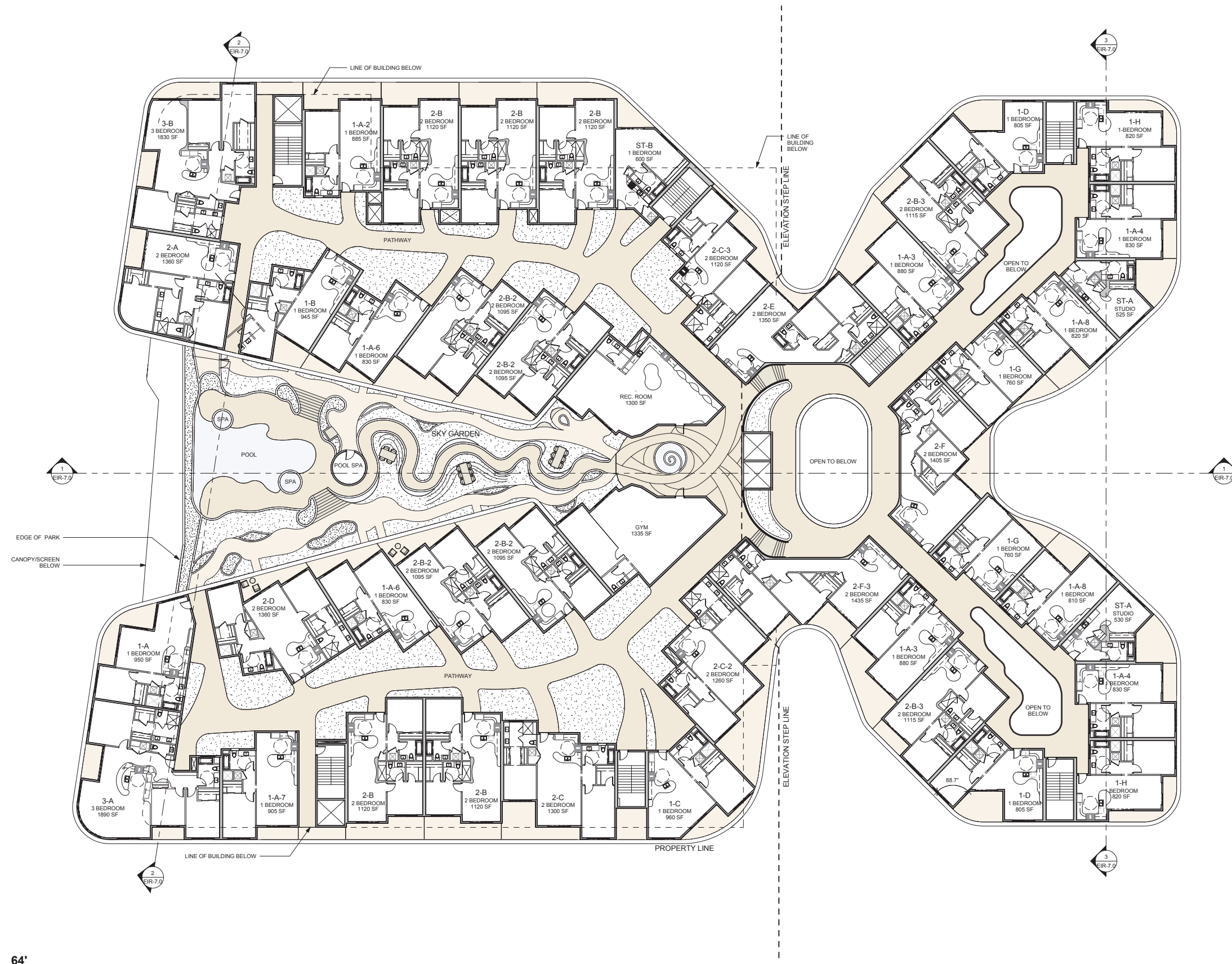




SOURCE: Landry Design Group, March 2016

FIGURE 8

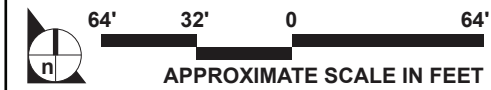
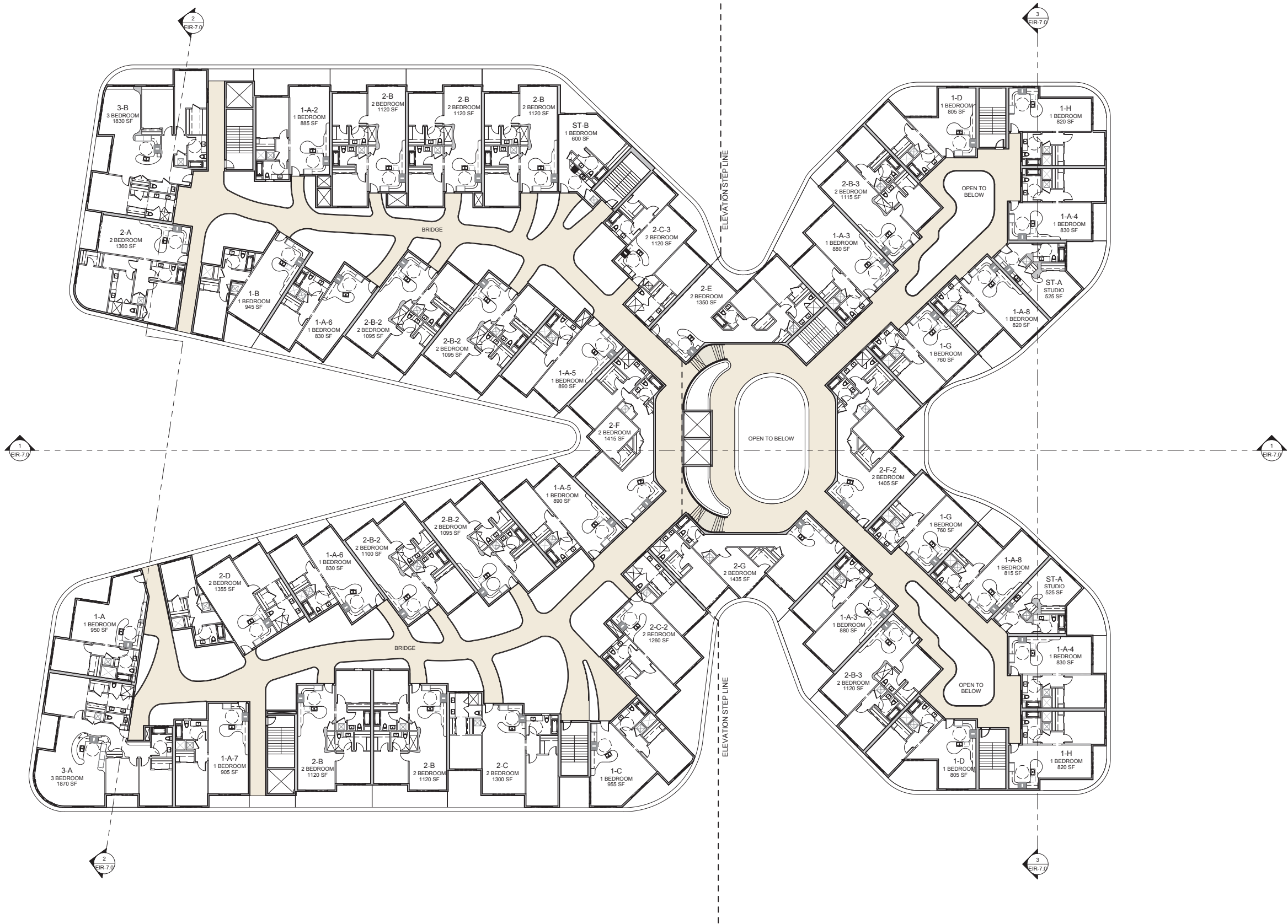
Project Site Plan; Second Floor



