Environmental Review Section

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

INITIAL STUDY

WILSHIRE COMMUNITY PLAN AREA

PetSmart Store #2195 Project

Case No. ENV-2010-3135-MND
Related Case No. ZA-2010-3136-ZV

Council District No. 5

THIS DOCUMENT COMPRISES THE INITIAL STUDY ANALYSIS AS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Project Address: 330 South La Cienega Boulevard, Los Angeles, CA 90005

Project Description: The Proposed Project would undertake improvements to an existing building located at 330 South La Cienega Boulevard for a new 22,147 square foot PetSmart store (the "Site"). The Site was recently occupied by a Borders bookstore that ceased operations in January 2010. PetSmart Store #2195 would provide a broad range of services at the Site that would include the retail sale of pet food and supplies, pet training, adoption services, grooming, daytime and overnight boarding ("PetsHotel"), and a veterinary health facility ("Banfield"). Veterinary services would generally consist of outpatient care, routine examinations and vaccination, pharmacy, dental care, and most minor surgical procedures. Retail sales of pet food and supplies would occupy the majority of the store floor area (approximately 53%) and would be considered the primary use. The PetsHotel would comprise 20%, the Banfield facility would comprise 8%; grooming would comprise 3%; pet training would comprise 2%, and the adoption area would comprise 2% of the store floor area. The remaining store area would include employee service areas, receiving, storage and general retail support. Improvements to the building would include interior renovations and exterior painting and alteration of existing signage.

APPLICANT:

PetSmart, Inc.

Andrew Whiteaker, Development Project Manager

PREPARED BY:

EcoTierra Consulting, Inc.

February 2011

Initial Study for the
PetSmart Store #2195 Project

PREPARED FOR:
The City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, California 90012

APPLICANT:
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February 2011

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I. INTRODUCTION

The subject of this Initial Study (IS) is the proposed PetSmart Store #2195 Project (the "Proposed Project" or "Project"). The Proposed Project would undertake improvements to an existing building located at 330 South La Cienega Boulevard for a new 22,147 square foot PetSmart store (the "Site"). The Site was recently occupied by a Borders bookstore that ceased operations in January 2010. PetSmart Store #2195 would provide a broad range of services at the Site that would include the retail sale of pet food and supplies, pet training, adoption services, grooming, daytime and overnight boarding ("PetsHotel"), and a veterinary health facility ("Banfield"). Veterinary services would generally consist of outpatient care, routine examinations and vaccination, pharmacy, dental care, and most minor surgical procedures. Retail sales of pet food and supplies would occupy the majority of the store floor area (approximately 53%) and would be considered the primary use. The PetsHotel would comprise 20%, the Banfield facility would comprise 8%; grooming would comprise 3%; pet training would comprise 2%, and the adoption area would comprise 2% of the store floor area. The remaining store area would include employee service areas, receiving, storage and general retail support. Improvements to the building would include interior renovations and exterior painting and alteration of existing signage. The site is located in the City of Los Angeles in the Wilshire Community Planning Area. The project applicant is PetSmart, Inc. A detailed description of the Proposed 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: PetSmart Store #2195 Project

Project Location: 330 South La Cienega Boulevard, Los Angeles, CA 90005

Project Applicant: PetSmart, Inc., Andrew Whiteaker, Development Project Manager

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

PURPOSE AND ORGANIZATION OF THE INITIAL STUDY

An Initial Study is a preliminary analysis prepared by and for the City of Los Angeles as Lead Agency to determine whether an Environmental Impact Report or a Negative Declaration or Mitigated Negative Declaration must be prepared for a Proposed Project.

CEQA Guideline 15063 states:

(a) The Lead Agency shall conduct an Initial Study to determine if the project may have a significant effect on the environment. If the Lead Agency can determine that an EIR will clearly be required for the project, an Initial Study is not required but may still be desirable.

(1) All phases of project planning, implementation, and operation must be considered in the Initial Study of the project.

(2) The lead agency may use an environmental assessment or a similar analysis prepared pursuant to the National Environmental Policy Act.

(3) An initial study may rely upon expert opinion supported by facts, technical studies or other substantial evidence to document its findings. However, an initial study is neither intended nor required to include the level of detail included in an EIR.

(b) Results.

(1) If the agency determines that there is substantial evidence that any aspect of the project, either individually or cumulatively, may cause a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the Lead Agency shall do one of the following:

(A) Prepare an EIR, or

(B) Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or

(C) Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or negative declaration. Another appropriate process may include, for example, a master EIR, a master environmental assessment, approval of housing and neighborhood commercial facilities in urban areas, approval of residential projects pursuant to a specific plan described in section 15182, approval of residential projects consistent with a community plan, general plan or zoning as described in section 15183, or an environmental document prepared under a State certified regulatory program. The lead agency shall then ascertain which effects, if any, should be analyzed in a later EIR or negative declaration.

(2) The Lead Agency shall prepare a Negative Declaration if there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment.

(c) Purposes. The purposes of an Initial Study are to:

(1) Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration.

(2) Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration.

(3) Assist in the preparation of an EIR, if one is required, by:

(A) Focusing the EIR on the effects determined to be significant,

(B) Identifying the effects determined not to be significant,

(C) Explaining the reasons for determining that potentially significant effects would not be significant, and

(D) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.

(4) Facilitate environmental assessment early in the design of a project;

(5) Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;

(6) Eliminate unnecessary EIRs;

(7) Determine whether a previously prepared EIR could be used with the project.

(d) Contents. An Initial Study shall contain in brief form:

(1) A description of the project including the location of the project;

(2) An identification of the environmental setting;

(3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries. The brief explanation may be either through a narrative or a reference to another information source such as an attached map, photographs, or an earlier EIR or negative declaration. A reference to another document should include, where appropriate, a citation to the page or pages where the information is found.

(4) A discussion of the ways to mitigate the significant effects identified, if any;

(5) An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls;

(6) The name of the person or persons who prepared or participated in the Initial Study.

(e) Submission of Data. If the project is to be carried out by a private person or private organization, the Lead Agency may require such person or organization to submit data and information which will enable the Lead Agency to prepare the Initial Study. Any person may submit any information in any form to assist a Lead Agency in preparing an Initial Study.

(f) Format. Sample forms for an applicant's project description and a review form for use by the lead agency are contained in Appendices G and H. When used together, these forms would meet the requirements for an initial study, provided that the entries on the checklist are briefly explained pursuant to subsection (d)(3). These forms are only suggested, and public agencies are free to devise their own format for an initial study. A previously prepared EIR may also be used as the initial study for a later project.

(g) Consultation. As soon as a Lead Agency has determined that an Initial Study will be required for the project, the Lead Agency shall consult informally with all Responsible Agencies and all Trustee Agencies responsible for resources affected by the project to obtain the recommendations of those agencies as to whether an EIR or a Negative Declaration should be prepared. During or immediately after preparation of an Initial Study for a private project, the Lead Agency may consult with the applicant to determine if the applicant is willing to modify the project to reduce or avoid the significant effects identified in the Initial Study.

This Draft Initial Study is organized into six sections as follows:

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

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

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

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

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

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

A "Mitigated Negative Declaration" is prepared for a project when the initial study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment. As shown in the following environmental analysis contained in this Initial Study, the implementation of the Proposed Project could cause some potentially significant impacts on the environment, but these potentially significant impacts would be reduced to less than significant impacts by Project revisions in the form of mitigation measures. With regard to some other impacts, the Initial Study shows that no substantial evidence indicates that the Project would have significant environmental impacts. Consequently, this Initial Study concludes that an MND shall be prepared for the Proposed Project.

II. PROJECT DESCRIPTION

ENVIRONMENTAL SETTING

About PetSmart

PetSmart, Inc. is the largest specialty pet retailer of services and solutions for the lifetime needs of pets. PetSmart operates more than 1,160 stores in the United States and Canada with 122 stores in California and 22 stores in Los Angeles County. PetSmart stores provide a broad range of competitively priced pet food and pet products and pet-related services, including training, grooming, veterinary services, along with boarding and adoption services. PetSmart's PetsHotel overnight boarding and daycare facility for dogs and cats features caregivers who are hand-picked for their love of pets and are on the premises 24 hours a day.

Since 1994 PetSmart customers have adopted an average of 1,000 pets per day from PetSmart Charities Adoption Centers located inside every PetSmart store. PetSmart Charities, Inc. is an independent 501(c)(3) organization that creates and supports programs that save the lives of homeless pets, raise awareness of companion animal welfare issues, and promote healthy relationships between people and pets. The largest funder of animal welfare efforts in North America, PetSmart Charities has funded more than $110 million in grants and programs benefiting animal welfare organizations and, through its in-store pet adoption programs, has helped save the lives of more than 4.4 million pets.

Project Location

The Project Site is located at 330 South La Cienega Boulevard at the northeast corner of La Cienega Boulevard and Blackburn Avenue, in the Wilshire Community Plan Area of the City of Los Angeles within Council District 5 (see Figure II-1, Regional and Project Vicinity Map and Figure II-2, Aerial View of the Project Site).

Regional access to the Site is provided by the Hollywood Freeway (US-101) approximately five miles northeast, the San Diego Freeway (I-405) approximately five miles west and the Santa Monica Freeway (I-10) approximately 2.5 miles south of the Project Site. Local access to the Project Site is provided by, but is not limited to, the following roadways: La Cienega Boulevard, South San Vicente Boulevard, Burton Way, West Third Street, Beverly Boulevard, Santa Monica Boulevard, and Wilshire Boulevard.

The Site is served by Metro Rapid lines 920, 720 and 704 (along Wilshire Boulevard and Santa Monica Boulevard, respectively) and Metro Local lines 4, 16 and 316. The nearest bus stop is located on the corner of La Cienega Boulevard and West Third Street.

Description of Surrounding Area

The Project Site is located in a highly urbanized setting and is surrounded by commercial, institutional, retail and multi-family residential uses (on Blackburn Avenue) and single family residential uses (on North Fourth Street). Various photographs of the Project Site and its immediate surroundings are shown in Figures II-3 through II-10 on pages II-10 through II-17.

To the north of the Site are commercial uses fronting West Third Street that include several restaurants, a variety of boutique and larger clothing stores, an optical store, a sandwich shop, and a battery store. To the northwest of the Site is the Beverly Center, a multi-story retail center that contains a variety of restaurant and retail uses. The property immediately to the west across South La Cienega Boulevard is developed with a large Loehmann's retail store and parking structure. To the south of the Site across Blackburn Avenue is a paper and gift store.

The nearest residential use is located over 200 feet from the rear of the existing store and is buffered by a large parking lot and an approximately 6-foot tall concrete masonry unit ("CMU") block wall.

There is little to no landscaping or open space area in the immediate Project vicinity apart from street trees and small patches of ornamental landscaping in front of the local single and multi-family residential developments. The nearest open space area to the Project Site is Pan Pacific Park, that is located approximately 1.3 miles east of the Project Site between West Third Street and Beverly Boulevard. The Los Angeles County Museum of Art complex and George C. Page Park are located approximately 1.5 miles to the east of the Project Site, between Wilshire Boulevard and West Sixth Street.

Existing Site Zoning / Land Use

The Project Site is located within the Wilshire Community Plan area ("Community Plan") that designates the Project Site for Neighborhood Office Commercial land uses.

The Project Site is comprised of three adjacent parcels with a combined lot area of approximately 40,900 square feet. Parcel 1 (APN 551-103-2047) has frontage along South La Cienega and is developed with an approximately 22,147 square foot retail building with parking to the rear. Parcel 1 is zoned C2-1VL-O and P-1VL-O and the existing building is entirely located in the C2-1VL-O zoned portion. Parcel 2 (APN 551-103-2021) is zoned P-1VL-O and is developed with parking spaces that serves the existing building. Parcel 3 (APN 551-103-2051) is zoned (Q)R4P-1-O and is also developed with parking spaces. There are a total of 73 surface parking spaces on the Project Site.

PROPOSED PROJECT CHARACTERISTICS

The Proposed Project would undertake improvements to the existing building, an approximately 22,147 square foot retail space, formerly occupied by a Borders bookstore that ceased operations in January

2010. Improvements to the building would include interior renovations, exterior painting and alteration of existing signage.

PetSmart Store #2195 would provide a broad range of services at the Site that would include the retail sale of pet food and supplies, pet training, adoption services, grooming, daytime and overnight boarding ("PetsHotel"), and a veterinary health facility to be operated by a licensed affiliate, Banfield (such veterinary facility referred to as "Banfield"). Veterinary services would generally consist of outpatient care, including routine examinations and vaccinations, pharmacy, dental care, and minor surgical procedures.

Retail sales of pet food and supplies would occupy the majority of the store floor area (approximately 53%) and would be considered the primary use. The PetsHotel would comprise 20%, the Banfield facility would comprise 8%; grooming would comprise 3%; pet training would comprise 2%, and the adoption area would comprise 2% of the store floor area. The remaining store area would include employee service areas, receiving, storage and general retail support.

Table II-1
Project Development Summary

Proposed Use	Square Footage
Retail Sales and Support Area	14,312
Boarding / PetsHotel Area	4,447
Health Services / Banfield Veterinary Area	1,856
Salon / Grooming Area	759
Pet Training Area	385
Pet Adoption Area	388
Total Designed Store Area	**22,147**

Source: PetSmart, Inc., December 2010

Project Operations

Normal retail hours of operation for PetSmart Store #2195 would be from 9:00 AM to 9:00 PM Monday to Saturday; and 10:00 AM to 7:00 PM on Sunday; the PetsHotel and Grooming operations would accept drop offs for appointments as early as 7:00 AM. The store would be open 363 days a year, closing only for Thanksgiving and Christmas days.

The retail component would typically have approximately ten employees per shift, the PetsHotel normally employs seven people per shift, the grooming operations would have approximately four groomers per shift, the veterinary operations would typically have one or two veterinary doctors on staff, assisted by three or four veterinary technicians and a receptionist.

The PetsHotel would have 74 dog rooms, which include 41 regular rooms, 22 large rooms, and 11 suites, and nine cat rooms. Assuming that each dog room can accommodate double occupancy, the PetsHotel would be able to house up to 148 dogs and nine cats per day. However, the safety policy for the PetsHotel includes allowing only animals from the same family/household to be boarded together and actual booking numbers at operational PetsHotels indicate that double occupancy averages 30%, for a total of 96 dogs. In addition, it is anticipated that approximately 20 dogs per day would be enrolled in 'doggie day-camp' who would spend the day in one of the two the PetsHotel playrooms (see Figure II-8) under the direct supervision of the PetsHotel staff. No animals cared for at the PetsHotel would leave the building during their stay at the facility, other than in the company of their owners.

Group training classes accommodate up to ten dogs and their owners, with a typical class size of six to seven. Training classes are held in the PetsHotel playrooms within a designated training area, last approximately one hour and are offered seven days a week during mornings and afternoons.

As with their other existing facilities, PetSmart will employ a variety of measures and policies to ensure that the PetsHotel will not create a nuisance to customers and nearby residents and/or businesses. The interior PetsHotel section would be constructed with solid partitions with metal stud framing, drywall and a ceramic tile finish with a dropped acoustical ceiling that creates an "air-gap" between the "sound source" and the roof to reduce sound transmission. Full height partitions break the hotel up into smaller isolated groups of dogs (or sound) that enhances the sound deadening value of the dropped ceiling, exterior block wall, and interior stud wall. A sophisticated heating, ventilation and air conditioning ("HVAC") system is employed to eliminate and prevent excessive odors. Two separate systems are employed to keep dog and cat odors separate from each group of animals to help prevent stress. Air exchanges in the PetsHotel occur frequently to prevent a build-up (concentration) of odor. As with all other PetsHotel facilities, hospital grade filtration, and UV light specifically designed to eliminate harmful bacteria and odors, would be utilized in all roof-top air conditioning units.

The interior of the PetsHotel facility is designed to be sanitary and easily cleaned. The hotel would have a system of screened trench drains to accommodate liquid pet waste along with routine scrubbing & cleaning. Every pet room would have a screened trench drain to facilitate frequent cleaning. The hotel would have two specially designed 'pet relief' rooms which include textured floors to encourage pets to eliminate in that area. All solid pet waste would be collected and flushed into the sanitary sewer via a toilet in the pet relief room. No solid waste would be washed in to the trench drains. Regardless of where pet elimination occurs, all waste would be collected and flushed. It should be noted that, biologically speaking, pet waste (from dogs) is no different than human waste and as such it is compatible with disposal into the city sanitary sewer. The cats would be provided with a natural pine based litter that would be collected, bagged, and disposed of in closed commercial garbage dumpsters.

By providing 'Oops Stations' throughout the store and in the parking lot, PetSmart operations have found that if customers/owners are provided with the tools they need to clean up after their pet, they usually will do so. However, PetSmart has also put several operational practices into place to ensure

that a clean and sanitary environment both inside and outside the store is maintained, including but not limited to the following: 1) as sales associates collect shopping carts in the parking lot, they are required to scan the lot and landscape islands and to remove any pet waste that has been left behind; and 2) at shift-change, the outgoing manager is required to leave a clean store, including parking lot, for the incoming manager.

Project Land Use / Zoning

As previously noted, the existing building was recently occupied by a Borders bookstore and is located entirely in the C2 zoned portion of the Site. Pet stores and pet grooming are permitted uses by-right in the C2 zone. The City's definition of pet stores includes the keeping or sale of domestic or wild animals other than those wild animals specified in the definition of accessory uses in the Los Angeles Municipal Code ("LAMC"), Section 12.03 (Animal Regulation permit required). Thus, the proposed pet adoption service is also a permitted use by-right in the C2-zone. Veterinary clinics are permitted in the C2 zone when conducted in a completely enclosed building and if there is it no overnight hospitalization. Veterinary services to be provided at the Site would generally consist of outpatient care, including routine examinations and vaccination, pharmacy, dental care, and most minor surgical procedures. Thus, PetSmart's proposed veterinary services are permitted by-right in the C2 zone.

The PetsHotel includes both animal daycare and the overnight boarding of animals, this activity meets the City's definition of a kennel. A kennel is defined as "Any lot or premises on which four (4) or more dogs, at least four (4) months of age, are kept." Kennels are only permitted by-right in the MR-1 (Restricted Industrial Zone) and the MR-2 (Restricted Light Industrial Zone) zones if not located within 500 feet of a residentially zoned property. Kennels are allowed in all M zones with approval of a Conditional Use Permit where any portion of the parcel is located within 500 feet of any residential zone. Kennels are not allowed in the applicable C2 zone. Therefore, the PetsHotel portion of the store would require a variance to allow its use in the C2 zone.

The intent of the Zoning Ordinance is to limit kennels to industrial zones with adequate separation from residential uses, because kennels are often exclusively developed as an outdoor use or have a large outdoor element such as play yards or running areas. Outdoor kennels can often create noise, waste, odor, and other impacts that have detrimental effects on nearby properties.

Unlike the chain-link fence facilities that are normally associated with boarding kennels, the PetsHotel would be fully contained inside the store, including all animal play areas. With the exception of a small cat boarding area on the first floor, the PetsHotel would be located on the second floor on the northwest side of the store and isolated from the retail and other components of the stores (refer to Figures II-7 and II-8, First and Second Floor Plans).

PetSmart anticipates that pet owners who reside in the immediate neighborhood and surrounding area will be the majority of the customers boarding their animals at the PetsHotel facility. It should be noted

that there are other pet oriented businesses in the same zone and vicinity that provide daytime boarding services including *Chateau Marmutt* at 8128 West Third Street, *Spot* at 534 North La Cienega Boulevard, and *Barkingham Palace* at 8023 Beverly Boulevard.

PROJECT CONSTRUCTION

Construction of the Proposed Project is anticipated to begin in April 2011 and would take place over a period of approximately five to six months.

Construction activity associated with the Proposed Project is anticipated to occur solely on the Project Site. Construction materials will be staged entirely on Site.

The construction phase with the greatest estimated number of truck trips would be the interior framing phase for the PetsHotel, during which approximately 4 delivery trucks would travel to and from the Site each day over an approximately three week (of five working days) period.

The Project would require approximately 20 workers each day during the most intense phase of construction (the framing phase for the PetsHotel). Using a trip generation rate for workers of 3.04 trips per day, approximately 61 daily trips would be generated during this most intense phase of Project construction. It should be noted that construction workers typically arrive and depart during off-peak travel hours.

All construction workers will be required to park on the Project Site during construction of the Proposed Project.

PROJECT OBJECTIVES

The objectives of the Proposed Project are as follows:

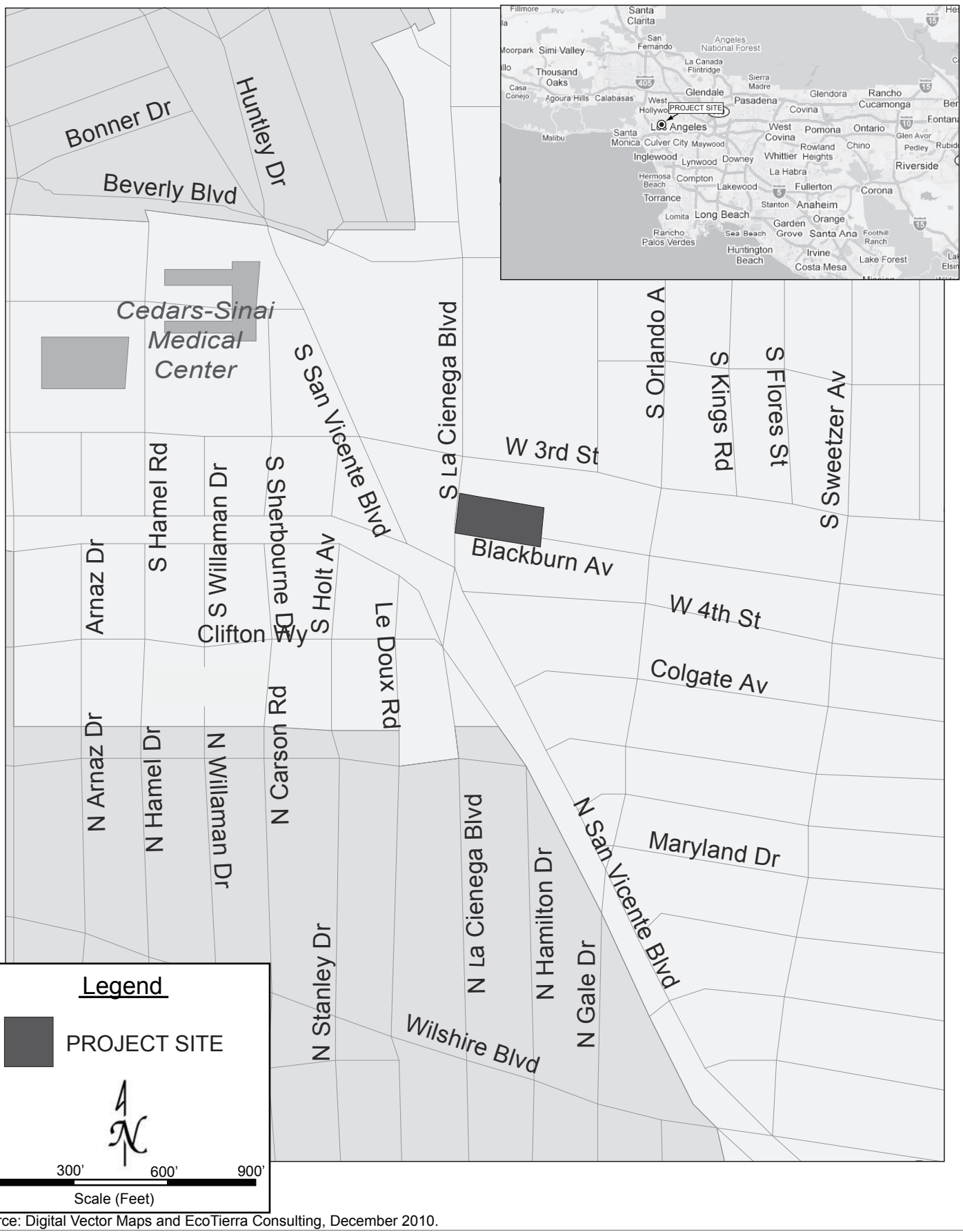
- To provide for continued use of the property as a retail business in order to preserve market expectations for the property, thereby stabilizing its value and the value of the commercial properties in the vicinity.
- To provide a full range of pet-related services, including retail sales, training, outpatient veterinary services, daycare and overnight boarding under one roof.