SOURCE: Landry Design Group, March 2016

FIGURE 9

Project Site Plan; Third Floor

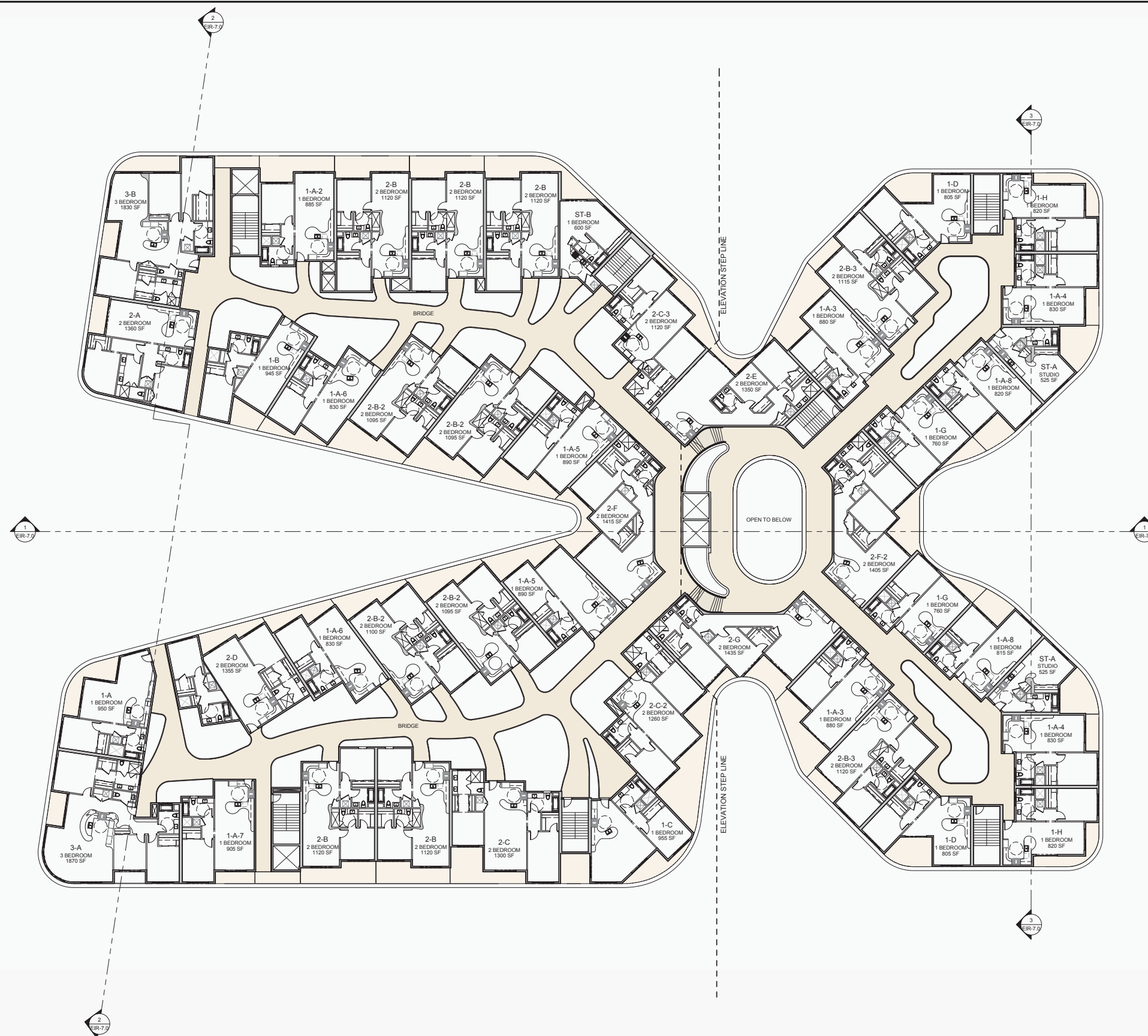


SOURCE: Landry Design Group, March 2016

FIGURE 10

Project Site Plan; Fourth Floor

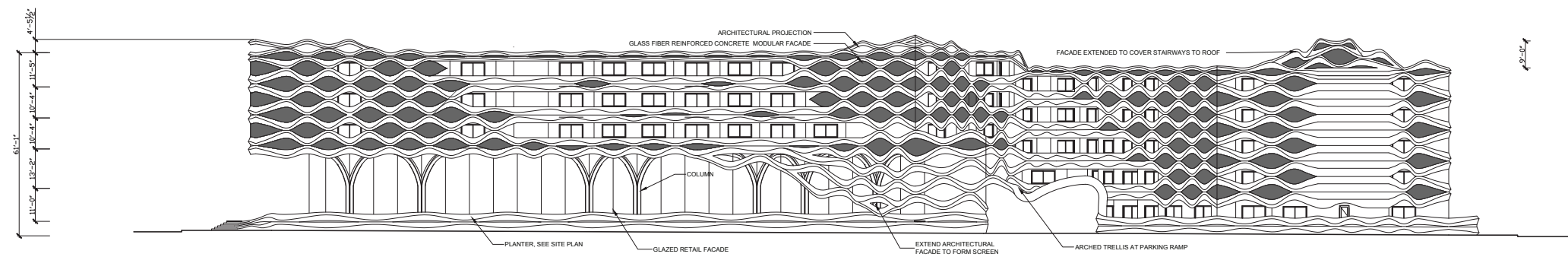




SOURCE: Landry Design Group, March 2016

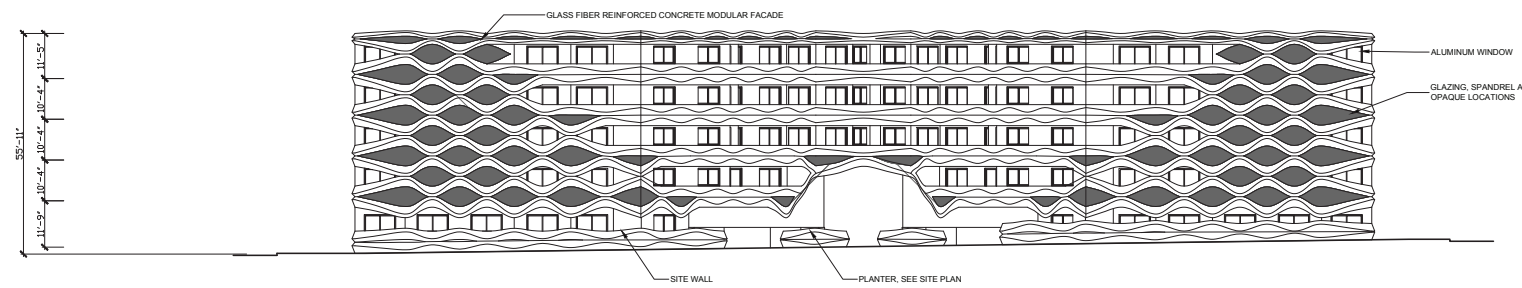
FIGURE 11

Project Site Plan; Fifth Floor



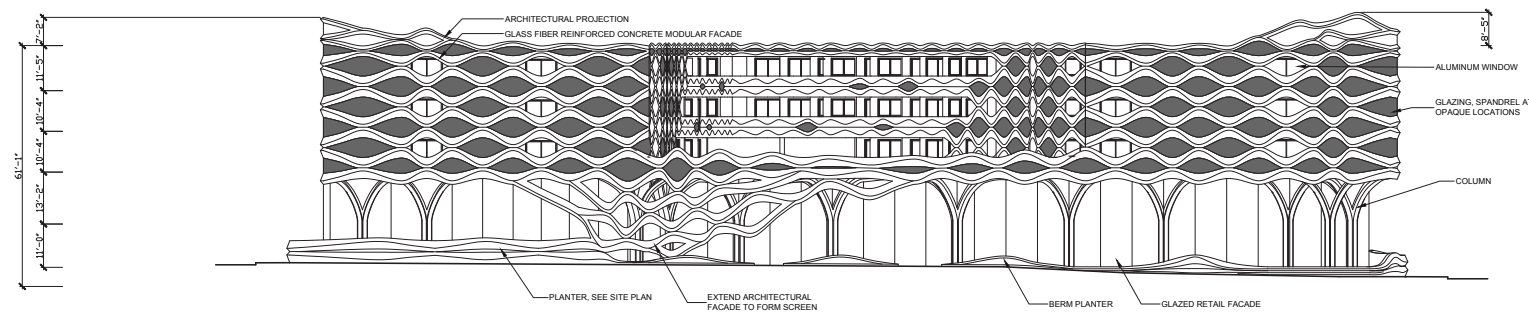
WEST ELEVATION

SCALE: 1/16" = 1'-0" 4



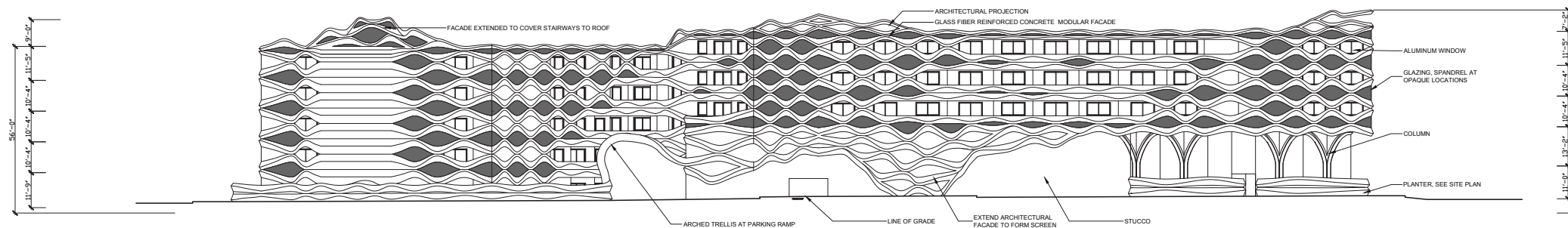
SOUTH ELEVATION

SCALE: 1/16" = 1'-0" 3



NORTH ELEVATION

SCALE: 1/16" = 1'-0" 2



EAST ELEVATION

SCALE: 1/16" = 1'-0" 1

Not to Scale

SOURCE: Landry Design Group, March 2016

FIGURE 12

Project Elevations

**CITY OF LOS ANGELES**  
**OFFICE OF THE CITY CLERK**  
**ROOM 395, CITY HALL**  
**LOS ANGELES, CALIFORNIA 90012**  
**CALIFORNIA ENVIRONMENTAL QUALITY ACT**

**LEAD CITY AGENCY:**

City of Los Angeles

**COUNCIL DISTRICT:**

CD 11 – MIKE BONIN

**PROJECT TITLE:**

Santa Monica and  
Barrington Mixed-Use

**ENVIRONMENTAL**

**CASE:**

ENV-2015-2957-EIR

**CASE NO.**

CPC 2015-2956-VZC-DB-CUB-SPR

**PROJECT LOCATION:** 11650-11674 W. Santa Monica Boulevard, 1551 S. Barry Avenue,  
1601 S. Barry Avenue, and 1560 S. Barrington Avenue, Los Angeles, California, 90025

**PROJECT DESCRIPTION:**

The Proposed Project involves the redevelopment of a vacant, fenced lot, with the construction of a new 5-story, approximately 316,520 square-foot mixed-use development, with approximately 64,759 square feet of commercial/retail grocery store uses and 165 apartments over three levels of subterranean parking (approximately 334,835 square feet).

The proposed project would be 5-stories in height, with a maximum height of 62 feet. The project would have a floor area ratio (FAR) of 3:1. The proposed project would provide a total of 545 (279 residential and 266 commercial) parking spaces.

The applicant is requesting: (1) a Vesting Zone Change from (T)(Q)C2-1VL to (T)(Q)C2-1VL to modify (Q) conditions imposed under a previously approved project; (2) a Density Bonus Request to permit a 165-unit rental housing development, with 19 units (or 11%) restricted to very low income households and 146 market rate rental units, and including: 1) an on-menu incentive to allow a Floor Area Ratio of 3:1 in lieu of the maximum 1.5:1 otherwise permitted in the C2-1VL zone; 2) an on-menu incentive to allow up to 56' in height in lieu of 45' otherwise permitted in the C2-1VL zone; and 3) an off-menu incentive to permit an additional 6' in height, up to 62', and a grocery store in a five (5) story building; (3) a Conditional Use to permit the sale and dispensing of a full line of alcoholic beverages for on- and off-site consumption in a full service grocery store including a restaurant/cafe and wine tasting area.; (4) A Conditional Use to allow the installation of three rooftop-mounted cellular antennas and supporting equipment cabinets, i.e. a 'wireless telecommunications facility'; and (5) a Site Plan Review to allow construction of a proposed development project which will create an increase of more than 50,000 gross square feet of non-residential floor area and more than 50 dwelling units.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY**

United El Segundo, Inc.  
1418 Amherst Avenue, #1  
Los Angeles, CA 90025

**FINDING:**

The Department of City Planning of the City of Los Angeles finds that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required

(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

**NAME OF PERSON PREPARING FORM**

Christina T. Lee

**TITLE**

City Planner

**TELEPHONE**

**NUMBER**  
213-473-9723

**ADDRESS**

200 North Spring Street  
EIR Unit, Room 750  
Los Angeles, CA 90012

**SIGNATURE (Official)**



**DATE**

6/3/16

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

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> CD 11 – MIKE BONIN	<b>DATE:</b> June 2, 2016
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning		
<b>ENVIRONMENTAL CASE:</b> ENV-2015-2957-EIR	<b>RELATED CASES:</b> CPC 2015-2956-VZC-DB-CUB-SPR	
<b>PREVIOUS ACTIONS CASE NO.</b>	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.	
<b>PROJECT DESCRIPTION:</b> Vesting Zone Change, Density Bonus Request, Conditional Use Permit and Site Plan Review		
<b>ENVIRONMENTAL PROJECT DESCRIPTION:</b>  The Proposed Project involves the redevelopment of a vacant, fenced lot, with the construction of a new 5-story, approximately 316,520 square-foot mixed-use development, with approximately 64,759 square feet of commercial/retail grocery store uses and 165 apartments over three levels of subterranean parking (approximately 334,835 square feet). The proposed project would provide a total of approximately 545 (279 residential and 266 commercial) parking spaces. The building height for the project would reach a maximum height of 62 feet.		
<b>ENVIRONMENTAL SETTING:</b>  The total Project Site is approximately 2.63 acres (114,563 square feet); it was formerly developed with a grocery store, a 2-story commercial building that fronted along Santa Monica Blvd., at the north east corner of the site, and an associated surface parking lot. All buildings formerly on the site were demolished in 2011 and the site is currently vacant and fenced.  The Project Site is located on Santa Monica Boulevard west of the I-405 Freeway and north of the I-10 Freeway. The land uses within the general vicinity of the Project Site are characterized by a mix of low- to high-intensity commercial, institutional, and residential uses, which vary widely in building style and period of construction.		
<b>PROJECT LOCATION:</b> 11674 Santa Monica Boulevard		
<b>COMMUNITY PLAN AREA:</b> West Los Angeles <b>STATUS:</b> <input type="checkbox"/> Preliminary <input type="checkbox"/> Proposed <input checked="" type="checkbox"/> ADOPTED in 1999	<input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	<b>AREA PLANNING COMMISSION:</b> West Los Angeles  <b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> West Los Angeles
<b>EXISTING ZONING:</b> (T)(Q) C2-1VL	<b>MAX DENSITY ZONING:</b>	<b>LA River Adjacent:</b> No
<b>GENERAL PLAN LAND USE:</b> Neighborhood Commercial	<b>MAX. DENSITY PLAN:</b>	

**Determination (To be completed by Lead Agency)**

**On the basis of this initial evaluation:**

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



Signature

City Planner

Title

213-473-9723

Phone



## Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of a mitigation measure has reduced an effect from “Potentially Significant Impact” to “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

### Environmental Factors Potentially Affected:

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

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

##### *Background*

**PROPONENT NAME:**

United El Segundo, Inc.

**PHONE NUMBER:**

(310) 323-3992

**APPLICANT ADDRESS:**

1418 Amherst Avenue, #1  
Los Angeles, CA 90025

**AGENCY REQUIRING CHECKLIST:**

Department of City Planning

**DATE SUBMITTED:**

August 11, 2015

**PROPOSAL NAME (If Applicable):**

Santa Monica and Barrington Mixed-Use Project

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>1. AESTHETICS</b>					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>2. AGRICULTURE AND FOREST RESOURCES</b>					
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 1220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>3. AIR QUALITY</b>					
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>4. BIOLOGICAL RESOURCES</b>					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>5. CULTURAL RESOURCES</b>					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA SECTION 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA SECTION 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>6. GEOLOGY AND SOILS</b>					
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING:				
i.	RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii.	STRONG SEISMIC GROUND SHAKING?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
iii.	SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv.	LANDSLIDES?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>7. GREENHOUSE GAS EMISSIONS</b>					
a.	GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>7. HAZARDS AND HAZARDOUS MATERIALS</b>					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>9. HYDROLOGY AND WATER QUALITY</b>					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>10. LAND USE AND PLANNING</b>					
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>11. MINERAL RESOURCES</b>					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>12. NOISE</b>					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUND BORNE VIBRATION OR GROUND BORNE NOISE LEVELS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13. POPULATION AND HOUSING</b>					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>14. PUBLIC SERVICES</b>					
a.	FIRE PROTECTION?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	POLICE PROTECTION?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	SCHOOLS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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d.	PARKS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	OTHER PUBLIC FACILITIES?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>15. RECREATION</b>					
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>16. TRANSPORTATION/CIRCULATION</b>					
a.	CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR THE PERFORMANCE OF THE CIRCULATION SYSTEM, TAKING INTO ACCOUNT ALL MODES OF TRANSPORTATION INCLUDING MASS TRANSIT AND NON-MOTORIZED TRAVEL AND RELEVANT COMPONENTS OF THE CIRCULATION SYSTEM, INCLUDING BUT NOT LIMITED TO INTERSECTIONS, STREETS, HIGHWAYS AND FREEWAYS, PEDESTRIAN AND BICYCLE PATHS AND MASS TRANSIT?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>17. UTILITIES</b>					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>18. MANDATORY FINDINGS OF SIGNIFICANCE</b>					
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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## IV. ENVIRONMENTAL IMPACT ANALYSIS

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### INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with each environmental issue and subject area identified in the Initial Study Checklist. The thresholds of significance are based on Appendix G of the State CEQA Guidelines.

### IMPACT ANALYSIS

#### 1. AESTHETICS

In January 2016 the City of Los Angeles Planning Department provided guidance in the form of Zoning Information File ZI No. 2451 regarding Transit Priority Areas (TPAs) and exemptions to analyze Aesthetics and Parking within TPAs pursuant to CEQA, as established in State Senate Bill (SB) 743.

Senate Bill 743, signed into law in September 2013, made several changes to CEQA for projects located in areas served by transit (i.e., TPAs). While the thrust of SB 743 addressed a major overhaul on how transportation impacts are evaluated under CEQA, it also limited the extent to which aesthetics and parking are defined as impacts under CEQA. Specifically, Section 21099 (d)(1) of the Public Resources Code (PRC) states that a project's aesthetic and parking impacts shall not be considered a significant impact on the environment if:

1. The project is a residential, mixed-use residential, or employment center project, and
2. The project is located on an infill site within a transit priority area.

Section 21099 (a) of the PRC defines the following terms:

- (4) "Infill site" means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.
- (7) "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned.

Section 21064.3 of the PRC defines a "major transit stop" as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

For purposes of Section 21099 of the PRC, a transit priority area also includes major transit stops in the City of Los Angeles (city) that are scheduled to be completed within the planning horizon of the Southern California Association of Governments (SCAG) Regional Transportation Plan / Sustainable Community Strategy (RTP/SCS).

All of the lots that make up the project site were formerly developed for commercial uses, and are surrounded by existing development, thus qualifying the project site as an 'infill' site. In addition, the project consists of a mixed-use residential community that will be located at the corner of Santa Monica Boulevard (served by Metro bus line 704 and Santa Monica Big Blue Bus line 1) and Barrington Avenue (served by Santa Monica Big Blue Bus line 15). For these reasons, the proposed project qualifies for this exemption, and the analysis below is provided for informational purposes only.

According to Appendix G of the State CEQA Guidelines, the impacts of a proposed project related to aesthetics would be considered significant if the project would:

**a) Have a substantial adverse effect on a scenic vista?**

**Less Than Significant Impact.** The proposed project is located in the City of Los Angeles, in a highly urbanized portion of the City approximately 1.5 miles northwest of the I-405 and I-10 interchange. The nearest scenic view or vista to the project site are the Santa Monica Mountains, approximately three miles northwest of the project site, and the Pacific Ocean, approximately three miles west of the project site. Due to the relatively flat topography and the density of development in the project area, views of the Santa Monica Mountains are available only intermittently, and although close to the Pacific Ocean, views of the water are not visible due to intervening structures.

Although the proposed project would change existing views by added new structures, scenic views are typically defined as those that provide expansive views of a highly valued landscape for the benefit of the general public. The views available along developed corridors such as Santa Monica Boulevard are generally expected to be intermittent and would continue to be so with construction of the proposed project. Therefore, the proposed project would not block or otherwise impede an existing view of a scenic vista.

Impacts would be less than significant and no further analysis is required in the EIR.

**b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**Less Than Significant Impact.** The project site is not located along or near a state scenic highway. Currently, the only portion of a scenic highway officially designated by the California

Department of Transportation (Caltrans) within the City of Los Angeles is a short portion of the Pasadena Freeway (also known as the Arroyo Seco Historic parkway). A portion of Pacific Coast Highway (PCH), (beginning in the City of Santa Monica and continuing north towards the City of Malibu), is eligible to be designated as a State Scenic Highway.<sup>1</sup>

Santa Monica Boulevard is identified as a scenic highway in the West Los Angeles Community Plan as it includes a portion of historic Route 66. The Community Plan states that it is appropriate that protective land use controls be established for scenic highway corridors, particularly with respect to signage and billboards.<sup>2</sup> Pursuant to Section 93.0117 of the Los Angeles Municipal Code (LAMC), the project will be required to prepare a lighting design plan and signage program that meet City standards as outlined in the code. The lighting plan and sign program would show the proposed locations and heights of all light poles, light fixtures, and signs, and would require the review and approval of the Director of Planning prior to the issuance of a building permit. Thus, impacts with regard to signage and billboards within a scenic corridor would be less than significant.

The proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, as none of these resources exist on or near the project site. Impacts would be less than significant and no further analysis is required in the EIR.

**c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

**Less Than Significant Impact.** The five-story mixed-use proposed project would alter the existing visual character of the vacant site. The visual character on the project site would change from a vacant lot to a mixed-used building that is five stories in height. However, this change would not be considered adverse, as the project site does not currently possess high aesthetic value.

The buildings surrounding the project site vary in age and architectural style from more contemporary structures to buildings that were constructed from the 1940's. The proposed five-story mixed-use building would be consistent with the general urban character of the surrounding area and the existing uses in the immediate vicinity of the project site. The proposed project's design is a contemporary style that is more compatible with the more contemporary designs that have been incorporated in buildings constructed in the area over the

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<sup>1</sup> State of California Department of Transportation, California Scenic Highway Mapping System, <http://www.dot.ca.gov/hq/tsip/gis/datalibrary/Metadata/ScenicHwys.html>, accessed February 23, 2016.

<sup>2</sup> City of Los Angeles West Los Angeles Community Plan, <http://planning.lacity.org/complan/pdf/wlacptxt.pdf>, page III-27, accessed December 11, 2015.

past 10 years. The proposed project would include an architectural façade which would act to soften the building face while offering a subtle privacy veil that would benefit both the neighboring residential uses and the building's tenants. Varying building materials are proposed such as concrete, metal panels, and other such contemporary materials. Roof top mechanical equipment would be screened from view by the raised architectural façade. These design features would be consistent with the design of the newer developments located along Santa Monica Boulevard and Sawtelle Boulevard. Furthermore, the proposed landscaping would include street trees, on-site ornamental trees, trellises and planters that would enhance the overall visual character of the proposed structure at ground level.

From an architectural perspective, the City of Los Angeles' Citywide Design Guidelines (adopted June, 2011) include the Commercial Citywide Design Guidelines, Pedestrian Oriented/Commercial & Mixed-Use Projects (Design Guidelines), which are applicable to the proposed project. As part of the application for development, the requisite Checklist for Project Submittal was submitted to the Department of City Planning demonstrating that the proposed project is substantially consistent with the applicable design requirements for site planning, building orientation, entrances, relationship to adjacent buildings, pedestrian scale, building façade and form, building materials, storefront character, sidewalks, on-street parking, off-street parking and driveways, on-site landscaping, open space and plazas, building signage and placement, building signage materials, lighting and security, and utilities. As demonstrated in the Checklist, included as Appendix A to this Initial Study, the proposed project is consistent with the applicable requirements of the Design Guidelines. Specifically, the massing of the proposed project would be broken up with courtyards that reach into the core of the building. The southern side of the building, facing the residential neighborhood along Idaho Avenue, would be stepped back to better relate to the existing scale of the neighborhood. The project incorporates a plaza and outdoor dining terrace along the Santa Monica Boulevard streetscape, while an open plaza along Idaho Avenue connects the residential use of the neighborhood to the residential lobby of the project. Sidewalk landscaping and new street trees will be provided around the entire project. A "Sky Garden" on the third level over the commercial space would bring another level of landscaping and trees to the Santa Monica Boulevard frontage. Building signage would be minimal, as the building would have a single commercial tenant. Security lighting will be provided that is comfortable and dark sky compliant by using lighting fixtures that are designed to reduce glare, light trespass, and sky glow. Utilities at ground level and the roof would be screened with landscaping, fencing, and/or walls, as appropriate and depending on location. Impacts would be less than significant and no further analysis is required in the EIR.

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

**Less than Significant Impact.** Light impacts are typically associated with the use of artificial light during the evening and nighttime hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions.

The proposed project will be constructed on an infill site. There are no structures currently located on the site. The project site is located in an urban environment characterized by high levels of ambient nighttime illumination. However, nighttime illumination levels are not high at the project site, which does not involve any nighttime activity or illumination. Uses surrounding the project site that are sensitive to light levels and glare include multi-family residential uses to the east, west and south.

Redevelopment of the proposed project would replace the vacant lot with a building that would be up to five-stories high. The presence of a retail/commercial use along Santa Monica Boulevard would increase the nighttime illumination on the project site from current levels. Lighting associated with the proposed residential and commercial uses would include interior lights, architectural and/or thematic accent lighting to highlight building elements or details, soft accent lighting for landscaping where appropriate, exterior security lighting, and wall- or pole-mounted light fixtures. All lighting of outdoor areas will be directed onto driveways, walkways, and parking areas and away from adjacent properties and public rights of way to avoid any light impacts from lighting fixtures included in the project. Furthermore, the proposed architectural façade and new street trees that would line the perimeter of the site would also minimize light spillover. For these reasons, the new lighting established on the site will not result in a substantial increase in light that could adversely affect nighttime views in the area.

Glare from building windows would increase under the proposed project. However, the proposed architectural façade would shield the building windows to a great extent. In addition, non-reflective materials would be used in the construction of the proposed project, and thus the project would not result in a substantial new source of glare that would adversely affect daytime views in the area.

Finally, the project will be required to incorporate lighting design specifications to meet City standards as outlined in the Section 93.0117 of the LAMC, to ensure that the project will have a less than significant impact on light and glare; no further analysis is required in the EIR.

## 2. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest Range and Assessment Project and Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

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

**No Impact.** The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland." The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the project site is not included in the Important Farmland category.<sup>3</sup> The project site is located within an urbanized area of the City of Los Angeles and is currently vacant. Therefore, implementation of the proposed project would not convert farmland to non-agricultural use. No impacts would occur, and no further analysis is required in the EIR.

- b) **Conflict with existing zoning for agricultural use, or a Williamson Act Contract?**

**No Impact.** The proposed project is located in the West Los Angeles Community Plan Area and zoned (T)(Q)C2-1VL (Commercial Zone). The General Plan land use designation for the project site is Neighborhood Commercial. The project site is not zoned for agricultural uses nor do agricultural uses occur on the project site. Only land located within an agricultural preserve is eligible for enrollment under a Williamson Act contract. Accordingly, the project site does not contain any lands covered by a Williamson Act contract. Therefore, implementation of the proposed project would not conflict with existing agricultural zoning or a Williamson Act Contract. No impacts would occur, and no further analysis is required in the EIR.

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<sup>3</sup> State of California Department of Conservation, Division of Land Resource Protection, *Farmland Mapping and Monitoring Program, Los Angeles County 2010 Important Farmland Map*, <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/los12.pdf>, accessed December 11, 2015.



- 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))?**

**No Impact.** As discussed above the project site is zoned (T)(Q)C2-1VL and is located in an urban area. The project site and the surrounding area are zoned for commercial and residential uses. The site and the surrounding area do not contain any forest land or land zoned for timberland production. Implementation of the proposed project would not conflict with existing zoning for, or cause rezoning of forest land or timberland. No impacts would occur, and no further analysis is required in the EIR.

- d) **Result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** See response to **Section 2(c)**, above.

Additionally, forest land is defined as “land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.”<sup>4</sup> Timberland is defined as “land...which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees.”<sup>5</sup> There are no trees located on the project site. Trees are located along the parkways adjacent to the project site, but are largely ornamental. There is no forest land or timberland on-site or in the project vicinity and project development would not cause a loss of forest land or timberland. No impacts would occur, and no further analysis is required in the EIR.

- 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?**

**No Impact.** See responses to **Sections 2(a)** through **2(d)**, above. The site is located in an urbanized area and there are no agricultural uses or related uses on the site. The site does not result in the conversion of farmland, to other uses. No impacts would occur, and no further analysis is required in the EIR.

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<sup>4</sup> California Public Resources Code Section 12220[g]

<sup>5</sup> California Public Resources Code Section 4526

### 3. AIR QUALITY

Where available and applicable, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:

**a) Conflict with or obstruct implementation of the applicable air quality plan?**

**Potentially Significant Impact.** The project site is located within the South Coast Air Basin (SoCAB) and is subject to the Air Quality Management Plan (AQMP) prepared by the South Coast Air Quality Management District (SCAQMD). The SCAQMD has adopted a 2012 AQMP that focuses on achieving clean air standards while accommodating population growth forecasts compiled by the Southern California Association of Governments (SCAG). Specifically, SCAG's growth forecasts from the 2012 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) are largely built off local growth forecasts from local governments like the City of Los Angeles. The 2012 RTP/SCS accommodates up to 3,991,700 persons; 1,455,700 households; and 1,817,700 jobs in the City of Los Angeles by 2020. The Draft 2016 RTP/SCS, released for public review on December 4, 2015, accommodates 4,609,400 persons; 1,690,300 households; and 2,169,100 jobs by 2040.

The project site is vacant, and as such does not currently generate any air pollutant emissions. Construction activities associated with the proposed project would generate exhaust from construction equipment and increased vehicle trips, fugitive dust from demolition and ground-disturbing activities, and off-gas emissions from architectural coatings and paving. Operation of the proposed project will increase development intensity in the area and could result in a potential increase in the criteria air pollutants. The EIR will evaluate the proposed project for consistency with regional growth forecasts and any impacts the planning program may have on the attainment of regional air quality objectives.

**b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

**Potentially Significant Impact.** Short-term air pollutant emissions would occur during site preparation and construction activities associated with the proposed project. Construction activities have the potential to generate fugitive dust, stationary-source emissions, and mobile-source emissions. Construction emissions can vary substantially from day to day, depending on the level of activity, type of machinery in use, and for fugitive dust, the prevailing weather conditions.

In addition, the proposed project would generate long-term operational emissions. An air quality analysis will be conducted for the proposed project to determine if the resulting short- or long-term emissions would exceed SCAQMD's regional significance thresholds. This issue will be analyzed further in the EIR.

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

**Potentially Significant Impact.** A significant impact would occur if implementation of the proposed project resulted in a cumulative net increase in any criteria pollutant above the SCAQMD significance threshold. The SCAQMD's approach for assessing cumulative air quality impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and state Clean Air Acts. The project site is in the SoCAB, and is designated under the California ambient air quality standards (AAQS) as nonattainment for ozone (O<sub>3</sub>), coarse inhalable particulate matter (PM<sub>10</sub>), and fine inhalable particulate matter (PM<sub>2.5</sub>). The SoCAB area is attainment for nitrogen oxides (NO<sub>x</sub>) (a California standard only). Under the National AAQS, the SoCAB area is designated as nonattainment for ozone O<sub>3</sub>, and fine inhalable particulate matter PM<sub>2.5</sub>, but is within the attainment parameters for coarse inhalable particulate matter (PM<sub>10</sub>).<sup>6</sup> Construction of the proposed project may increase existing levels of criteria pollutants and contribute to the nonattainment/attainment status for these criteria pollutants in the SoCAB. As mentioned above, short-term air pollutant emissions would occur during construction activities associated implementation of the proposed project. In addition, the proposed project would generate long-term operational emissions. An air quality analysis will be prepared to determine if implementation of the proposed project results in a cumulatively considerable net increase in any criteria air pollutant. This issue will be analyzed further in the EIR.

- d) **Expose sensitive receptors to substantial pollutant concentrations?**

**Potentially Significant Impact.** An impact is significant if sensitive receptors (such as children and the elderly) are exposed to substantial pollutant concentrations such as toxic air contaminants (TACs) and CO concentrations. Sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The land uses located within the vicinity of the project site that are sensitive to

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<sup>6</sup> California Environmental Protection Agency Air Resources Board, National and State Area 2014 Designations, <http://www.arb.ca.gov/desig/adm/adm.htm>, accessed December 11, 2015.

air pollution include residential uses, schools, churches, and parks. The EIR will evaluate the potential for the construction and operation of the proposed project to exceed SCAQMD's localized significance thresholds (LSTs) in accordance with SCAQMD's guidance methodology, generate traffic that results in significant CO hotspots, or generate substantial TACs.

e) **Create objectionable odors affecting a substantial number of people?**

**Less Than Significant Impact.** Potential sources that may emit odors during the construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the project site. Development of the proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites. Additionally, the odors would be temporary, and construction activity would be required to comply with SCAQMD Rule 402, which states the following: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property." A less than significant impact relative to an odor nuisance would occur during construction associated with the proposed project.