ACTIONS REQUIRED

The City of Los Angeles Planning Department is the lead agency for the Proposed Project. In order to permit development of the Proposed Project, the City may require approval of one or more of the following discretionary actions:

- Adoption of the Initial Study/Mitigated Negative Declaration;
- Pursuant to LAMC 12.27, a Zone Variance from LAMC 12.14.A to allow the overnight boarding (kennel) of animals in the C2 Zone.

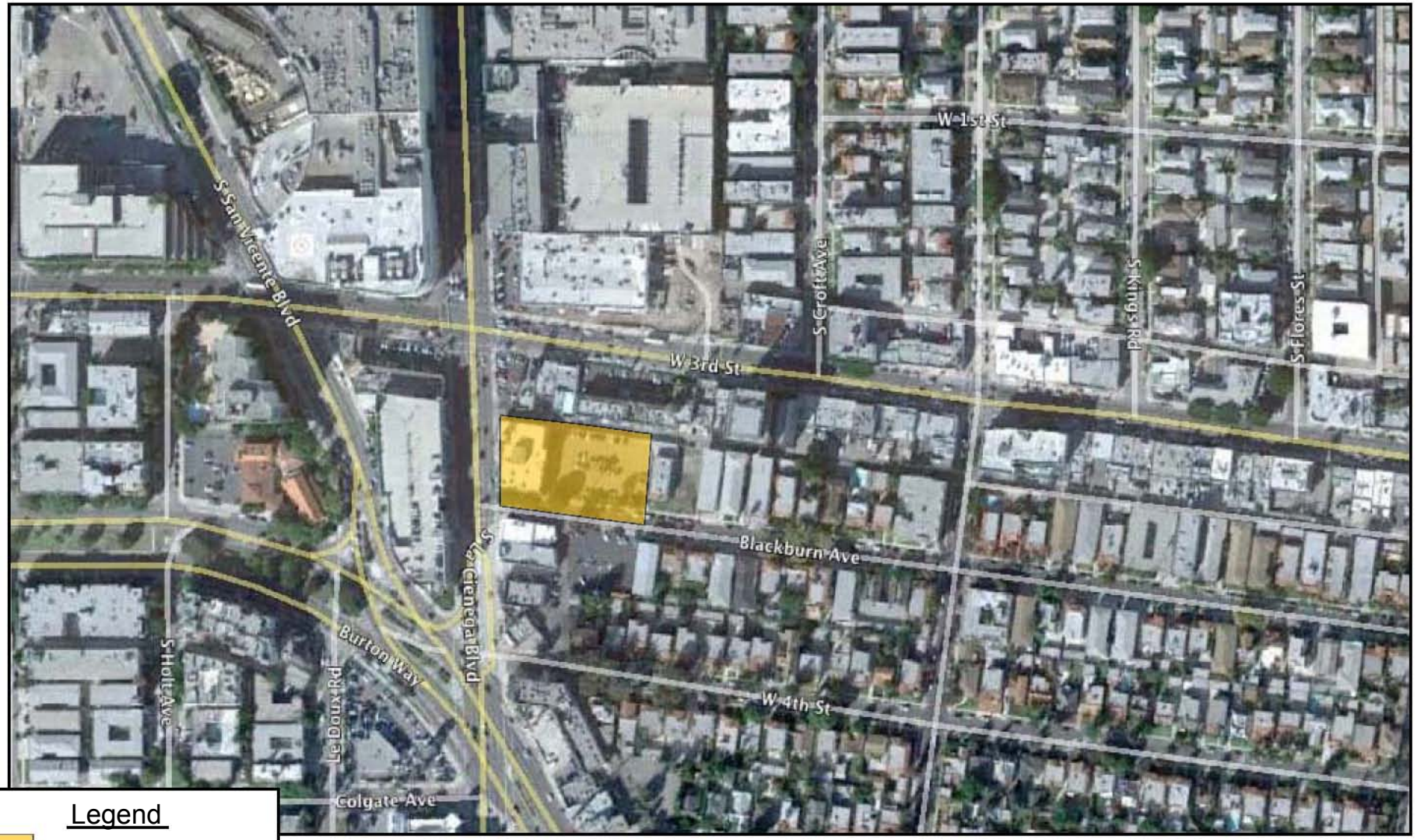
In addition, pursuant to various sections of Los Angeles Municipal Code, the Project will require ministerial approvals and permits from the Building and Safety Department (and other municipal agencies) for Project construction activities including, but not limited to the following: demolition, haul route and tenant improvements.



Source: Digital Vector Maps and EcoTierra Consulting, December 2010.

EcoTierra consulting

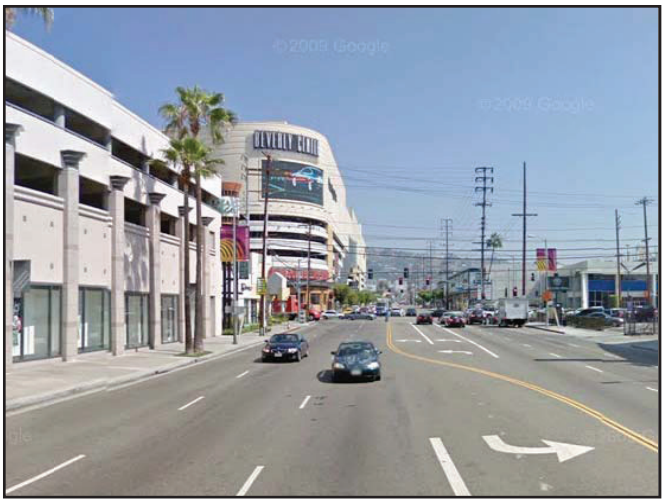
Figure II-1
Regional & Project Vicinity Map



Source: Google Earth and EcoTierra Consulting, December 2010.

Figure II-2
Aerial View of Project Site

View 1: Southwest corner of Blackburn Avenue looking northeast at the Project Site.



View 2: Looking northward down La Cienega Boulevard from in front of the Project Site.

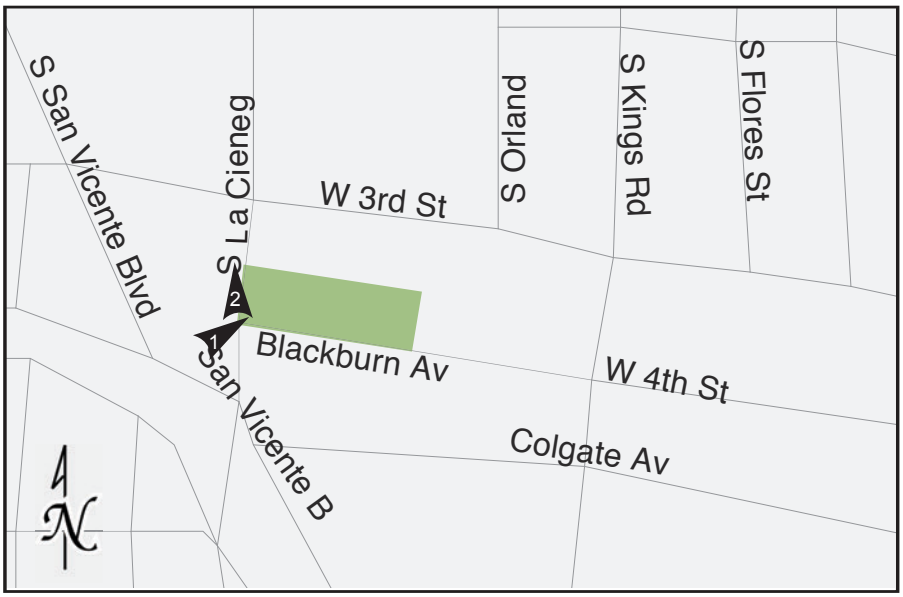
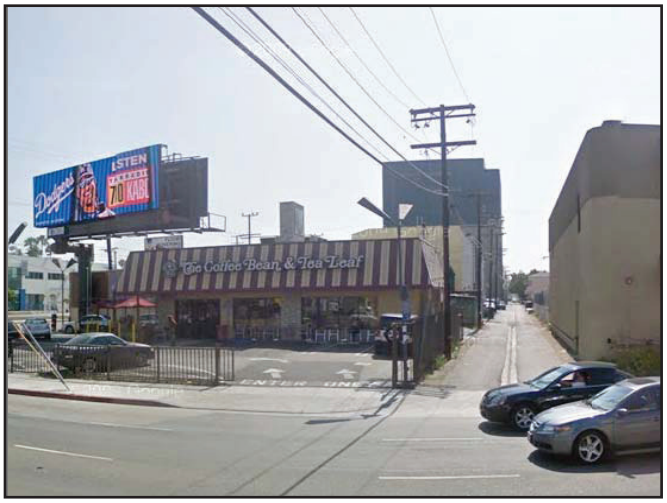
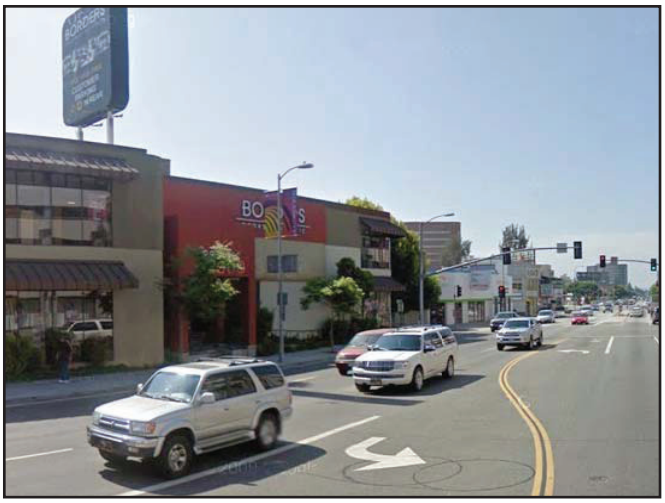