According to the SCAQMD *California Environmental Quality Act (CEQA) Air Quality Handbook*, land uses that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.<sup>7</sup> The proposed project would not include any of these odor-producing uses; odors associated with project operation would be limited to on-site waste generation and disposal and occasional minor odors generated during food preparation activities for the on-site grocery store and restaurant operations. Furthermore, all trash receptacles would be covered and properly maintained in a manner as to minimize odors, as required by City and Los Angeles County Health Department regulations, and be emptied on a regular basis. Therefore, the implementations of the proposed project would not generate objectionable odors affecting a substantial number of people. Impacts related to odors would be less than significant, and no further analysis is required in the EIR.

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<sup>7</sup> South Coast Air Quality Management District, *CEQA Air Quality Handbook*; <http://www.aqmd.gov/ceqa/hdbk.html>, December 11, 2015.

#### 4. BIOLOGICAL RESOURCES

Would the project:

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

**No Impact.** The project site is currently vacant, located in an urban portion of the City and is not located near any vacant land with natural vegetation supportive of sensitive species.<sup>8</sup> Therefore, no special status/sensitive species are expected to occur on the project site. Because of the nature of the urbanized project site and project vicinity, redevelopment of the project site would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. No impacts would occur, and no further analysis is required in the EIR.

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

**No Impact.** The site is currently vacant and located in an urban area. No riparian habitat or other sensitive natural community exists within the project area or in the surrounding area.<sup>9</sup> Implementation of the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service. Therefore, no impacts would occur, and no further analysis is required in the EIR.

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<sup>8</sup> City of Los Angeles General Plan, Conservation Element, Exhibit B2 SEAs and Other Resources, <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed December 11, 2015, and City of Los Angeles General Plan Draft EIR, Biological Resources section, Figure BR-1D, Biological Resources Areas (Coastal and Southern Geographical Area), Page 2.18-6, [http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF\\_DraftEIR/GPF\\_FEIR\\_DEIR2.18.pdf](http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF_DraftEIR/GPF_FEIR_DEIR2.18.pdf), accessed March 7, 2016.

<sup>9</sup> City of Los Angeles General Plan, Conservation Element, Exhibit B2 SEAs and Other Resources, <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed December 11, 2015, and City of Los Angeles General Plan Draft EIR, Biological Resources section, Figure BR-1D, Biological Resources Areas (Coastal and Southern Geographical Area), Page 2.18-6, [http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF\\_DraftEIR/GPF\\_FEIR\\_DEIR2.18.pdf](http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF_DraftEIR/GPF_FEIR_DEIR2.18.pdf), accessed March 7, 2016.

- 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?**

**No Impact.** The site is currently vacant and located in an urban area. There are no wetlands within the project area or in the surrounding area.<sup>10</sup> Buildout of the proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, no impacts would occur, and no further analysis is required in the EIR.

- 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?**

**Less Than Significant Impact.** No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located on the project site or in the surrounding area. However, a number of mature trees are scattered along the parkways surrounding the project site. Although the trees are mainly ornamental and nonnative, they may provide suitable habitat, including nesting habitat, for migratory birds. The Migratory Bird Treaty Act of 1918 (MBTA) implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. The US Fish and Wildlife Service administers permits to take migratory birds in accordance with the MBTA. The City requires that all projects comply with the MBTA by either avoiding grading activities during the nesting season (February 15 to August 15) or conducting a site survey for nesting birds prior to commencing grading activities. The proposed project will be required to comply with the provisions of the MBTA. Adherence to the MBTA regulations would ensure that if construction occurs during the breeding season, appropriate measures would be taken to avoid impacts to any nesting birds if found. With adherence to the MBTA requirements, less than significant impacts would occur and no further analysis is required in the EIR.

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<sup>10</sup> US Fish and Wildlife Service, National Wetlands Inventory, <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed December 11, 2015, and City of Los Angeles General Plan Draft EIR, Biological Resources section, Figure BR-1D, Biological Resources Areas (Coastal and Southern Geographical Area), Page 2.18-6, [http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF\\_DraftEIR/GPF\\_FEIR\\_DEIR2.18.pdf](http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF_DraftEIR/GPF_FEIR_DEIR2.18.pdf), accessed March 7, 2016.

e) **Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**Less Than Significant Impact.** The City's Protected Tree Ordinance No. 177,404 (Chapter IV, Article 6 of the Los Angeles Municipal Code), defines protected trees as:

Any of the following Southern California native tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree:

*Oak trees including Valley Oak (Quercus lobata) and California Live Oak (Quercus agrifolia), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (Quercus dumosa),*

*Southern California Black Walnut (Juglans californica var. californica),*

*Western Sycamore (Platanus racemosa), and*

*California Bay (Umbellularia californica).*

As previously discussed, there are no trees on the project site. However, there are 19 street trees within the public right-of-way surrounding the project site. All of these trees are of common ornamental species; none of the trees is of a protected species as defined above.<sup>11</sup> Project construction proposes to remove all of these existing street trees. However, it is the City's Street Tree policies to require the replacement any street trees removed during project construction. Specifically, the City's policy is to replace all significant, non-protected trees (defined as eight inches (8") in diameter at breast height (DBH)) at a 1:1 ratio with a minimum 24-inch box size tree. Further, per the City's Street Tree Policies, the City Department of Public Works, Urban Forestry Division's policy is to replace street trees removed during a construction project. Therefore, prior to the issuance of a grading permit, during plan check review, in compliance with the LAMC and policies, a landscape plan shall be submitted for approval by the Department of City Planning and the Urban Forestry Division of the Bureau of Street Services, Department of Public Works. The landscape plan shall demonstrate the minimum replacement ratio of 1:1 for the existing, significant street trees and meet the requirements of the City of Los Angeles Landscape Ordinance No. 170,978. Further, removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. A Tree Removal Permit and a subsequent Tree Planting Permit would be required prior to the issuance of a Certificate of Occupancy, to certify that all new trees in the public right-of-

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<sup>11</sup> *Tree Report for the Santa Monica and Barrington Mixed-Use Project, prepared by Impact Sciences, Inc., dated February 2016 and included as Appendix B to this Initial Study.*

way are provided per the current standards of the Urban Forestry Division of the Bureau of Street Services, Department of Public Works.

Following the implementation of the City's standard policies and procedures, impacts would be less than significant and no further analysis is required in the EIR.

**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?**

**No Impact.** The site is located in a developed urbanized area and does not provide habitat for sensitive Biological resources. There are no SEAs within the vicinity of the project site.<sup>12</sup> Accordingly, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan applies to the proposed project. Therefore, implementation of the proposed project would not conflict with the provisions of an adopted habitat conservation plan. No impacts would occur, and no further analysis is required in the EIR.

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<sup>12</sup> City of Los Angeles General Plan, Conservation Element, Exhibit B2 SEAs and Other Resources, <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>, accessed December 11, 2015, and City of Los Angeles General Plan Draft EIR, Biological Resources section, Figure BR-1D, Biological Resources Areas (Coastal and Southern Geographical Area), Page 2.18-6, [http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF\\_DraftEIR/GPF\\_FEIR\\_DEIR2.18.pdf](http://cityplanning.lacity.org/HousingInitiatives/HousingElement/FrameworkEIR/GPF_DraftEIR/GPF_FEIR_DEIR2.18.pdf), accessed March 7, 2016.



## 5. CULTURAL RESOURCES

Would the project:

- a) **Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?**

**No Impact.** A project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment.<sup>13</sup> Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as (1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript that a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. With the exception of a cell tower, the project site is currently vacant. The project site is not located in a City of Los Angeles Historic Preservation Overlay Zone and does not contain any site, building, or structure listed as a Los Angeles Historic-Cultural Monument (HCM).<sup>14 15</sup> The proposed project would not cause any substantial adverse change in the immediate surroundings such that the significance of the historical resource would be materially impaired and impacts would be less than significant. As such, no adverse impact to historical resources would occur, and no further analysis is required in the EIR.

- b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

**Less Than Significant Impact.** Section 15064.5 of the *State CEQA Guidelines* defines significant archaeological resources as resources which meet the criteria for historical resources, or resources which constitute unique archaeological resources.

The project site is located in a highly urbanized area of the City and has been previously disturbed and developed. However, construction of the proposed project will include a three level subterranean parking garage that could involve grading and excavation to

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<sup>13</sup> California Public Resources Code Section 21084.1

<sup>14</sup> Los Angeles Department of City Planning, Office of Historic Resources, Designated Historic-Cultural Monuments [http://www.preservation.lacity.org/files/HCMDatabase%23072213\\_0.pdf](http://www.preservation.lacity.org/files/HCMDatabase%23072213_0.pdf), accessed December 11, 2015.

<sup>15</sup> City of Los Angeles Department Of City Planning, [Zoning/Property Info \(ZIMAS\)](http://zimas.lacity.org/), <http://zimas.lacity.org/>, accessed December 14, 2015.

greater depths than previously undertaken. Project-related grading and excavation activities could disturb unknown archaeological resources buried in site soils. In the event of an unexpected disturbance, significant impacts to archaeological resources could occur.

All development would be subject to the numerous laws and regulations, cited below that require State, and local agencies to consider the effects of a proposed project on potentially buried cultural resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies. They provide guidance concerning analytical techniques and approaches to defining compliance measures where potentially significant impacts may occur, such that in the event that archaeological resources are uncovered on the project site during grading or other construction activities, the Applicant must notify the City of Los Angeles Planning Department immediately and work must stop within a 100-foot radius until a qualified archeologist to be approved by the City, has evaluated the find. Construction activity may continue unimpeded on other portions of the project site. If the find is determined by the qualified archeologist to be a unique archeological resource, as defined by Section 21083.2 of the Public Resources Code, the site shall be treated in accordance with the provisions of Section 21083.2 of the Public Resources Code. If the find is determined not to be a unique archeological resource, no further action is necessary and construction may continue. Compliance with these protocols would reduce impacts to a less than significant level. No further analysis of this topic in an EIR is necessary and no mitigation measures are required.

**c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less Than Significant Impact.** Paleontological resources include fossil remains or traces of past life forms, including both vertebrate and invertebrate species, as well as plants. Paleontological resources are generally found within sedimentary rock formations.

As discussed above in **Section 5(b)**, the project site is in a highly urbanized area of the City that has been previously disturbed and developed. However, buildout of the proposed project could, specifically the construction of the subterranean parking garage, could involve grading and excavation to greater depths than previously undertaken. Project-related grading and excavation activities could disturb unknown paleontological resources buried in site soils. In the event of an unexpected disturbance, significant impacts to archaeological resources could occur.

All development would be subject to the numerous laws and regulations, cited below that require State, and local agencies to consider the effects of a proposed project on potentially buried paleontological resources. These laws and regulations stipulate a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies. They provide guidance concerning analytical techniques and approaches to defining appropriate actions where potentially significant impacts may occur. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Compliance with these protocols would reduce impacts to a less than significant level. No further analysis of this topic in an EIR is necessary and no mitigation measures are required.

**d) Disturb any human remains, including those interred outside of formal cemeteries?**

**Less Than Significant Impact.** There are no known human remains on or near the project area. Additionally, the project site is located in a highly urbanized portion of the City. Because the project area has already been previously disturbed and developed, it has been subject to construction and ground-disturbing activities. However, ground-disturbing activities have the potential to disturb previously undiscovered subsurface human remains.

In the event that human remains are uncovered during ground-disturbing activities, there are regulatory provisions to address the handling of human remains in California Health and Safety Code Section 7050.5, Public Resource Code 5097.98, and CEQA Guidelines Section 15064.5(e). Pursuant to these codes, in the event that human remain are discovered, it requires that disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner is required to make a determination within two working days of notification of the discovery of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or

has reason to believe the human remains to be those of a Native American, he or she shall consult with the Native American Heritage Commission (NAHC) by telephone within 24 hours, to designate a Most Likely Descendant (MLD) who shall recommend appropriate measures to the landowner regarding the treatment of the remains. If the owner does not accept the MLD's recommendations, the owner or the MLD may request mediation by the NAHC. Compliance with these protocols would reduce impacts to a less than significant level. No further analysis of this topic in an EIR is necessary and no mitigation measures are required.

## 6. GEOLOGY AND SOILS

Would the project:

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

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

**Less Than Significant Impact.** Fault rupture is the displacement that occurs along the surface of a fault during an earthquake. The California Geological Survey (CGS) designates Alquist-Priolo Earthquake Fault Zones, which are regulatory zones around active faults. As indicated by the Department of Conservation, the project site is not affected by a state-designated Earthquake Fault Zone.<sup>16</sup> The fault closest to the project site is the Santa Monica Fault, an east-west fault that traverses the foothills of the Santa Monica Mountains. The subject property is located more than 500 feet from the trace of the Santa Monica Fault, as shown on the Tectonic Geomorphologic Map provided in the *Geotechnical Engineering Exploration Proposed Five-Story Mixed-Use Building Over Three Subterranean Parking Levels Lots 1 - 4, Tract 28272 11650 - 11674 West Santa Monica Boulevard, 1551 - 1601 South Barry Avenue, and 1560 South Barrington Avenue Los Angeles, California* (Geotechnical Report), by Byer Geotechnical, Inc., dated February 25, 2015 and provided as Appendix C-1 to this Initial Study. Therefore, as cited in the Geotechnical Report, the potential for future surface rupture onsite is expected to be very low, and there would be a less than significant impact related to ground rupture. No further analysis is required in the EIR.

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

**Less Than Significant Impact.** The project site is located within seismically active Southern California and therefore could be subject to moderate and possibly strong ground motion due to earthquakes on the Santa Monica, Newport-Inglewood, Hollywood, Malibu Coast, or Anacapa-Dume Faults, as discussed in the Geotechnical Report.

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<sup>16</sup> Department of Conservation, Beverly Hills Quadrangle,  
[http://gmw.consrv.ca.gov/shmp/download/quad/BEVERLY\\_HILLS/maps/BEVHILLS.PDF](http://gmw.consrv.ca.gov/shmp/download/quad/BEVERLY_HILLS/maps/BEVHILLS.PDF), accessed December 14, 2015.

However, this impact will be reduced to a less than significant level by following all relevant California Building Code (CBC) and the City of Los Angeles Uniform Building Code (UBC) seismic standards; as well as the recommendations of the Geotechnical Report, and the conditions contained in the Soils Report Approval Letter, dated June 6, 2015, LOG #87536-01 (provided as Appendix C-2 to this Initial Study), as required by the City of Los Angeles Department of Building and Safety (LADBS).

Compliance with existing laws regarding the risk of loss, injury, or death, from strong seismic ground shaking would reduce potential impacts to less than significant levels. No further analysis is required in the EIR.

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

**Less Than Significant Impact.** Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Factors that contribute to the potential for liquefaction include a low relative density of granular materials, a shallow groundwater table, and a long duration and high acceleration of seismic shaking. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. Liquefaction potential is greatest where the groundwater level is shallow, and submerged loose, fine sands occur within a depth of approximately 50 feet or less.

As shown in the Parcel Profile Report prepared by the City of Los Angeles Department of City Planning<sup>17</sup>, the project site is susceptible to liquefaction and thus may be susceptible to seismic-related ground failure, such as lateral spreading, subsidence, or settlement.

Soils data collected from borings taken during the preparation of the Geotechnical Report were utilized to quantify the liquefaction potential of the site. Liquefaction analyses were performed based on the requirements of LADBS. For a conservative analysis, it was assumed that groundwater rose to the historic-high groundwater level, 25 feet below the ground surface, as documented in the Geotechnical Report.

The liquefaction analyses indicated that the earth materials underlying the subject site are not considered susceptible to liquefaction. Further, compliance with all relevant CBC and the City of Los Angeles UBC seismic standards, as

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<sup>17</sup> City of Los Angeles Department Of City Planning, [Zoning/Property Info \(ZIMAS\)](http://zimas.lacity.org/), <http://zimas.lacity.org/>, accessed March 7, 2016.

well as the recommendations of the Geotechnical Report, and the conditions contained in the Soils Report Approval Letter, dated June 6, 2015, LOG #87536-01, as required by the LADBS would ensure that potential impacts would be reduced to less than significant levels. No further analysis is required in the EIR.

**iv) Landslides?**

**No Impact.** Landslides are movements of large masses of rock and/or soil. Landslide potential is generally the greatest for areas with steep and/or high slopes, low sheer strength, and increased water pressure. The project site and surrounding areas are generally flat with gradual changes in elevation, and there are no major slopes or bluffs.

As shown in the Parcel Profile Report prepared by the City of Los Angeles Department of City Planning<sup>18</sup>, the project site is not located in an area susceptible to landslides. Further, the site is not located within a City-designated landslide area, and thus is not subject to the City's Hillside Ordinance.<sup>19</sup> Therefore, no impacts resulting from landslides would occur and no further analysis is required in the EIR.

**b) Result in substantial soil erosion or the loss of topsoil?**

**Less Than Significant Impact.** Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion in the vicinity of the project area include wind and flowing water. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be increased greatly by earthmoving activities if erosion-control measures are not used.

The project site is located in a highly urbanized area of the City and is relatively level, with minimal rises or changes in elevation. No major slopes or bluffs are on or adjacent to the project site. The Santa Monica Mountains are approximately three miles northwest of the project site. The proposed project is a mixed-use development with a subterranean parking garage, with landscaped and hardscaped areas, and would not contain large amounts of exposed soil. Following the completion of construction of the proposed project, the potential for soil erosion or the loss of topsoil is expected to be extremely low.

Construction of the proposed project would involve soil disturbance activities including excavation and grading that would leave soil on the project site exposed. Common

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<sup>18</sup> City of Los Angeles Department Of City Planning, [Zoning/Property Info \(ZIMAS\)](http://zimas.lacity.org/), <http://zimas.lacity.org/>, accessed March 7, 2016.

<sup>19</sup> City of Los Angeles General Plan, Safety Element, Exhibit C: Landslide Inventory and Hillside Areas, <http://planning.lacity.org/cwd/gnpln/safteyelt.pdf>, accessed March 7, 2016.

means of soil erosion include water, wind, and being tracked off-site by vehicles. These activities could result in soil erosion. However, the proposed project will be subject to local and state codes and requirements for erosion control and grading during construction. Including, but not limited to, grading permits and haul route approval from the LADBS, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, on-site grading and site preparation must comply with all applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code, which addresses grading, excavations, and fills. Further, the proposed project will be required to comply with standard regulations, including South Coast Air Quality Management District Rule 402, which will reduce construction erosion impacts. Rule 402 requires dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance off-site.

Additionally, the Construction General Permit (CGP) issued by the State Water Resources Control Board (SWRCB), effective July 1, 2010, regulates construction activities to minimize water pollution, including sediment. The proposed project will be subject to National Pollution Discharge Elimination System permitting regulations, including the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). Construction contractors will be required to prepare and implement a SWPPP and associated best management practices (BMPs) in compliance with the CGP, along with the City of Los Angeles' Best Management Practices Handbook, Part A Construction Activities during grading and construction. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities.

Therefore, soil erosion impacts from grading and construction activities associated with construction and operation of the proposed project will not occur and soil erosion impacts will be less than significant. No further analysis is required in the EIR.

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

**Less Than Significant Impact.** As previously discussed, the proposed project site is not in a landslide zone, and the underlying soils would not be subject to liquefaction. Further the project would comply with all the recommendations of the Geotechnical Report, and the conditions contained in the Soils Report Approval Letter, as required by the LADBS. Additionally, the proposed project will be designed and constructed in conformance with the CBC, as well as Los Angeles UBC requirements and other laws designed to protect site occupants from risks related to unstable soil. Compliance with



existing laws regarding the risk of loss, injury, or death, from lateral spreading, subsidence, liquefaction or collapse would reduce potential impacts to less than significant levels. No further analysis is required in the EIR.

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

**Less Than Significant Impact.** Based on soil classifications and laboratory test results performed during the preparation of the Geotechnical Report, on-site soils were found to have low to very low expansion indices. Further, as described above, the proposed project would be designed and constructed in conformance with the Los Angeles UBC, and would be subject to the requirements of the CBC. Compliance with existing laws, the recommendations of the Geotechnical Report, and the conditions contained in the Soils Report Approval Letter, as required by the LADBS regarding expansive soils, would reduce potential impacts to less than significant levels. No further analysis is required in the EIR.

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

**No Impact.** The project site is currently served by the City of Los Angeles wastewater (sewer) system. The proposed project would require connection to existing sewers mainlines and service lines, which are currently available in the surrounding roadways. The proposed project would not require the use of septic systems. Therefore, no impact would occur and no further analysis is required in the EIR.

## 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?**

**Potentially Significant Impact.** Greenhouse gases (GHGs) trap heat in the earth's atmosphere. GHGs include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), ozone (O<sub>3</sub>), water vapor, nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). The international scientific communities have recognized that GHGs are contributing to global climate change. Predicted effects of global climate change include sea level rise, water supply changes; changes to ecosystems and habitat; and human health effects. Carbon dioxide is the primary contributor to global climate change. As a result, GHG contributions are commonly quantified in the equivalent mass of CO<sub>2</sub>, denoted as CO<sub>2</sub>e.

The construction and operation of the project would increase GHG emissions and could potentially be individually or cumulative results in the environment. Global climate change is, by definition, a cumulative environmental impact. The State of California, has established through its governor and legislature, a comprehensive framework for the substantial reduction of GHG emissions over the next 40-plus years. This will occur primarily through the implementation of Assembly Bill 32 (AB 32, 2006) and Senate Bill 375 (SB 375, 2008), which address GHG emissions on a statewide, cumulative basis.

Analysis in the EIR will describe the regulatory setting, thresholds of significance, and existing GHG emissions from the project site. Direct and indirect GHG emissions during construction activities will be analyzed and disclosed. The project's direct and indirect operational emissions of GHG will be also be analyzed and quantified, and converted to CO<sub>2</sub>e emissions using recommended global warming potential conversion factors.

- b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Potentially Significant Impact.** Greenhouse gas emissions are addressed at the federal, state, and local level through a number of plans, policies, and regulations.

At the federal level, in 2007, the US Supreme Court ruled in *Massachusetts v. Environmental Protection Agency* (127 S. Ct. 1436) that greenhouses gases are pollutants under the federal Clean Air Act, and therefore, the US Environmental Protection Agency has the responsibility to regulate greenhouse gases.

In response to concern regarding GHGs and global climate change, the state passed Assembly Bill 32 (AB 32) also known as the California Global Warming Solutions Act of 2006. AB 32 mandated a reduction in the state's greenhouse gas levels. In addition, Senate Bill 375 (SB 375) passed by the State of California in 2009, requires metropolitan regions to adopt transportation plans that reduce vehicle miles travelled.

The pursuant to the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the LAMC), the City adopted a Climate Action Plan (CAP) in 2007 with the goal of reducing the City's GHG emissions to 35 percent below the 1990 levels by the year 2030. The GHG analysis completed in the EIR will include a consistency analysis between the proposed project and the City's CAP. In addition, GHG emissions will be addressed and reviewed in a cumulative context in the EIR to determine the significance of potential impacts.

## 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?**

**Less Than Significant Impact.** A significant impact would occur if the proposed project would create a significant hazard through the routine transfer, use, or disposal of hazardous materials. Construction of the proposed project would involve the use of those hazardous materials that are typically necessary for construction of mixed-use development (i.e., paints, building materials, cleaners, fuel for construction equipment, etc.). Therefore, construction of the proposed project would involve routine transport, use, and disposal of these types of hazardous materials throughout the duration of construction activities. However, the transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, state, and federal regulations governing such activities. For example, the proposed project would be required to implement standard best management practices (BMPs) set forth by the City and the Los Angeles Regional Water Quality Control Board (RWQCB) which would ensure that wastes generated during the construction process are disposed of properly. Therefore, the proposed project would not create a significant impact related to routine transport, use, or disposal of hazardous materials during construction and impacts would be less than significant.

The proposed project consists of the development of commercial retail (grocery store) uses, residential units, and a subterranean parking garage with landscaping. Operation of the proposed project's retail component would require a variety of products to be transported to and exist on site to be offered for sale. Such products would only be considered hazardous if used inappropriately or if exposed to unfavorable conditions. The types of potentially hazardous materials associated with operation of the proposed project include solvents, paints, petroleum products, and pesticides that are packaged and stored for consumer sales. However, materials would be used for facility upkeep that could be considered hazardous if used inappropriately. Such materials include cleaning solvents used for janitorial purposes, materials used for landscaping, and materials used for maintenance. Examples of such materials could include but are not limited to cleaning solvents, pesticides and herbicides for landscaping, and painting supplies. All potentially hazardous materials transported, stored, offered for sale, or used on site for daily upkeep would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Compliance with existing local, state, and federal regulations would ensure

the transport, storage, and sale of these materials would not pose a significant hazard to the public or the environment. Project impacts related to this issue would be less than significant. No further analysis is required in the EIR.

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

**Less Than Significant Impact.** As noted in the preceding section, compliance with federal, state, and local laws and regulations relating to transport, storage, disposal and sale of hazardous materials would minimize any potential for accidental release or upset of hazardous materials. A Phase I Environmental Site Assessment (ESA) completed for the previously proposed project by All Appropriate Inquiries Environmental Corporation in 2014, and included as Appendix D-1 to this Initial Study, did not reveal high concentration levels of contaminants of concern (CoCs) in the soil or groundwater on the project site. Neither is the site a Hazardous Waste / Border Zone Property, nor is it within a Methane Hazard zone.<sup>20</sup>

As discussed in the Phase I ESA, a search of the NETROnline Environmental Records Database<sup>21</sup> revealed that the site was listed as a CA Spills, Leaks, Investigations, and Cleanup site. In 2002 the project site was identified as an open-active assessment site by the State Water Resources Control Board (SWRCB). Two (2) 550-gallon underground storage tanks (USTs) associated with a historic gas station constructed in 1937 were identified in a Phase I ESA conducted by Kleinfelder (included as Appendix D-2 to this Initial Study), located in the northwest portion of the project site. Kleinfelder identified no records of tank removal activities; however, subsequent to the Phase I ESA identifying the USTs, Kleinfelder conducted a geophysical survey of the subject property. The geophysical survey did not reveal any anomalies that were indicative of the presence of USTs on-site. Concentrations of volatile organic chemicals (VOCs) were below detection limits in analyses of soil and groundwater samples from borings (KA-1, KA-2, and KA-3) conducted at this portion of the subject site in a Phase II ESA 2002 investigation conducted by Kleinfelder (included as Appendix D-2 to this Initial Study).

No further evidence of other aboveground storage tanks (ASTs) and/or USTs was observed or noted at the subject property. No underground storage tanks are registered for the subject property. A work plan was completed in 2011 and the RWQCB issued a no further action determination in 2012.

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<sup>20</sup> City of Los Angeles Department Of City Planning, [Zoning/Property Info \(ZIMAS\)](http://zimas.lacity.org/), <http://zimas.lacity.org/>, accessed December 14, 2015.

<sup>21</sup> The Nationwide Environmental Title Research (NETROnline) Environmental Records Database is a comprehensive environmental database containing thousands of environmental records collected from various local, state and federal organizations. The site can be accessed at: <http://www.netronline.com/>.