PHOTO LOCATION MAP

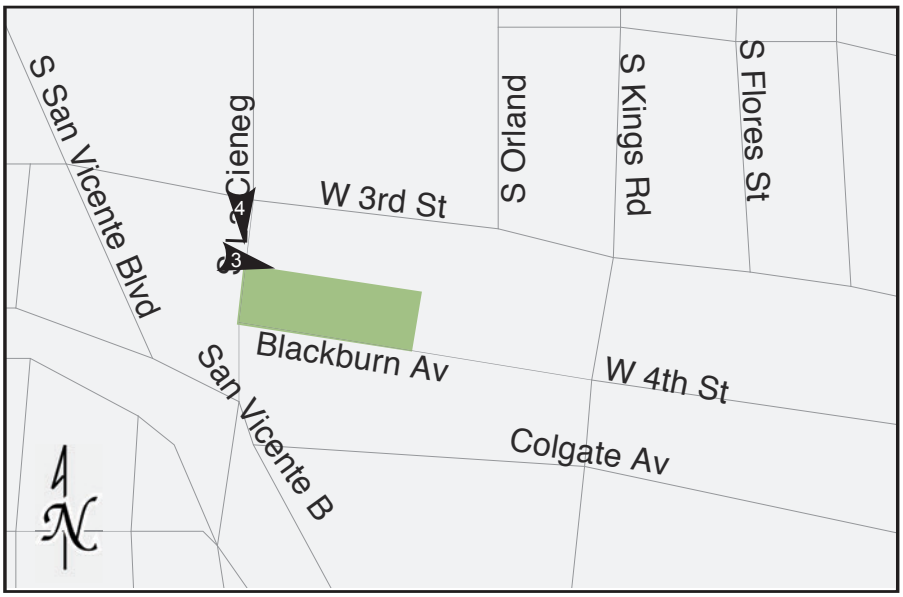
Source: EcoTierra Consulting, December 2010.



View 3: Looking east from across La Cienega Boulevard back toward the alley at the northern edge of the Project Site (Project building edge at the right edge of the photo).



View 4: Looking southeast down La Cienega Boulevard across the street from the Project Site. Note existing elevated signage above the Project building in upper left corner of the photo.



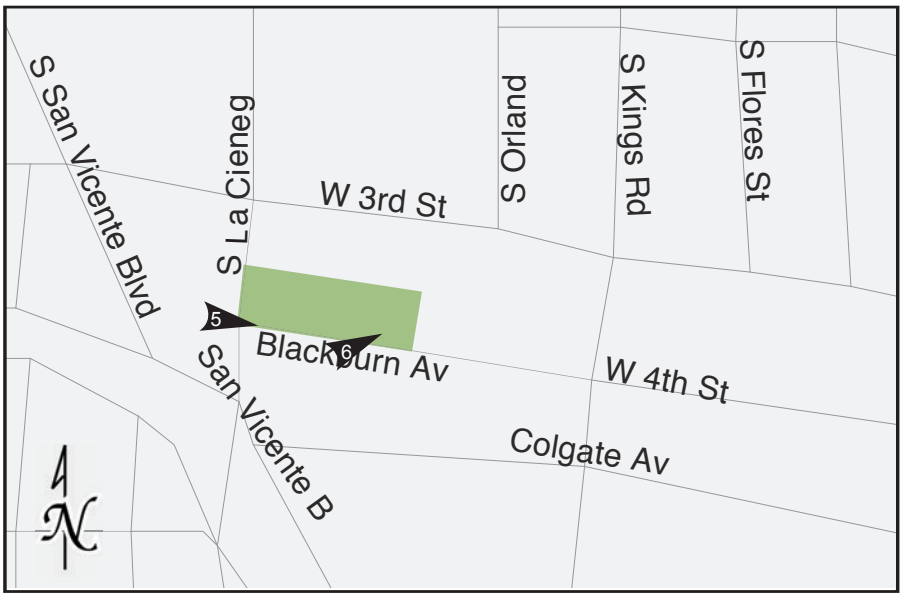
PROJECT SITE

PHOTO LOCATION MAP

Source: EcoTierra Consulting, December 2010.

View 5: Looking east up Blackburn Avenue from across La Cienega Boulevard, the Project Site is on the left.

View 6: View of the existing parking lot from the entrance off Blackburn Avenue.



PROJECT SITE

PHOTO LOCATION MAP

Source: EcoTierra Consulting, December 2010.

EcoTierra consulting

Figure II-5
Views of the Project Site and Surrounding Uses – Views 5 and 6

View 7: Looking northwest from Blackburn Avenue back toward the Project Site across the existing parking lot. Note the Beverly Center (Bloomingdale's) behind the Project Site.

View 8: Looking west from Blackburn Avenue, the Project site is on the right side of the photo. Note Beverly Center on the far right and Loehmann's parking structure on the far left.

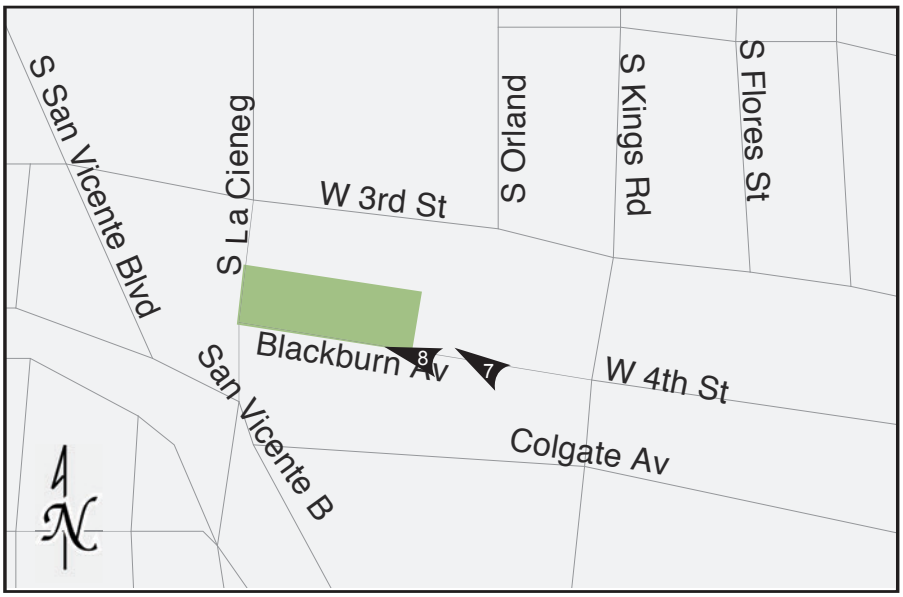
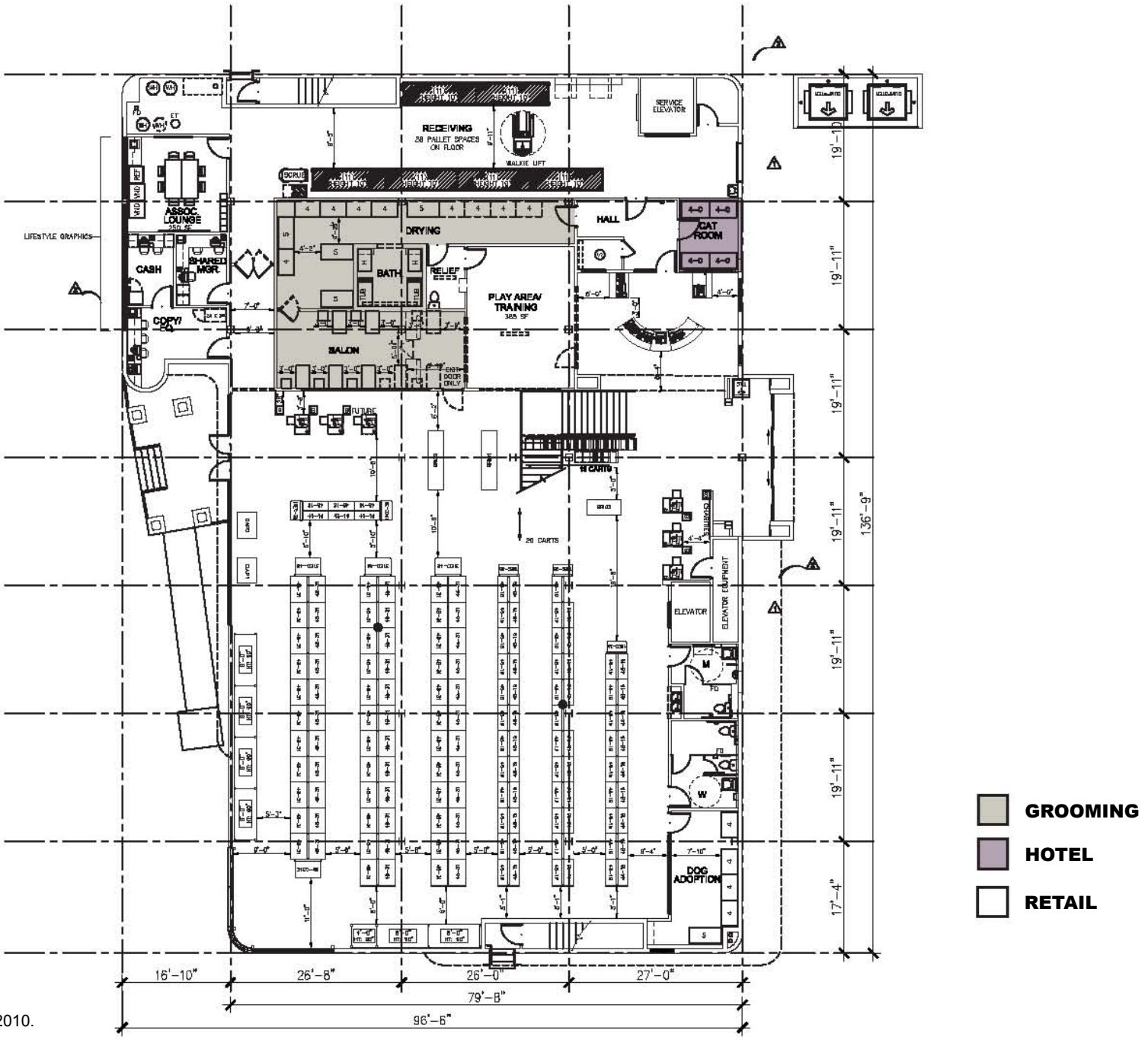