As previously discussed, excluding the temporary, trailer mounted, cell tower<sup>22</sup>, no structures are located on the project site. Thus, exposure to asbestos containing materials and/or lead-based paints would not occur during demolition of the existing paving on the project site. Accordingly, any threat of upset or accidental release would be less than significant. No further analysis is required in the EIR.

**c) 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.** University High School is located at 11800 Texas Avenue, approximately 0.2 miles northwest of the project site. There are no other schools within 0.25 miles of the project site. Other schools in the area include the Saint Sebastian School located at 1430 Federal Avenue, approximately 0.3 miles northeast of the project site, the West Los Angeles Methodist Preschool located at 1637 Butler Avenue, approximately 0.3 miles east of the project site, and New West Charter School located at 1905 Armacost Avenue, approximately 0.6 miles southwest of the project site.

As previously discussed, construction of the proposed project would involve the use of those hazardous materials that are typically necessary for construction of mixed-use development (i.e., paints, building materials, cleaners, fuel for construction equipment, etc.). Therefore, construction of the proposed project would involve routine transport, use, and disposal of these types of hazardous materials throughout the duration of construction activities. However, the transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, state, and federal regulations governing such activities. For example, the proposed project would be required to implement standard BMPs set forth by the City and the RWQCB which would ensure that wastes generated during the construction process are disposed of properly.

Operation of the proposed project's retail component would require a variety of products to be transported to and exist on site to be offered for sale. Such products would only be considered hazardous if used inappropriately or if exposed to unfavorable conditions. The types of potentially hazardous materials associated with operation of the proposed project include solvents, paints, petroleum products, and pesticides that are packaged and stored for consumer sales. However, materials would be used for facility upkeep that could be considered hazardous if used inappropriately. Such materials include cleaning solvents used for janitorial purposes, materials used for landscaping, and materials used for maintenance. Examples of such materials could

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<sup>22</sup> Sometimes known as a "Cell on Wheels" (COW) facility, this arrangement allowed for the temporary relocation of twelve panel antennas, one 4-foot parabolic antenna, two GPS antennas, and four equipment cabinets from an existing rooftop wireless telecommunications facility prior to the demolition of the existing structures onsite to permit uninterrupted local cellular service for the provider.



include but are not limited to cleaning solvents, pesticides and herbicides for landscaping, and painting supplies. All potentially hazardous materials transported, stored, offered for sale, or used on site for daily upkeep would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Compliance with existing local, state, and federal regulations would ensure the transport, storage, and sale of these materials would not pose a significant hazard to the public or the environment

As the proposed project will comply with all federal, state and local standards and regulations, it is not anticipated to emit any hazardous emissions during construction or operation. Therefore, the proposed project is not expected to adversely affect University High School, Saint Sebastian School or the West Los Angeles Methodist Preschool facilities. Therefore, impacts would be less than significant and no further analysis is required in the EIR.

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

**Less Than Significant Impact.** California Government Code Section 65962.5 requires various State agencies, including but not limited to, the Department of Toxic Substances Control (DTSC) and the SWRCB, to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.<sup>23</sup> A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

Historical uses on the project site include residences, a gas station, dry cleaners, and grocery store. As discussed in the Phase I ESA, a search of the NETROnline Environmental Records Database revealed that the site was listed as a CA Spills, Leaks, Investigations, and Cleanup site. In 2002 the project site was identified as an open-active assessment site by the SWRCB. A work plan was completed in 2011 and the RWQCB issued a no further action determination in 2012. As discussed above, soil and groundwater testing on the project site have not revealed a high level of CoCs. Accordingly, compliance with state and local laws and regulations would ensure impacts would be less than significant. No further analysis is required in the EIR.

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<sup>23</sup> These lists include, but are not limited to, the 'EnviroStor' (<http://www.envirostor.dtsc.ca.gov/public/>) and 'GeoTracker' (<http://geotracker.waterboards.ca.gov/>) lists maintained by the DTSC and the SWRCB, respectively.

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

**No Impact.** The project site is not located within an airport land use plan or within the vicinity of a public airport or private airstrip. The nearest public airport is the Los Angeles International Airport, located approximately 10 miles south of the project site. The Santa Monica Airport, a private airport is located approximately 2.6 miles south of the project site. The project site is not located within the Santa Monica Airport Runway Protection Zone.<sup>24</sup> Therefore, no impact would result in a safety hazard for people residing or working within an airport land use plan would occur. No further analysis is required in the EIR.

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

**No Impact.** See response to Section 8(e), above. No further analysis is required in the EIR.

- g) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less Than Significant Impact.** Santa Monica Boulevard, adjacent to the project site, and Santa Monica (I-10) Freeway are designated disaster routes in the General Plan Safety Element's Critical Facilities & Lifeline Systems Map (Exhibit H).<sup>25</sup> Disaster routes function as primary thoroughfares for movement of emergency response traffic and access to critical facilities. The Safety Element emphasizes immediate emergency debris clearance and road/bridge repairs for short-term emergency operations along these routes.

Although the project site is located along a designated disaster route, neither the construction nor the operation of the proposed project would require or result in modifications to any of the roadways that would impact emergency traffic. Construction of the proposed project could temporarily interfere with local and on-site emergency response. However, construction traffic would conform to all traffic work plan and access standards to allow adequate emergency access. Implementation of a Construction Management Plan, and compliance with access standards would reduce the potential for

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<sup>24</sup> Los Angeles County Airport Land Use Commission, Santa Monica Airport Influence Area, [http://planning.lacounty.gov/assets/upl/project/aluc\\_airport-santa-monica.pdf](http://planning.lacounty.gov/assets/upl/project/aluc_airport-santa-monica.pdf), accessed December 16, 2015.

<sup>25</sup> City of Los Angeles City Planning Department, Environmental and Public Facilities Maps, Critical Facilities & Lifeline Systems in the City of Los Angeles, September 1996, (General Plan Safety Element, Exhibit H: Critical Facilities & Lifeline Systems, <http://planning.lacity.org/cwd/gnlpln/safteylt.pdf>).

the impacts on haul routes, emergency response and access during construction of the proposed project. The majority of construction activities for the proposed project would be confined to the site, except for infrastructure improvements, which may require some work in adjacent street rights-of-way. However, this work would be short-term and temporary, and would occur during off-peak periods.

New driveways would be provided along Barry Avenue and Barrington for deliveries, and access for employees and patrons of the commercial components of the project, while a motor court and driveways would be located along Idaho Avenue for the residential component. However, the design of the proposed project would not cause a permanent alteration to the local vehicular circulations routes and patterns, or impede public access or travel on any public rights-of-way. In addition, the Applicant will submit a parking and driveway plan for review by the Los Angeles Fire Department (LAFD), the Bureau of Engineering (BOE) and the Los Angeles Department of Transportation (LADOT) to ensure compliance with all applicable code-required site access and circulation requirements, as well as code-required emergency access.

Therefore, demolition, construction and operation of the proposed project is not anticipated to significantly impair implementation of, or physically interfere with, any adopted or on-site emergency response or evacuation plans or a local, state, or federal agency's emergency evacuation plan, and the proposed project would have a less than significant impact with respect to these issues. No further analysis is required in the EIR.

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

**Less Than Significant Impact.** The project site is located in an urbanized area that does not contain any wildlands or urbanized areas intermixed with wildlands. The project site is not located within a City designated Fire Hazardous Area<sup>26</sup> Further, the project would incorporate all applicable provisions of the LAMC Fire Code, including, but not limited to, installation of an automatic sprinkler system, smoke detectors, and a fire alarm system. Therefore, potential impacts from wildland fires would be less than significant. No further analysis is required in the EIR.

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<sup>26</sup> City of Los Angeles, Department of Public Works, Bureau of Engineering, NavigateLA, <http://navigate.lacity.org/navigate/>, accessed December 15, 2015.

## 9. HYDROLOGY AND WATER QUALITY

Would the project:

a) **Violate any water quality standards or waste discharge requirements?**

**Less Than Significant Impact.** As part of Section 402 of the Clean Water Act, the United States Environmental Protection Agency (EPA) has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the SWRCB administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the RWQCB to preserve, protect, enhance, and restore water quality.

A project would normally have a significant impact on surface water quality if discharges associated with a 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 a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the SWRCB. These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

As required under the NPDES, the proposed project would be responsible for the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of BMPs to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. Implementation of SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the proposed project would not violate any water quality standards and discharge requirements, or otherwise substantially degrade water quality.

During the operation, the proposed project would be required to comply with the City of Los Angeles's Low Impact Development (LID) Ordinance (No. 181,899) that was adopted by the Los Angeles Board of Public Works on July 1, 2011 and by the Los Angeles City Council on September 27, 2011; it became effective on May 12, 2012.

The LID Ordinance applies to all development and redevelopment in the City of Los Angeles that requires a building permit. The Ordinance requires the preparation of a LID Plan and a Standard Urban Stormwater Mitigation Plan (SUSMP) if necessary. The LID Ordinance requires projects to capture and treat the first ¾-inch of rainfall in accordance with established stormwater treatment priorities. Full compliance with the LID Plan, SUSMP, and implementation of design-related best management practices would ensure that the operation of the proposed project would not violate any water quality standards and discharge requirements or otherwise substantially degrade water quality. If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032 National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. The proposed project does not include any point-source discharge (discharge of polluted water from a single point such as a sewage-outflow pipe). Therefore, the project would result in a less than significant impact to water quality and waste discharge during its construction and operation, and no further analysis is required in the EIR.

- b) **Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of 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.** A significant impact would occur if the proposed project substantially depleted groundwater or interfered with groundwater recharge.

The Los Angeles Department of Water and Power (LADWP) is the water purveyor for the City. Water is supplied to the City from three primary sources, including water supplied by the Metropolitan Water District (MWD) (53 percent; Bay Delta 45 percent, Colorado River 8 percent), snowmelt from the Eastern Sierra Nevada Mountains via the Los Angeles Aqueduct (34 percent), local groundwater (12 percent), and recycled water (1 percent).<sup>27</sup> Based on the City's most current Urban Water Management Plan (UWMP)<sup>28</sup>, in 2011-2014 the LADWP has an average a water demand of 566,990 acre-

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<sup>27</sup> Los Angeles Department of Water and Power - Water: Facts and Figures, website: [https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?\\_afdctrl-state=18i8d8hpzl\\_21&\\_afLoop=430938015435485](https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures?_afdctrl-state=18i8d8hpzl_21&_afLoop=430938015435485), access march 7, 2016.

<sup>28</sup> An UWMP is prepared and adopted by LADWP every five years to forecast the future water demands and water supplies under average and dry year conditions. LADWP is currently in the process of preparing the 2015 UWMP, website: [https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water?\\_afdctrl-state=18i8d8hpzl\\_21&\\_afLoop=431238281039535](https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water?_afdctrl-state=18i8d8hpzl_21&_afLoop=431238281039535), [https://www.ladwp.com/cs/idcplg?IdcService=GET\\_FILE&dDocName=OPLADWPCCB456809&RevisionSelectionMethod=LatestRelease](https://www.ladwp.com/cs/idcplg?IdcService=GET_FILE&dDocName=OPLADWPCCB456809&RevisionSelectionMethod=LatestRelease), accessed March 7, 2016.

feet<sup>29</sup> per year. Over the last five years, groundwater, largely from the San Fernando Basin (SFB) has provided approximately 12 percent of the total water supply for Los Angeles. Groundwater levels in the City are maintained through an active process via spreading grounds and recharge basins found primarily in the San Fernando Valley.

The project site is currently vacant and largely paved and thus does not afford any opportunity for groundwater recharge activities. Following site redevelopment, groundwater recharge on the project site would continue to be negligible, similar to existing conditions.

As reported in the Geotechnical Report, the historically-highest groundwater level at the site was on the order of 25 feet below ground surface (bgs). The proposed project would excavate soils beneath the project site to a depth of approximately 40 feet bgs. As such, the proposed project may extend into the groundwater table. The project would be required to comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the RWQCB at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges. Any groundwater extracted from the project site would need to be treated, if warranted, prior to being discharged into the sanitary sewer. Therefore, the proposed project's potential impacts relating to dewatering would be less than significant.

Impacts related to groundwater supplies would be less than significant. No further analysis is required in the EIR.

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

**Less Than Significant Impact.** A significant impact would occur if the proposed project substantially altered the drainage pattern of the site or an existing stream or river, so that substantial erosion or siltation would result on- or off-site.

The project site is located in a highly urbanized area within the City of Los Angeles. There are no natural watercourses on the project site or in the vicinity of the project site. As

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<sup>29</sup> One acre foot equals 325,851 gallons of water.

stated previously, the project site is almost entirely covered by impervious surfaces and current stormwater runoff flows to the local stormdrain system during a storm event.

The project would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction the proposed project. Further, the project would be required to implement an LID Plan (during the project's operation), which would reduce the amount of surface water runoff leaving the project site after a storm event. The LID Plan would require the implementation of stormwater best management practices to retain or treat the runoff from a storm event producing  $\frac{3}{4}$ -inch of rainfall in a 24-hour period. Therefore, the project would result in a less than significant impact in relation to surface water hydrology and would not result in substantial erosion or siltation on- or off-site. No further analysis is required in the EIR.

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

**Less Than Significant Impact.** As discussed above under **Section 9(c)**, implementation of the proposed project is not anticipated to substantially change the drainage pattern on the project site. As discussed above, the project would implement both a SWPPP and an LID Plan and would not substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or -off-site. Further, there are no nearby streams or rivers and the proposed project could not alter any watercourse. As such, impacts would be less than significant and no further analysis is required in the EIR.

- 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?**

**Less Than Significant Impact.** A project would normally have a significant impact on surface water quality if discharges associated with a 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 storm water runoff from the project site were to increase to a level which exceeds the capacity of the storm drain system serving the project site. A 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.



*Construction-Related Project Impacts*

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

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

Grading activities can greatly increase erosion processes. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control off-site migration of pollutants. During construction, the Applicant shall be required to implement all applicable and mandatory BMPs in accordance with the approved LID Plan and the SWPPP. When properly designed and implemented, these "good-housekeeping" practices are expected to reduce short-term construction-related impacts to a less than significant level.

*Operation-Related Project Impacts*

Activities associated with operation of the proposed project would generate substances that could degrade the quality of water runoff. The deposition of certain chemicals by cars in the parking garage could have the potential to contribute metals, oil and grease, solvents, phosphates, hydrocarbons, and suspended solids to the storm drain system. However, impacts to water quality would be reduced since the proposed project must comply with water quality standards and wastewater discharge BMPs set forth by the City of Los Angeles, the SWRCB and the proposed project's approved LID Plan. Compliance with existing regulations and the approved LID Plan would reduce the potential for the proposed project to exceed the capacity existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff impacts to a less than significant level. No further analysis is required in the EIR.

f) **Otherwise substantially degrade water quality?**

**Less Than Significant Impact.** A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality.

Other than the sources discussed above, as described in Sections 9(a) and 9(e), the project does not include other potential sources of contaminants which could potentially degrade water quality.

Further, as previously discussed, to address water quality during the project's construction phase, the Project Applicant would be required to prepare and implement a SWPPP, in accordance with the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to earthwork activities and would be implemented during project construction. The SWPPP would include BMPs and erosion control measures to prevent pollution in storm water discharge. Typical BMPs that could be used during construction include good-housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City of Los Angeles Bureau of Engineering (BOE) for compliance with the City's Development Best Management Practices Handbook, Part A, Construction Activities. Additionally, all project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs during rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Therefore, through compliance with NPDES requirements and City grading regulations, project construction impacts related to water quality would be less than significant, and no further analysis of this issue is required.

During the Project's operational phase, in accordance with the City's LID Ordinance, the Project Applicant would be required to incorporate appropriate stormwater pollution control measures into the design plans and submit these plans to the City's Department of Public Works, Bureau of Sanitation, Watershed Protection Division (WPD) for review and approval. Upon satisfaction that all stormwater requirements have been met, WPD staff would stamp the plan approved. Through compliance with the City's LID Ordinance, the project would meet the City's water quality standards. Therefore, project

impacts related to operational water quality would be less than significant. No further analysis is required in the EIR.

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

**Less Than Significant Impact.** The Federal Emergency Management Agency (FEMA) prepares and maintains Flood Insurance Rate Maps (FIRMs), which show the extent of Special Flood Hazard Areas (SFHAs) and other thematic features related to flood risk. The project site is in an area of minimal flood risk (Zone X) and is not located within a 100-year flood zone, as mapped by FEMA.<sup>30</sup> Therefore, the proposed project would not involve the development of new housing and/or structures within an identified 100-year flood hazard. Impacts would be less than significant and no further analysis is required in the EIR.

**h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

**Less Than Significant Impact.** See response to **Section 9(g)**, above. Impacts would be less than significant and no further analysis is required in the EIR.

**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?**

**No Impact.** A significant impact may occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche, which is a surface wave created when a body of water is shaken, which could result in a water storage facility failure.

The Project Site is not located within a potential inundation area.<sup>31</sup> As such, there would be no impacts related to potential inundation from the failure of a levee or dam.

**j) Inundation by seiche, tsunami, or mudflow?**

**No Impact.** A seiche is a periodic oscillation of a body of water resulting from seismic shaking or other causes that can cause flooding. The project site is not located within a coastal area, and no water bodies are on or adjacent to the project area that would impact future projects due to a seiche. Impacts would be less than significant.

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<sup>30</sup> As per FEMA Flood Insurance Rate Map No. 06037C1590F, effective as of 09/26/2008, accessed March 7, 2016. The map can be accessed by following the directions provided through this portal: <https://msc.fema.gov/portal>.

<sup>31</sup> As per FEMA Flood Insurance Rate Map NO. 06037C1590F, effective as of 09/26/2008, accessed March 7, 2016. The map can be accessed by following the directions provided through this portal: <https://msc.fema.gov/portal>.

A tsunami is a series of waves generated by large earthquakes that create vertical movement on the ocean floor. Tsunamis can reach more than 50 feet in height, move inland several hundred feet, and threaten life and property. Often, the first wave of a tsunami is not the largest. Tsunamis can occur on all coastal regions of the world, but are most common along margins of the Pacific Ocean. Tsunamis can travel from one side of the Pacific to the other in a day, at a velocity of 600 miles an hour in deep water. A locally generated tsunami may reach the shore within minutes. Due to its inland location, the project site is not susceptible to tsunamis.<sup>32</sup> Impacts would be less than significant in this regard.

In addition, given the developed nature of the project area, there are no features adjacent to the project area capable of inundating the site by mudflow. Thus, no impacts are anticipated with regard to the inundation by seiche, tsunami, or mudflow. No further analysis is required in the EIR.

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<sup>32</sup> City of Los Angeles Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas, <http://planning.lacity.org/cwd/gulpn/safetyelt.pdf>.

## 10. LAND USE AND PLANNING

Would the project:

a) **Physically divide an established community?**

**Less Than Significant Impact.** The project site is located within the West Los Angeles Community Plan Area, as established by the City's General Plan. With the exception of a temporary cell tower, located on the southeastern portion of the site, the project site is vacant. The entire site is paved and fenced.

The project site is located off of Santa Monica Boulevard in West Los Angeles, approximately 0.5 miles west of the I-405. The land uses within the general vicinity of the project site are characterized by a mix of low-to medium-intensity commercial, institutional, and residential uses. The infill project would develop the 2.6-acre site with a mixed-use project consisting of a grocery store and residential units. The ground floor grocery store and outdoor area would promote a pedestrian friendly streetscape along Santa Monica Boulevard. The project is an infill development in an area with a mix of uses, and would not physically divide an established community. Impacts would be less than significant and no further analysis is necessary in the EIR.

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

**Potentially Significant Impact.** The project site is zoned (T)(Q)C2-1VL (Commercial Zone). The General Plan land use designation for the project site is Neighborhood Commercial. The West Los Angeles Community Plan and the West Los Angeles Transportation Improvement and Mitigation Specific Plan include several goals, objectives, and policies that would be applicable to the proposed project.

The proposed project is not consistent with the (Q) conditions imposed under the previously approved grocery store project. As such, a vesting zone change from (T)(Q)C2-1VL to (T)(Q)C2-1VL is being requested to change the (Q) conditions in order to accommodate the new project. In addition, the Applicant is requesting the following entitlements:

- A Density Bonus to permit a 165-unit rental housing development, with 19 units (or 11%) restricted to very low income households and 146 market rate rental units, and including: 1) an on-menu incentive to allow a Floor Area Ratio of 3:1 in lieu of the maximum 1.5:1 otherwise permitted in the C2-1VL zone; 2) an on-menu incentive to

allow up to 56' in height in lieu of 45' otherwise permitted in the C2-1VL zone; and  
3) an off-menu incentive to permit an additional 6' in height, up to 62', and a grocery store in a five (5) story building.

- A Conditional Use to permit the sale and dispensing of a full line of alcoholic beverages for on- and off-site consumption in a full service grocery store including a restaurant/cafe and wine tasting area.
- A Conditional Use to permit a wireless telecommunications facility consisting of four rooftop-mounted cellular antennas and supporting equipment cabinets.
- Site Plan Review for a project resulting in an increase of more than 50,000 square feet of non-residential floor area and more than 50 dwelling units.

These issues will be analyzed further in the EIR.

c) **Conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** As previously stated in **Section 4, Biological Resources**, the project site is not located within the confines of a Habitat Conservation Plan, Natural Community Conservation Plan, or SEA. Therefore, the proposed project would not conflict with the provisions of an applicable habitat conservation plan or natural community conservation plan. No impacts would occur, and no further analysis is required in the EIR.

## 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?**

**No Impact.** The project site subject to the applicable land use and zoning requirements in the LAMC, particularly Chapter 1, General Provisions and Zoning (City of Los Angeles Planning and Zoning Code), it is subject to development standards for the various districts in the City of Los Angeles. The project site is zoned (T)(Q)C2-1VL, and thus is not zoned for oil extraction and drilling, or mining of mineral resources<sup>33</sup>, and there are no such sites at the project site. Further, the project site is not located in an identified Mineral Resource Zone in the City of Los Angeles General Plan Conservation Element.<sup>34</sup>

The project would involve the development of a mixed-use building, and would not involve any new oil or mineral extraction activities. Therefore, development of the project would not result in the loss of availability of a mineral resource that would be of value to the residents of the state or a locally-important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan. Thus, no impact associated with mineral resources would occur and no further analysis is required in the EIR.

- 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?**

**No Impact.** See response to **Section 11(a)**, above. No further analysis is required in the EIR.

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<sup>33</sup> Sites with known mineral resources are generally known as Mineral Resource Zones (MRZ), as classified by the California Geologic Survey (CGS).

<sup>34</sup> City of Los Angeles, Conservation Element Exhibit A, Mineral Resources Map, <http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>.



## 12. NOISE

Would the project would result in:

- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Potentially Significant Impact.** Construction and operation of the proposed project would have the potential to increase noise levels in the vicinity of the project site due to vehicle trips that would be generated by the proposed project as well as from on-site operational activities, such as outdoor use of proposed open space and recreation areas, and stationary sources, including mechanical systems. In addition, construction activities could generate substantial noise affecting existing residences adjacent to the project site. The EIR will address the potential noise impacts associated with construction and operation of the proposed project.

- b) **Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**Potentially Significant Impact.** Groundborne vibration or noise would primarily be generated during construction of the proposed project. The temporary increase in the groundborne vibration levels could impact sensitive land uses (e.g., schools and churches) within the project area. This issue will be analyzed further in the EIR and mitigation measures will be included as necessary.

- c) **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Potentially Significant Impact.** Operation of the proposed project could result in new sources of noise, primarily from project-related traffic (including vehicles entering and exiting the parking garages, and the loading/unloading of delivery trucks), HVAC and mechanical systems, the open dining plazas, and outdoor residential recreation areas. The EIR will evaluate the potential for noise generated by the proposed project to substantially increase existing noise levels in the vicinity of the project site.

- d) **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Potentially Significant Impact.** Demolition and construction activities associated with the proposed project would result in a temporary increase in noise levels in the areas adjacent to the project site. This issue will be analyzed further in the EIR.

- 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.** As previously stated in **Section 8.e-f, Hazards and Hazardous Materials**, the nearest public airports are the Los Angeles International Airport, located approximately 10 miles southwest of the project site, and the Santa Monica Airport located approximately 2.6 miles southwest of the project site. The project site is not located within an airport land use plan area or within two miles of an airport. Therefore, no impact would occur and no further analysis is required in the EIR.

- 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.** As previously stated in **Section 8.e-f, Hazards and Hazardous Materials**, there are no private airstrips within the vicinity of the project site. Therefore, no impact would occur and no further analysis is required in the EIR.

### 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)?**

**Potentially Significant Impact.** As previously discussed, the project site is located within the jurisdiction of SCAG, SCAG's mandated responsibilities include development plans and policies with respect to the region's population growth transportation programs, air quality, housing, and economic development. Specifically, SCAG is responsible for preparing the Regional Comprehensive Plan (RCP), the Regional Transportation Plan (RTP) and the Regional Housing Needs Assessment (RHNA), in coordination with other population employment, and housing projections for the regions and its subdivisions. In April 2012, SCAG's Regional Council adopted the 2012-2035 Regional Transportation Plan / Sustainable Community Strategy (2012 RTP/SCS). The 2012 RTP/SCS presents the transportation vision for the region through the year 2035 and provides a long-term investment framework for addressing the region's transportation and related challenges. It also includes projects of population, households, and employment through the horizon year.

The proposed project is a five-story infill mixed-use development, consisting of approximately 64,759 square feet of commercial/retail (grocery store and restaurant) uses, 165 residential units, recreation/open space areas, and a three-level subterranean parking garage. As an infill development, the project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure, since the project would utilize the existing facilities. However, the project would introduce new residential units and employment opportunities. Therefore, the project's growth contributions will be reviewed in the EIR for consistency with SCAG population and employment projections, as well as consistency with regional and local growth policies, including the City's General Plan and West Los Angeles Community Plan.

- b) **Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** No housing exists on the project site. The site is currently vacant, with the exception of a temporary, trailer mounted cell tower. The proposed project would not result in the displacement of existing housing or displace a substantial number of people resulting in the construction of replacement housing elsewhere. The project will provide 165 new residential units. No impacts would occur, and no further analysis is required in the EIR.

- c) **Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** See response to **Section 13(b)**, above. No further analysis is required in the EIR.

## 14. PUBLIC SERVICES

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

i) **Fire protection?**

**Potentially Significant Impact.** The Los Angeles Fire Department (LAFD) is responsible for providing fire protection and emergency medical services to the project site. The project site is assigned to LAFD Division 1, Battalion 9 and District Fire Station 59, which is located at 11505 W Olympic Boulevard, approximately one mile from the project site. Other fire stations within proximity to the project site include LAFD Fire Station 37, located at 1090 Veteran Avenue, approximately 1.6 miles from the project site, LAFD Fire Station 19, located at 12229 Sunset Boulevard, approximately two miles from the project site, LAFD Fire Station 92, located at 10556 W Pico Boulevard, approximately 2.5 miles from the project site, and Santa Monica Fire Department Fire Station 3, located at 1302 19th Street, approximately two miles from the project site. As required by the California Office of Emergency Services (Cal OES), fire departments with nearby/overlapping jurisdictions participate in mutual aid agreements<sup>35</sup>, thus while LAFD would be the most likely first responder, either of the two departments could respond, as incident needs dictate.