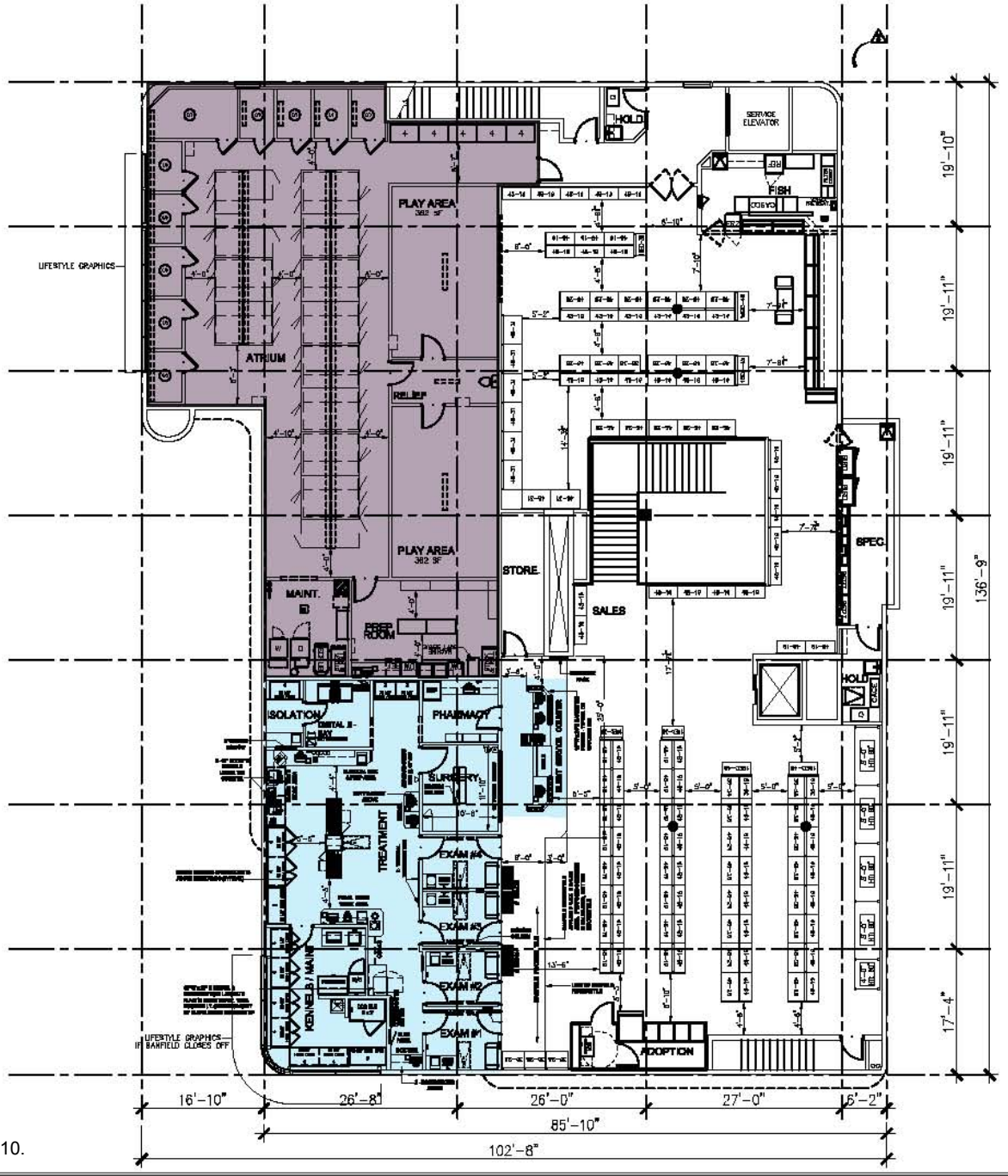
PHOTO LOCATION MAP

Source: EcoTierra Consulting, December 2010.



Source: PetSmart, Inc., December 22, 2010.

Figure II-7
First Floor Plan



Source: PetSmart, Inc., December 22, 2010.

Figure II-8
Second Floor Plan

FRONT BUILDING ELEVATION

REAR BUILDING ELEVATION

Source: Image National, Inc., February 2011.

Source: Image National, Inc., October 22, 2010.

Figure II-10
Exterior Building Elevated Signage

Related Projects

Section 15063(b) of the State CEQA Guidelines provides that Initial Studies consider the environmental effects of a Proposed Project individually as well as cumulatively. Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (State CEQA Guidelines Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts.

All projects recently approved, under construction, or to be developed in the reasonably foreseeable future (i.e., those projects with pending applications) that could potentially produce a related cumulative environmental impact, when considered in combination with the Proposed Project are evaluated throughout Section IV, Environmental Impact Analysis.

Table II-2 lists the 82 related projects (38 within the City of Los Angeles, 12 within the City of Beverly Hills and 32 within the City of West Hollywood) within a 1.5-mile radius of the Proposed Project that are considered in the cumulative impact analyses in this Initial Study. The locations of these related projects are shown in Figure II-11.

Table II-2
List of Related Projects

No.	Proposed Land Use	Size	Location
City of Los Angeles [1]			
L1	Condominium Retail / Restaurant	120 du 8,900 gsf	6411 W. Wilshire Boulevard
L2	Condominium Retail	183 du 12,891 gsf	7940 W. Sunset Boulevard
L3	Elementary School	140 students	329 N. La Cienega Boulevard
L4	Retail Apartment	16,000 gsf 54 du	5920 Melrose Avenue
L5	Apartment Retail Restaurant	288 du 8,500 gsf 4,000 gsf	5600 W. Wilshire Boulevard
L6	General Office Apartment Retail	57,000 gsf 21 du 6,000 gsf	6535 W. Wilshire Boulevard
L7	Retail Apartment	15,862 gsf 93 du	801 N. Fairfax Avenue

Table II-2 (Continued)
List of Related Projects

No.	Proposed Land Use	Size	Location
L8	Retail High-turnover Sit-Down Restaurant Office Health Club *(Retail)* *(Restaurant)* *(Office)*	345,540 gsf 28,000 gsf 7,000 gsf 7,100 gsf *(332,574 gsf)* *(27,829 gsf)* *(30,746 gsf)*	100 N. La Cienega Boulevard [2]
L9	Elementary School	170 Students	310 N. Huntley Drive
L10	Condominium Retail	180 du 13,700 gsf	1611 N. La Brea Avenue
L11	Pharmacy / Retail	16,000 gsf	6726 W. Sunset Boulevard
L12	Apartment	175 du	5500 W. Wilshire Boulevard
L13	Retail Apartment	11,327 gsf 39 du	8525 W. Pico Boulevard
L14	Retail Condominium	7,500 gsf 13 du	6915 W. Melrose Avenue
L15	Apartment Retail	60 du 5,350 gsf	5863 W. Third Street
L16	Museum	8,400 gsf	7600 W. Beverly Boulevard
L17	Retail Condominium Restaurant	26,400 gsf 118 du 3,000 gsf	101 S. La Brea Avenue
L18	Retail Office	29,900 gsf 16,700 gsf	6904 W. Hollywood Boulevard
L19	Tourist Attraction (Museum) Retail	42,869 gsf 1,405 gsf	6931 W. Hollywood Boulevard
L20	Quality Restaurant High-Turnover Sit-Down Restaurant General Office	15,613 gsf 3,500 gsf 7,000 gsf	5900 W. Wilshire Boulevard
L21	Office Restaurant	28,800 gsf 800 gsf	725 S. Curson Avenue
L22	Private School Chapel	75 Students 3,000 gsf	7300 W. Hollywood Boulevard
L23	Apartment Retail Restaurant	787 du 12,700 gsf 9,500 gsf	6677 W. Santa Monica Boulevard

Table II-2 (Continued)
List of Related Projects

No.	Proposed Land Use	Size	Location
L24	Office	240,000 gsf	959 N. Seward Street
L25	Hospital	187,650 gsf	Cedars-Sinai Medical Center
L26	Apartment Retail Quality Restaurant High-Turnover Sit-Down Restaurant	562 du 37,000 gsf 5,000 gsf 3,000 gsf	5200 W. Wilshire Boulevard
L27	Condominium	140 du	300 S. Wetherly Drive
L28	Apartment Market General Office Studio	219 du 35,000 gsf 14,530 gsf 41,136 gsf	915 N. La Brea Avenue
L29	Hospital	100 beds	8723 W. Alden Drive
L30	Apartment Retail *(New Car Sales)*	88 du 13,500 gsf *(4,200 gsf)*	8500 W. Burton Way
L31	Apartment	43 du	7045 W. Lanewood Avenue
L32	Apartment Coffee Shop Bank Condominium	133 du 1,570 gsf 4,200 gsf 4 du	6245 W. Wilshire Boulevard
L33	Office Retail	88,750 gsf 12,000 gsf	936 N. La Brea Avenue
L34	Pharmacy / Retail *(Fast-Food Restaurant)*	13,387 gsf *(1,902 gsf)*	6766 W. Santa Monica Boulevard
L35	Retail Apartment	14,400 gsf 78 du	375 N. La Cienega Boulevard
L36	condominium	150 du	1022 S. La Cienega Boulevard
L37	Medical Office Hospital	114,800 gsf 264,200 gsf	Cedars-Sinai Medical Center
L38	Apartment Retail	71 du 11,454 gsf	7901 Beverly Boulevard
City of Beverly Hills [4]			
B1	Auto Service Facility	53,000 gsf	400 Foothill Road
B2	New Car Dealer	39,700 gsf	9001 Olympic Boulevard

Table II-2 (Continued)
List of Related Projects

No.	Proposed Land Use	Size	Location
B3	General Office Specialty Retail High-Turnover Sit-Down Restaurant	60,856 gsf 11,260 gsf 3,000 gsf	8767 Wilshire Boulevard [3]
B4	Office Retail *(Office)*	11,700 gsf 2,870 gsf *(1,260 gsf)*	8800 Burton Way
B5	Condominium Medical Office	21 du 4,800 gsf	8600 W. Wilshire Boulevard
B6	Condominium *(Condominium)*	16 du *(6 du)*	154-156 N. La Peer Drive
B7	Medical Office *(General Office)*	14,000 gsf *(14,000 gsf)*	50 N. La Cienega Boulevard
B8	Medical Office Retail	12,445 gsf 12,445 gsf	8536 Wilshire Boulevard
B9	Condominium	37 du	8601 Wilshire Boulevard
B10	Condominium *(Condominium)*	27 du *(14 du)*	225 S. Hamilton Drive
B11	Condominium	11 du	140-144 S. Oakhurst Drive
B12	Condominium Specialty Retail Quality Restaurant	53 du 8,400 gsf 5,600 gsf	9200 W. Wilshire Boulevard [3]
City of West Hollywood [4]			
W1	Condominium	105 du	141 S. Clark Drive
W2	Retail Center	94,000 gsf	Beverly Boulevard & Doheny Boulevard
W3	Hotel Retail/Restaurant Condominium	296 rooms 39,440 gsf 189 du	La Cienega Boulevard & Sunset Boulevard
W4	Retail *(Condominium)*	39,178 gsf *(8 du)*	8900 Beverly Boulevard
W5	Retail Condominium Restaurant	12,500 gsf 40 du 3,200 gsf	901 Hancock Avenue
W6	Retail/Restaurant/Office Condominium Apartment	190,350 gsf 61 du 15 du	9040 Sunset Boulevard

Table II-2 (Continued)
List of Related Projects

No.	Proposed Land Use	Size	Location
W7	General Office	400,000 gsf	8687 Melrose Avenue
W8	Medical Office	120,000 gsf	8750 Melrose Avenue
W9	Retail Apartment Warehouse *(Retail)* *(General Office)*	70,260 gsf 195 du 327,000 gsf *(38,740 gsf)* *(23,470 gsf)*	9040-9098 Santa Monica Boulevard [5]
W10	Commercial	70,000 gsf	8989 Santa Monica Boulevard
W11	Retail Condominium	35,00gsf 138 du	8430 W. Sunset Boulevard
W12	Hotel Condominium	196 rooms 4 du	8950-8970- W. Sunset Boulevard
W13	Medical Office *(Retail)*	107,900 gsf (11,400 gsf)	9016 W. Sunset Boulevard
W14	Condominium Apartment	117 du 35 du	375 N. San Vicente Boulevard [6]
W15	Supermarket	65,325 gsf	8969 Santa Monica Boulevard
W16	Condominium	42 du	9001 Santa Monica Boulevard
W17	Condominium Senior Housing	135 du 42 du	365 N. San Vicente Boulevard
W18	Daycare Center	28 children	723 Huntley Drive
W19	Retail *(Retail)*	9,995 gsf *(6,475 gsf)*	8580 Melrose Avenue
W20	Retail *(Retail)*	6,905 gsf *(3,523 gsf)*	8590 Melrose Avenue
W21	Mixed Use (Retail, Office Condominium)	9,990 gsf	9061 Nemo Street
W22	Condominium *(Single Family Residence)*	11 du *(2 du)*	612-616 Croft Avenue
W23	Condominium *(Single Family Residence)*	18 du *(1 du)*	825 N. Kings Road
W24	Condominium *(Single Family Residence)*	16 du *(2 du)*	1136 N. La Cienega Boulevard
W25	Condominium	16 du	841-851 Westmount Drive
W26	Condominium	17 du	8328 Willoughby Avenue [3]
W27	Retail	4,850 gsf	458 N. Doheny Drive [3]

Table II-2 (Continued)
List of Related Projects

No.	Proposed Land Use	Size	Location
W28	Retail	8,700 gsf	8674 Melrose Avenue [3]
W29	Retail	13,000 gsf	8711 Melrose Avenue {3]
W30	Condominium Specialty Retail	19 du 8,700 gsf	8550 Santa Monica Boulevard [3]
W31	High-Turnover Sit-Down Restaurant	6,000 gsf	9089 Santa Monica Boulevard [3]
W32	Apartments	10 du	819-825 N. Sweetzer Avenue [3]

Notes: du = dwelling unit gsf = square feet

[1] Source: Los Angeles Department of Transportation

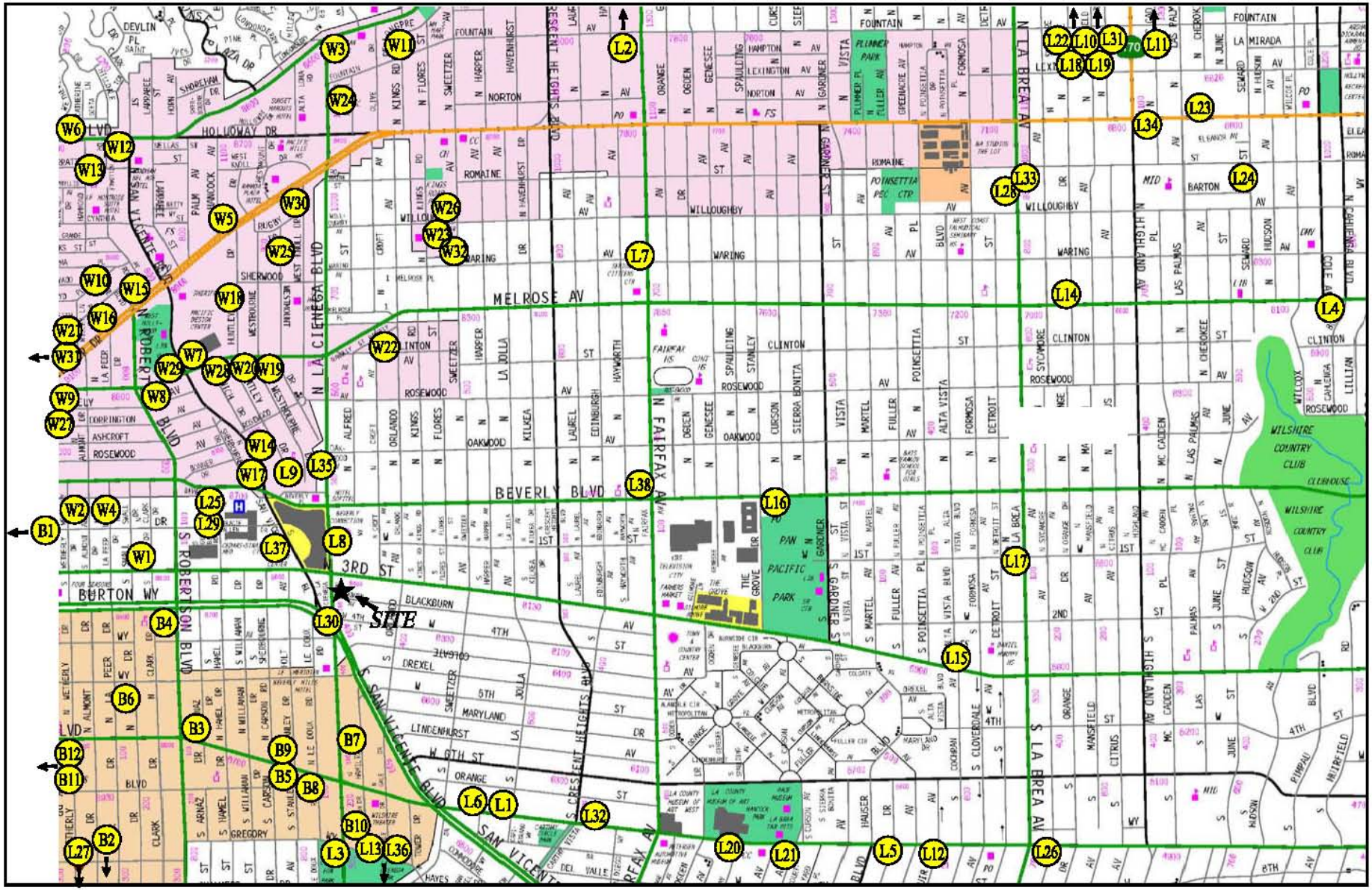
[2] Source: Craig Lawson & Co., LLC

[3] Source: Traffic Impact Analysis for the Burton Way Mixed-Use Development, prepared by Iteris, October 2008

[4] Source: Traffic Impact Study for the Cedars-Sinai Medical Center Project, prepared by Linscott, Law & Greenspan Engineers, June 2008

[5] Source: Traffic Impact Analysis for the Melrose Triangle Project, prepared by LSA Associated Inc., January 2008.

[6] Source: Traffic Impact Study for the Greenwich Place Project, prepared by Katz, Okitsu & Associates, August 2006.



Source: Linscott, Law & Greenspan, engineers, November 23, 2010.

Figure II-11
Related Projects Location Map

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

PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY	**COUNCIL DISTRICT**
City of Los Angeles	5
PROJECT TITLE	**CASE NO.**
ENV-2010-3135-MND	ZA-2010-3136-ZV

PROJECT LOCATION
330 South La Cienega Boulevard

PROJECT DESCRIPTION
The Proposed Project would undertake improvements to an existing building located at 330 South La Cienega Boulevard for a new 22,147 square foot PetSmart store (the "Site"). The Site was recently occupied by a Borders bookstore that ceased operations in January 2010. PetSmart Store #2195 would provide a broad range of services at the Site that would include the retail sale of pet food and supplies, pet training, adoption services, grooming, daytime and overnight boarding ("PetsHotel"), and a veterinary health facility ("Banfield"). Veterinary services would generally consist of outpatient care, routine examinations and vaccination, pharmacy, dental care, and most minor surgical procedures. Retail sales of pet food and supplies would occupy the majority of the store floor area (approximately 53%) and would be considered the primary use. The PetsHotel would comprise 20%, the Banfield facility would comprise 8%; grooming would comprise 3%; pet training would comprise 2%, and the adoption area would comprise 2% of the store floor area. The remaining store area would include employee service areas, receiving, storage and general retail support. Improvements to the building would include interior renovations and exterior painting and alteration of existing signage.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
PetSmart, Inc.
19601 North 27th Avenue
Phoenix, AZ 85027

FINDING:

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

(CONTINUED ON PAGE 2)

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

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	**TITLE**	**TELEPHONE NUMBER**
HENRY CHU	City Planner	(213) 473-9919

ADDRESS	**SIGNATURE (Official)**	**DATE**
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		03/09/2011

III. INITIAL STUDY AND CHECKLIST

CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
AND CHECKLIST

(CEQA GUIDELINES SECTION 15063)

LEAD CITY AGENCY	**COUNCIL DISTRICT**	**DATE**
City of Los Angeles, Department of City Planning	Council District 5, Paul Koretz	February 2011

RESPONSIBLE AGENCIES
Regional Water Quality Board and South Coast Air Quality Management District

PROJECT TITLE/NO.	**CASE NO.**
PetSmart Store #2195 Project	Case No. ENV-2010-3135-MND Related Case No. ZA-2010-3136-ZV
PREVIOUS ACTIONS CASE NO.	❑ **DOES have significant changes from previous actions.** ❑ **DOES NOT have significant changes from previous actions.**

PROJECT DESCRIPTION: The Proposed Project would undertake improvements to an existing building, an approximately 22,145 square foot retail space, formerly occupied by a Borders bookstore that ceased operations in January 2010. Improvements to the building would include interior renovations, exterior painting and alteration of existing signage. See Section II (Project Description) for further details.

ENVIRONMENTAL SETTING:
See Section II, Project Description and Section IV, Environmental Impact Analysis

PROJECT LOCATION
330 South La Cienega Boulevard, Los Angeles, CA 90005

PLANNING DISTRICT	**STATUS:**
Wilshire Community Plan	❑ **PRELIMINARY** ❑ **PROPOSED** ☒ **ADOPTED**

EXISTING ZONING	**MAX. DENSITY ZONING**	❑ **DOES CONFORM TO PLAN**
C2-1VL-O, P-1VL-O and (Q)R4P-1-O	N/A	
PLANNED LAND USE & ZONE	**MAX. DENSITY PLAN**	❑ **DOES NOT CONFORM TO PLAN**
Neighborhood Office Commercial	N/A	
SURROUNDING LAND USES	**PROJECT DENSITY**	❑**NO DISTRICT PLAN**
Commercial, Retail and Multifamily Residential	0.54 to 1 FAR (existing)	

☐ **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 **TITLE**

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

   1. Earlier Analysis Used. Identify and state where they are available for review.
   2. 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.
   3. 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:

   4. The significance criteria or threshold, if any, used to evaluate each question; and
   5. The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

❑ Aesthetics	❑ Greenhouse Gas Emissions	❑ Population/Housing
❑ Agricultural and Forestry Resources	❑ Hazards & Hazardous Materials	❑ Public Services
❑ Air Quality	❑ Hydrology/Water Quality	❑ Recreation
❑ Biological Resources	❑ Land Use/Planning	❑ Transportation/Traffic
❑ Cultural Resources	❑ Mineral Resources	❑ Utilities/Service Systems
❑ Geology/Soils	❑ Noise	❑ Mandatory Findings of Significance

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

❑ **BACKGROUND**

PROPONENT NAME	**PHONE NUMBER**
PetSmart, Inc., Andrew Whiteaker, Development Project Manager	*623-587-2570*

PROPONENT ADDRESS

19601 North 27th Avenue, Phoenix, Arizona 85027

AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**
City of Los Angeles, Department of City Planning	*February 10, 2011*

PROPOSAL NAME (If Applicable)