The proposed project is a five-story infill mixed-use development, consisting of an approximately 64,759 square feet of commercial/retail (grocery store and restaurant) uses, 165 residential units, recreation/open space areas, and a three-level subterranean parking garage. The project would incorporate all applicable provisions of the LAMC Fire Code, including, but not limited to, installation of an automatic sprinkler system, smoke detectors, and a fire alarm system. Notwithstanding the above, implementation of the proposed project could result in an increase in calls for fire protection and emergency medical services. LAFD will be consulted regarding existing firefighting resources available to serve the project site and whether construction and/or operation of the proposed project

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<sup>35</sup> *California Governor's Office of Emergency Services, Fire and Rescue Division, website: <http://www.caloes.ca.gov/cal-oes-divisions/fire-rescue>, accessed March 7, 2015.*

would require additional firefighting response times, resources and services. This issue will be analyzed further in the EIR.

**ii) Police protection?**

**Potentially Significant Impact.** The Los Angeles Police Department (LAPD) is responsible for providing police protection services to the project site. The project site is assigned to LAPD West Los Angeles Division, Reporting District 852. The West Los Angeles Community Police Station is located at 1663 Butler Avenue, approximately 0.4 miles from the project site.

As discussed above in **Section 14(a)**, the proposed project is an infill mixed-use development. Implementation of the proposed project could result in an increase in calls for police protection services. The LAPD will be consulted regarding existing police resources available to serve the project site, including whether construction and/or operation of the proposed project would require additional police resources. This issue will be analyzed further in the EIR.

**iii) Schools?**

**Potentially Significant Impact.** The project site is located within the boundaries of the Los Angeles Unified School District (LAUSD). Implementation of the proposed project would result in the construction of 165 new residential units on the project site; therefore, implementation of the proposed project would increase the number of students attending the surrounding LAUSD schools. LAUSD will be consulted regarding student generation rates, current enrollments, and capacities at schools that would serve the project site, and potential project impacts on those schools. This issue will be analyzed further in the EIR.

**iv) Parks?**

**Potentially Significant Impact.** Although the proposed project will include recreation amenities, implementation of the proposed project would lead to an increase in population and could lead to an increase usage of parks and recreational facilities in the surrounding community. Operation of the proposed project could result in the potential need for additional parks and recreational facilities. This issue will be analyzed further in the EIR.

**v) Other Public Facilities?**

**Potentially Significant Impact.** A significant impact would occur if the project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the

capacity available to serve the project site and the project area. Within the City of Los Angeles, the Los Angeles Public Library (LAPL) provides services at the Central Library, eight Regional Branch Libraries and 64 Community Branch Libraries. There are a total of three library facilities within two miles of the project site, the West Los Angeles Regional Library, the Brentwood Branch Library and the Westwood Branch Library. The closest facility is the West Los Angeles Regional Library located at 11360 Santa Monica Boulevard, approximately 0.3 miles from the project site.

Increases in population associated with the proposed project could result in the need for additional library resources or facilities. The LAPL will be consulted regarding existing library resources and facilities available to serve the project site and whether implementation of the proposed project would require additional library resources and/or facilities, including new or expanded libraries. This issue will be analyzed further in the EIR.



**15. RECREATION**

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

**Potentially Significant Impact.** See response to Section 14(iv), above.

- 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.** See response to Section 14(iv), above.

## 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??**

**Potentially Significant Impact.** The proposed project is mixed-use development, consisting of approximately 64,759 square feet of commercial/retail (grocery store and restaurant) uses, and 165 residential units. Operation of the proposed project would permanently increase vehicle, pedestrian, bicycle, and public transit trips throughout the project area and on surrounding roadways. Project related construction activities would also temporarily increase vehicle trips on nearby roadways. A traffic assessment will be prepared for the proposed project, and the methodology, findings, and conclusions of the analysis will be provided in the EIR.

- 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?**

**Potentially Significant Impact.** The congestion management program (CMP) in effect in Los Angeles County was issued by the Los Angeles County Metropolitan Transportation Agency in 2010. All freeways, tollways, and selected arterial roadways in the County are part of the CMP Highway System. Analysis of project-related traffic impacts to CMP roadways will be analyzed further in the EIR.

- 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?**

**No Impact.** As previously stated in **Section 8, Hazards and Hazardous Materials**, the nearest public airports are the Los Angeles International Airport, located approximately 10 miles southwest of the project site, and the Santa Monica Airport located approximately 2.6 miles southwest of the project site. The project site is not located within an airport land use plan area or within two miles of an airport, therefore no change in air traffic patterns, including either an increase in traffic levels or a change in location would occur. No impact would occur and no further analysis is required in the EIR.

**d) 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 with Mitigation Incorporated.** The proposed project would provide new driveways along Barry Avenue and Barrington for deliveries, and access for employees and patrons of the commercial components of the project, while a motor court and driveways would be located along Idaho Avenue for the residential component. However, the design of the proposed project would not cause a permanent alteration to the local vehicular circulations routes and patterns, or impede public access or travel on any public rights-of-way. Further, the final design of the proposed project, including curb cuts, ingress, egress, and other streetscape changes, would be subject to review by the LADBS, Public Works and the Department of Transportation and would be required to comply with all requirements of those agencies.

Construction of the proposed project may require temporary lane or sidewalk closures. However, this impact will be reduced to a less than significant level by implementing following mitigation measure:

**MM-TRA-1 Pedestrian Safety**

- 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 shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Following implementation of Mitigation Measure MM-TRA-1, impacts would be less than significant and no further analysis is required in the EIR.

**e) Result in inadequate emergency access?**

**Less Than Significant Impact.** Although the project site is located along a designated disaster route, neither the construction nor the operation of the proposed project would require or result in modifications to any of the roadways that would impact emergency traffic. Construction of the proposed project could temporarily interfere with local and on-site emergency response. However, construction traffic would conform to all traffic work plan and access standards to allow adequate emergency access. Implementation of a Construction Management Plan, and compliance with access standards would reduce the potential for the impacts on haul routes, emergency response and access during construction of the proposed project. The majority of construction activities for the proposed project would be confined to the site, except for infrastructure improvements, which may require some work in adjacent street rights-of-way. However, this work would be short-term and temporary, and would occur during off-peak periods.

In addition, the Applicant will submit a parking and driveway plan for review by the LAFD, the BOE and the LADOT to ensure compliance with all applicable code-required site access and circulation requirements, as well as code-required emergency access. Impacts would be less than significant and no further analysis is required in the EIR.

**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?**

**Potentially Significant Impact.** The project site is currently served by Metro, LADOT, Santa Monica, and Culver City bus lines. Local bus routes serving this area include Metro Local Lines 20/720, 4/704, 734 and 788, Santa Monica Big Blue Bus routes 1, 2, 3M, 4, 5, 7/R7, 14, 15, R10 and R20, Culver CityBus routes 6/R6 and LADOT Commuter Express route 574. The nearest Metro rail line (Expo Line) station is located at Bundy Drive and Exposition Boulevard, just south of Olympic Boulevard, approximately 1.2 miles southwest of the project site; Big Blue Bus route 15 travels from a stop adjacent to the project site to the Expo Line stop at Bundy Drive. The project would promote other alternative transportation modes, including bicycles. The project would include 239 bicycle parking spaces. The proposed project is also within walking distance to a variety of shops and services for residents and employees (e.g., personal grooming services, medical/dental offices, restaurants, etc.).

As previously indicated under Land Use, potential conflicts with the West Los Angeles Transportation Improvement and Mitigation Specific Plan will be analyzed. Project impacts on pedestrian and bicycle facilities and public transit will be evaluated in the traffic impact analysis and analyzed further in the EIR.

## 17. UTILITIES AND SERVICE SYSTEMS

Would the project:

- a) **Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**Potentially Significant Impact.** Wastewater generated in the City is treated at the Hyperion Treatment Plant in Playa del Rey. The Regional Water Quality Control Board (RWQCB) regulates the treatment of wastewater at treatment plants and the discharge of the treated wastewater into receiving waters. The Hyperion Treatment Plant is responsible for adhering to RWQCB regulations as they apply to wastewater generated by the proposed project. Operation of the proposed project could increase the amount of wastewater that would need to be treated at the Hyperion Treatment Plant.

Wastewater generated during operation of the proposed project could impact the capability of the Hyperion Treatment Plant to meet the RWQCB's discharge requirements. Therefore, this issue will be analyzed further in the EIR.

- 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?**

**Potentially Significant Impact.** The City of Los Angeles Department of Water and Power (LADWP) will provide water service to the project site. Water is conveyed to users in the project area along several circulating water mains of varying sizes. As discussed above in **Section 17(a)**, wastewater generated on the project site would be treated at the Hyperion Treatment Plant. The project would potentially affect existing on-site water and wastewater lines and/or off-site wastewater and water facilities. This issue will be analyzed further in the EIR.

- 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?**

**Less Than Significant Impact.** A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, requiring the construction of new stormwater drainage facilities.

As described in Section 9(e), the Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Runoff from the

project site is and would continue to be collected on the site and directed towards existing storm drains in the vicinity.

During the project's construction phase, the Project Applicant would be required to prepare and implement a SWPPP, in accordance with the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to earthwork activities and would be implemented during project construction. The SWPPP would include BMPs and erosion control measures to prevent pollution in storm water discharge. Typical BMPs that could be used during construction include good-housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City of Los Angeles Bureau of Engineering (BOE) for compliance with the City's Development Best Management Practices Handbook, Part A, Construction Activities. Additionally, all project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs during rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Therefore, through compliance with NPDES requirements and City grading regulations, project construction impacts related to stormwater discharge would be less than significant, and no further analysis of this issue is required.

During the Project's operational phase, in accordance with the City's LID Ordinance, the Project Applicant would be required to incorporate appropriate stormwater pollution control measures into the design plans and submit these plans to the City's Department of Public Works, Bureau of Sanitation, Watershed Protection Division (WPD) for review and approval. Upon satisfaction that all stormwater requirements have been met, WPD staff would stamp the plan approved. Through compliance with the City's LID Ordinance, the project would meet the City's water quality standards. Therefore, project impacts related to operational stormwater discharges would be less than significant.

No further analysis of this issue is required in the EIR.



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

**Potentially Significant Impact.** Water supply to the project site is provided by the LADWP.<sup>36</sup> Buildout of the proposed project would create an increase in demand for water supplies compared to existing conditions on the project site. Further evaluation in the EIR is necessary to determine the impact on water supplies, including but not limited to, an evaluation of the project demands within the city's projected demand for water and consistency with the UWMP.

- 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?**

**Potentially Significant Impact.** See Response 17(a) and 17(b), above.

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

**Potentially Significant Impact.** The Applicant would contract with a local commercial solid waste hauler both during construction and operation of the proposed project. As is typical for most solid waste haulers in the greater Los Angeles Area, the hauler would most likely separate and recycle all reusable material collected from the project site at a local materials recovery facility. The remaining solid waste would be disposed of at a variety of landfills. A majority of the City's solid waste is disposed of in the Sunshine Canyon Landfill;<sup>37</sup> however, depending on with whom the hauler has contracts, the waste could be sent to Chiquita Canyon, Simi Valley, or any of a number of other sites. The projected growth anticipated with operation of the proposed project could potentially impact solid waste disposal services and the capacity of landfill facilities. Existing landfill capacity in the region and potential project impacts on landfill capacity will be analyzed further in the EIR.

- g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

**Potentially Significant Impact.** A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The California Integrated Waste Management Act of 1989 (AB 939) was the first recycling legislation in the country to mandate recycling diversion goals. AB 939 required all California cities, counties and approved regional solid waste management agencies responsible to enact plans and programs to reduce waste disposal. Jurisdictions

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<sup>36</sup> Includes imported water.

<sup>37</sup> City of Los Angeles, 2013 Zero Waste Progress Report, [http://www.forester.net/pdfs/City\\_of\\_LA\\_Zero\\_Waste\\_Progress\\_Report.pdf](http://www.forester.net/pdfs/City_of_LA_Zero_Waste_Progress_Report.pdf), accessed December 16, 2015.

were required to meet diversion goals of 50% by the year 2000 and a statewide goal of 75% by 2020. In 2007, the City of Los Angeles initiated a Solid Waste Integrated Resource Plan (SWIRP) with goals of moving toward zero waste by 2030. Under the City's RENEW LA Plan, the City committed to reaching Zero Waste by diverting 70% of the solid waste generated in the City by 2013, diverting 90% by 2025, and becoming a zero waste city by 2030. As reported by the Bureau of Sanitation in 2009, the City had achieved a waste diversion rate of 65%. The City is exceeding the state-mandated diversion goal of 50% by 2000 set by the California Integrated Waste Management Act (AB 939) of 1989.<sup>38</sup> The Proposed Project would be required to comply with applicable regulations regarding solid waste disposal. The proposed project's potential impacts associated with federal, state, and local statutes and regulations related to solid waste will be analyzed in the EIR.

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<sup>38</sup> *City of Los Angeles Department of Public Works Bureau of Sanitation, Overview of Services for FY 2005/06, updated June, 14 2005.*

**18. MANDATORY FINDINGS OF SIGNIFICANCE**

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

**Less Than Significant Impact.** As discussed in **Section 4, Biological Resources**, the project would not impact any endangered fauna or flora. Further, because of the highly urbanized nature of the project site and the surrounding area, construction and operation of the proposed project would not impact the habitat or population of the project site and the surrounding area, the project would not impact the habitat or population level of fish or wildlife species, nor would it threaten a plant or animal community, nor impact the range of a rare endangered plant or animal.

As discussed in **Section 5, Cultural Resources** potential impacts related archaeological and paleontological resources would be less than significant following the implementation of the regulatory compliance measures.

No further analysis is required in the EIR.

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

**Potentially Significant Impact.** Potentially significant impacts are identified in this Initial Study related to air quality, greenhouse gas emissions, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems. Cumulative impacts to the other resources for which potentially significant impacts are identified in this Initial Study will be analyzed further in the EIR.

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

**Potentially Significant Impact.** Operation of the proposed project could result in potentially significant impacts related to air quality, greenhouse gas emissions, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems. All of the potentially significant impacts identified in this Initial Study could have direct or indirect substantial adverse impacts on human beings. These impacts will be analyzed further in the EIR.

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## IV. PREPARERS OF THE INITIAL STUDY

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