PetSmart Store #2195 Project

❑ ENVIRONMENTAL IMPACTS

(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS.** Would the project:				
a.	Have a substantial adverse effect on a scenic vista?	❑	❑	❑	☒
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	❑	❑	❑	☒
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	❑	❑	❑	☒
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	❑	☒	❑	❑
II.	**AGRICULTURAL AND FORESTRY 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 and Range Assessment Project and the 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, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	❑	❑	❑	☒
b.	Conflict the existing zoning for agricultural use, or a Williamson Act Contract?	❑	❑	❑	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland	❑	❑	❑	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	Production (as defined by Government Code section 51104(g))?				
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	❑	❑	❑	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	❑	❑	❑	☒
III.	**AIR QUALITY.** 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 result in:				
a.	Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?	❑	❑	☒	❑
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	❑	❑	☒	❑
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?	❑	❑	☒	❑
d.	Expose sensitive receptors to substantial pollutant concentrations?	❑	❑	☒	❑
e.	Create objectionable odors affecting a substantial number of people?	❑	❑	☒	❑
IV.	**BIOLOGICAL RESOURCES.** Would the project:				
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❑	❑	❑	☒
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	❑	❑	❑	☒
c.	Have a substantial adverse effect on federally protected	❑	❑	❑	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?				
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	❑	❑	❑	☒
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	❑	❑	❑	☒
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	❑	❑	❑	☒
V.	**CULTURAL RESOURCES:** Would the project:				
a.	Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5?	❑	❑	❑	☒
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5?	❑	❑	❑	☒
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	❑	❑	❑	☒
d.	Disturb any human remains, including those interred outside of formal cemeteries?	❑	❑	❑	☒
VI.	**GEOLOGY AND SOILS.** Would the project:				
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.	❑	❑	☒	❑
ii.	Strong seismic ground shaking?	❑	❑	☒	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
iii.	Seismic-related ground failure, including liquefaction?	❑	❑	☒	❑
iv.	Landslides?	❑	❑	❑	☒
b.	Result in substantial soil erosion or the loss of topsoil?	❑	❑	❑	☒
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?	❑	❑	☒	❑
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?	❑	❑	☒	❑
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?	❑	❑	❑	☒
VII.	**GREENHOUSE GAS EMISSIONS:** Would the project:				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	❑	❑	☒	❑
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	❑	❑	☒	❑
VIII.	**HAZARDS AND HAZARDOUS MATERIALS.** Would the project:				
a.	Create a significant hazard to the public or the environmental through the routine transport, use, or disposal of hazardous materials?	❑	❑	☒	❑
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	❑	☒	❑	❑
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	❑	❑	☒	❑
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the	❑	❑	❑	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	environment?				
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	❑	❑	❑	☒
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	❑	❑	❑	☒
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❑	❑	❑	☒
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	❑	❑	❑	☒
IX.	**HYDROLOGY AND WATER QUALITY.** Would the project:				
a.	Violate any water quality standards or waste discharge requirements?	❑	❑	❑	☒
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	❑	❑	❑	☒
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	❑	❑	❑	☒
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in an manner which would result in flooding on- or off site?	❑	❑	❑	☒
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	❑	❑	❑	☒
f.	Otherwise substantially degrade water quality?	❑	❑	❑	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g.	Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	❑	❑	❑	☒
h.	Place within a 100-year flood plain structures which would impede or redirect flood flows?	❑	❑	❑	☒
i.	Expose people or structures to a significant risk of loss, inquiry or death involving flooding, including flooding as a result of the failure of a levee or dam?	❑	❑	❑	☒
j.	Inundation by seiche, tsunami, or mudflow?	❑	❑	❑	☒
X.	**LAND USE AND PLANNING**. Would the project:				
a.	Physically divide an established community?	❑	❑	❑	☒
b.	Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	❑	❑	☒	❑
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	❑	❑	❑	☒
XI.	**MINERAL RESOURCES**. Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	❑	❑	❑	☒
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	❑	❑	❑	☒
XII.	**NOISE.** Would the project:				
a.	Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	❑	❑	☒	❑
b.	Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	❑	❑	☒	❑
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	❑	☒	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	❑	☒	❑
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	❑	❑	❑	☒
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	❑	❑	❑	☒
XIII.	**POPULATION AND HOUSING**. Would the project:				
a.	Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	❑	❑	☒	❑
b.	Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	❑	❑	❑	☒
c.	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	❑	❑	❑	☒
XIV.	**PUBLIC SERVICES.** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a.	Fire protection?	❑	❑	☒	❑
b.	Police protection?	❑	❑	☒	❑
c.	Schools?	❑	❑	❑	☒
d.	Parks?	❑	❑	❑	☒
e.	Other governmental services (Libraries)?	❑	❑	❑	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV.	**RECREATION.**				
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	❑	❑	❑	☒
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	❑	❑	❑	☒
XVI.	**TRANSPORTATION/CIRCULATION**. 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, pedestrians and bicycle paths, and mass transit?	❑	❑	☒	❑
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	❑	❑	❑	☒
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	❑	❑	❑	☒
d.	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	❑	❑	❑	☒
e.	Result in inadequate emergency access?	❑	❑	❑	☒
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of suck facilities?	❑	❑	❑	☒
XVII.	**UTILITIES AND SERVICE SYSTEMS.** Would the project:				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	❑	❑	❑	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❑	❑	❑	☒
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	❑	❑	❑	☒
d.	Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	❑	❑	❑	☒
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	❑	❑	❑	☒
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	❑	☒	❑	❑
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	❑	❑	❑	☒
XVIII.	**MANDATORY FINDINGS OF SIGNIFICANCE.**				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	❑	❑	❑	☒
b.	Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	❑	❑	☒	❑
c.	Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	❑	☒	❑	❑

DISCUSSION OF THE ENVIRONMENTAL EVALUATION CAN BE FOUND IN SECTION IV, ENVIRONMENTAL IMPACT ANALYSIS			
PREPARED BY	**TITLE**	**TELEPHONE #**	**DATE**
Henry Chu	City Planner, Expedited Processing Section	(213) 473-9919	February 10, 2011

IV. ENVIRONMENTAL IMPACT ANALYSIS

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 the CEQA Guidelines Appendix G Environmental Checklist Form[1] and the City of Los Angeles *Draft L.A. CEQA Thresholds Guide.*

IMPACT ANALYSIS

1. AESTHETICS

Existing Conditions

The following is a summary of existing conditions with respect to aesthetics within the project vicinity.

Visual Character

The Project Site is located in a highly urbanized setting and is surrounded by commercial, institutional, retail and multi-family residential uses (on Blackburn Avenue) and single family residential uses (on North Fourth Street). Various photographs of the Project Site and its immediate surroundings are shown in Figures II-3 through II-10 on pages II-14 through II-21.

To the north of the Site are commercial uses fronting West Third Street that includes several restaurants, a variety of boutique and larger clothing stores, an optical store, a sandwich shop, and a battery store. To the northwest of the site is the Beverly Center, a multi-story retail center that contains a variety of restaurant and retail uses. Immediately to the west on South La Cienega Boulevard is developed with a large Loehmann's retail store and parking structure. To the south of the Site across Blackburn Avenue is a paper and gift store.

The nearest residential use is located over 200 feet from the rear of the existing building and is buffered by a large parking lot and an approximately 6 foot concrete masonry unit ("CMU") block wall.

There is little to no landscaping or open space area in the immediate Project vicinity apart from street trees and small patches of ornamental landscaping in front of the local single and multi-family residential developments. The nearest open space area to the Project Site is Pan Pacific Park, that is located approximately 1.3 miles east of the Project Site between West Third Street and Beverly Boulevard. The Los Angeles County Museum of Art complex and George C. Page Park are located

[1] *The CEQA Guidelines were revised to include greenhouse gas emissions, forestry resources, and changes to transportation/traffic. These amendments became effective on March 18, 2010; website: http://ceres.ca.gov/ceqa/guidelines/, May 4, 2010.*

approximately 1.5 miles to the east of the Project Site, between Wilshire Boulevard and West Sixth Street.

The Project Site is located within the Wilshire Community Plan area of the City of Los Angeles. The area that the Project Site is located in is designated for General Commercial land use by the Wilshire Community Plan, and is improved with commercial, retail, and residential, in addition to some surface parking.

Views of and through the Project Site

The Project Site is not located within or along a designated scenic corridor. Views in the vicinity of the Project Site are largely constrained by adjacent structures and the area's relatively flat topography. No public views are provided from or through the currently developed Project Site.

Architectural and Urban Design

There is a wide variety of building types and architectural styles in the vicinity, ranging from very modern (the Metro Station) to classic Art Deco (the Bullock's Wilshire building). Building heights in the area range from one to twelve stories. The taller buildings, typically located along Wilshire Boulevard and La Cienega Boulevard, are generally reinforced concrete and steel frame construction. Exterior cladding mainly consists of steel and glass. The smaller buildings are typically of masonry construction and sheathed in stucco. The newer mixed-use commercial/retail/residential developments in the area utilize a range of modern architectural styles.

Shade/Shadows

Shadows onto the Project Site are currently generated by taller, surrounding commercial, retail, and office uses. Nearby shadow-sensitive uses include the multi-family residential buildings on Blackburn Avenue, east of the Project Site; some shadow-sensitive land uses surrounding the Project Site are currently shaded by other structures in the vicinity.

Lighting

The Project Site is located in a well-lit, urban area where there are medium levels of ambient nighttime lighting including street lighting, architectural and security lighting, indoor building illumination (light emanating from the interior of structures which passes through windows), and vehicle headlights. The existing lighting character of the surrounding locale involves medium ambient nighttime light levels, as the Project Site is located in a primarily commercially developed corridor within the Wilshire Center community that contains multiple retail establishments and entertainment venues (and associated lighted signs and marquees) as well as institutional (i.e., Cedars-Sinai Medical Center), office and hotel land uses.

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

No Impact. For the purpose of this Initial Study, a significant impact may occur if the project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on a scenic vista shall be made considering the following factors:

- The nature and quality of recognized or valued views (such as natural topography, settings, man-made or natural features of visual interest, and resources such as mountains or ocean);
- Whether the project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which the project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

The Proposed Project would undertake improvements to the existing building, an approximately 22,147 square foot retail space, formerly occupied by a Borders bookstore that ceased operations in January 2010. Improvements to the building would include interior renovations, exterior painting and alteration of existing signage. There would be no changes to the exterior height or massing of the existing building.

Views of the surrounding developed area are not considered scenic vistas. In addition, alteration to private views is not considered in the *Draft L.A. CEQA Thresholds Guide*. Further, implementation of the Proposed Project would not alter any public view corridors down La Cienega Boulevard to the north or south or down Third Street to the east or west, and no scenic vistas are afforded by the respective portion of the La Cienega Boulevard corridor due to dense urban development. Consequently, no scenic vistas currently exist in the areas around the Project Site, thus, no impact would occur.

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

No Impact. Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant impact would occur only if scenic resources would be damaged and/or removed by development of the Proposed Project.

There are no scenic resources, such as native California trees or rock outcroppings on the Project Site. Redevelopment under the Proposed Project would not damage or remove the existing building and no State-designated scenic highways are located adjacent to, or within view of the Project Site.[2] A portion of Burton Way is designated as a scenic highway; this portion runs east-west from La Cienega Boulevard to Oakhurst Drive (the City of Los Angeles boundary with Beverly Hills), west of the Proposed Project Site[3]. However, due to the Loehmann's retail store and parking structure to the west of the Project Site across La Cienega Boulevard, there is no direct visual connection to Burton way from the Project Site. Consequently, the Proposed Project would not damage and/or remove any scenic resources within a State or City designated scenic highway, and no impact would occur.

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

No Impact. Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant impact would occur if the Proposed Project were to introduce incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the area surrounding the Project Site.

Building Heights and Massing

With respect to building mass and height, a variety of different land uses surround the Project Site and vicinity and vary in mass and height. In a few block radius of the Project Site, there are retail, office, institutional, hotel, residential and parking uses that range from one to twelve stories. The Proposed Project would not change any of the existing height or massing of the current building and there would be no impact.

Architectural Style and Urban Design

The new corporate signage would be provided in a "contemporary" style consistent with other developments within the area (refer to Figures II-9 and II-10). Exterior lighting would be provided similar to the existing condition to provide for customer comfort and security. No changes would be made to existing building (other than identifying signage), thus the style and architectural design of the building would remain unchanged. Moreover, the building would remain compatible in size and scale to buildings in the surrounding area. Thus, there would be no impact.

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[2] *California Scenic Highway Mapping System, State of California Department of Transportation, website: http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm, accessed December 2, 2010.*

[3] *City of Los Angeles, Wilshire Community Plan, page III-34, website: http://cityplanning.lacity.org/complan/pdf/wilcptxt.pdf, accessed December 2, 2010.*

Shade/Shadow

The issue of shade and shadow pertains to the blockage of direct sunlight by project buildings, which may affect adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses, such as residential, recreational/parks, churches, schools, outdoor restaurants, and pedestrian areas have some reasonable expectations for direct sunlight and warmth from the sun. These land uses are termed "shadow-sensitive."

Shadow lengths are dependent on the height and size of the building from which they are cast and the angle of the sun. The angle of the sun varies with respect to the rotation of the earth (i.e. time of day) and elliptical orbit (i.e. change in seasons). The longest shadows are cast during the winter months and the shortest shadows are cast during the summer months.

Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project shading impact would normally be considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time between the first Sunday in November and the second Sunday in March, or for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time between the second Sunday in March and the first Sunday in November.

As there would be no changes to the exterior height or massing of the building, it would not cast any new shadows on any of the surrounding shadow sensitive uses for more than three hours between the hours of 9:00 AM and 3:00 PM Pacific Standard Time between the first Sunday in November and the second Sunday in March, or for more than four hours between the hours of 9:00 AM and 5:00 PM Pacific Daylight Time between the second Sunday in March and the first Sunday in November and there would be no impact.

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

Less than Significant Impact with Mitigation. For the purpose of this Initial Study, a significant impact may occur if the project introduces new sources of light or glare on or from the Project Site which would be incompatible with the areas surrounding the Project Site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant nighttime illumination impact shall be made considering the following factors:

- The change in ambient illumination levels as a result of project sources; and
- The extent to which project lighting would spill off the Project Site and effect adjacent light-sensitive areas.

Light

The surrounding area is characterized by a high amount of ambient lighting. Sources of illumination include freestanding streetlights, light fixtures on buildings, lighted marquees, neon signs, traffic signals, and vehicle headlights. The Proposed Project would undertake improvements to an existing retail building that utilizes nighttime lighting of building entrances and parking areas. Night lighting for the Proposed Project would continue to be provided in order to illuminate the building entrances and parking areas, largely to provide adequate night visibility for employees and customers and to provide a measure of security. In addition, while the majority of the lighting would be directed towards the interior of the Project Site and would be directed away from neighboring residential land uses, the implementation of Mitigation Measure 1-1 would ensure that any new light sources would not create significant lighting impacts on nearby residences. Therefore, impacts associated with illumination would be less than significant.

Glare

Glare is a common phenomenon in the southern California area due mainly to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, which results in a large concentration of potentially reflective surfaces. Potential reflective surfaces in the project vicinity include automobiles traveling and parked on streets in the vicinity of the project, exterior building windows, and surfaces of brightly painted buildings in the project vicinity. Excessive glare not only restricts visibility, but increases the ambient heat reflectivity in a given area.

The exterior surfaces of the existing building on the Project Site would remain as they are, i.e., mainly stucco and non-reflective glass. The existing landscaping would be maintained to soften and somewhat screen the building along La Cienega Boulevard. The Proposed Project would not introduce any new sources of glare that are incompatible with the surrounding areas and there would be no impact.

Mitigation Measure

1-1 Outdoor lighting shall be designed and installed with downcast shielding, so that the light sources are shielded from adjacent properties.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with any related projects would result in an intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles. Development of related projects is expected to occur in accordance with adopted plans and regulations. While many of the related projects and the Proposed Project would be visible from public and private properties, the related projects and Proposed Project would not combine to obstruct existing public scenic views, as there are no scenic vistas identified for the surrounding area

and, as previously discussed, while there is a portion of a scenic highway on Burton Way, identified in the vicinity of the Proposed Project and the related projects, it is anticipated that City Planning regulations and review would prevent any significant impacts to this resource. With respect to the overall visual quality of the surrounding neighborhood, each of the related projects would be required to submit a landscape plan and signage plan (if proposed) to the Los Angeles Department of City Planning for review and approval prior to the issuance of grading permits. Any approvals granted to related projects are expected to allow landscape and signage that will be aesthetically compatible with the surrounding neighborhood. Therefore, cumulative aesthetic impacts would be less than significant.

2. AGRICULTURE AND FORESTRY RESOURCES

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

No Impact. Although not specified in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant impact may occur if the project were to result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use.

The Project Site is fully developed with a two-story retail building and an associated surface parking lot, and is located in a heavily urbanized area of the City of Los Angeles. No farmland or agricultural activity exists on or in the vicinity of the Project Site. According to the Soil Candidate Listing for Prime Farmland of Statewide Importance, Los Angeles County, which was prepared by the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS), the soils at the Project Site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the Project Site has not been mapped pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.[4] Therefore no impact would occur.

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

No Impact. Although not specified in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant impact may occur if the project were to result in the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to another non-agricultural use.

The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the Los Angeles Municipal Code (LAMC), particularly

[4] *Source: State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2006, Map. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2006/los06.pdf accessed December 2, 2010.*

Chapter 1, General Provisions and Zoning (City of Los Angeles Planning and Zoning Code). The Zoning Code includes development standards for the various districts in the City of Los Angeles. The Proposed Project site is currently zoned C2-1VL-O, P-1VL-O and (Q)R4P-1-O and has a land use designation of Neighborhood Office Commercial / General Commercial in the Wilshire Community Plan. The Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site.[5] Therefore no impact would occur.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. Although not specified in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant impact may occur if the project were to result in the conversion of land zoned 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)).

The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the LAMC, particularly Chapter 1, General Provisions and Zoning (City of Los Angeles Planning and Zoning Code). The Zoning Code includes development standards for the various districts in the City of Los Angeles. The Proposed Project site is currently zoned C2-1VL-O, P-1VL-O and (Q)R4P-1-O and has a land use designation of Neighborhood Office Commercial / General Commercial in the Wilshire Community Plan. The Project Site is not zoned as forest land or timberland, and there is no Timberland Production at the Project Site. Therefore no impact would occur.

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

No Impact. Although not specified in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant impact may occur if the project were to result in the loss of forest land or conversion of forest land to non-forest use.

The Project Site is fully developed with a two-story retail building and an associated surface parking lot, and is located in a heavily urbanized area of the City of Los Angeles. No forest land exists on or in the vicinity of the Project Site. Therefore no impact would occur.

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[5] *Williamson Act Program, California Division of Land Resource Protection, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2006/fmmp2006_wallsize.pdf accessed December 2, 2010.*

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

No Impact. Although not specified in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant impact may occur if a project results in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

The Project Site is fully developed with a two-story retail building and an associated surface parking lot, and is located in a heavily urbanized area of the City of Los Angeles. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses and, as discussed above (Section 2(a)), the Project Site is not classified in any "Farmland" category designated by the State of California. According to the City General Plan Conservation Element Exhibit B, the Project Site is not located near or in any significant farmland area (i.e., a significant commercial crop or animal producing site). Therefore, no impact would occur.

Cumulative Impacts

No Impact. Development of the Proposed Project in combination with the related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use nor result in the loss of forest land or conversion of forest land to non-forest use. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category.[6] The Project Site and the related Project Sites are located in an urbanized area in the City and do not include any State-designated agricultural lands or forest uses. Therefore, no cumulative impact would occur.

3. AIR QUALITY

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

Less Than Significant Impact. Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. In the case of projects proposed within the City of Los Angeles or elsewhere in the South Coast Air Basin (Basin), the applicable plan is the Air Quality Management Plan (AQMP), which is prepared by the South Coast Air Management District (SCAQMD).

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[6] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2006/fmmp2006_wallsize.pdf December 2, 2010.*

The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of AQMPs. The most recent of these was adopted by the Governing Board of the SCAQMD on June 1, 2007. This AQMP, referred to as the 2007 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. It builds on the approaches taken from the 2003 AQMP for the attainment of the federal ozone air quality standard. These planning efforts have substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

The future air quality levels projected in the 2007 AQMP are based on several assumptions, including regional population growth projections and implementation of SCAQMD's rules and regulations. The regional population growth projections are based on land use designations of the communities throughout the Basin as well as growth forecasts identified by SCAG in the Regional Comprehensive Plan. As such, consistency of general development projects with the AQMP is determined by demonstrating consistency with adopted local land use plan designations and/or population projections. This analysis uses consistency with the local land use plan designations as the basis for the Proposed Project's AQMP consistency determination.

The Project Site is located within the Wilshire Community Plan area. The Wilshire Community Plan (Community Plan) designates the Project Site for Neighborhood Office and General Commercial land uses. The proposed uses within the existing building at the Project Site are consistent with this designated land use. As such, the growth associated with the Proposed Project has been accommodated in the AQMP and the Proposed Project would be consistent with the 2007 AQMP. Therefore, the Proposed Project would have a less-than-significant impact on the applicable air quality plan.

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

Less Than Significant Impact. Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project may have a significant impact where project-related emissions would exceed federal, State, or

regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. The Project Site is located within the jurisdiction of the SCAQMD. To address potential impacts from construction and operational activities, SCAQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in Table IV-1 be considered significant.

Table IV-1
SCAQMD Thresholds of Significance

Pollutant	Construction Threshold (lbs/day)	Operational Threshold (lbs/day)
VOC	75	55
NO_x	100	55
CO	550	550
SO_x	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55

Note: lbs = pounds.
Source: South Coast Air Quality Management District, Air Quality Significance Thresholds, website: http://aqmd.gov/cega/handbook/signthres.pdf, accessed on December 31, 2010.

Construction

Construction of the Proposed Project is expected to begin in April 2011 and would take place over a period of approximately five to six months. The greatest amount of activity and vehicle trips would occur during the interior framing phase for the PetsHotel and the greatest emissions of VOC would be generated when the building is painted. The analysis of daily construction emissions has been prepared utilizing the URBEMIS 2007 computer model, as recommended by the SCAQMD. The results of the calculations are shown in Table IV-2. These estimates assume compliance with all applicable SCAQMD rules and regulations for the control of architectural coating emissions. As shown, mass daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds for construction. Therefore, the mass daily construction-related impacts associated with the proposed Project would be less than significant.

Table IV-2
Estimated Daily Construction Emissions

Emissions Source	Peak Day Emissions in Pounds per Day					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Building Construction						
Off-Road Diesel	2.72	15.09	9.48	0.00	1.31	1.20
Vendor Trips	0.02	0.21	0.18	0.00	0.01	0.01
Construction Worker Trips	0.37	0.69	11.89	0.02	0.11	0.06
Architectural Coating	47.45	--	--	--	--	--
Coating Worker Trips	0.02	0.03	0.54	0.00	0.01	0.00
Total Emissions	**50.57**	**16.03**	**22.08**	**0.02**	**1.43**	**1.27**
SCAQMD Thresholds	**75.0**	**100.0**	**550.0**	**150.0**	**150.0**	**55.0**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Subtotals may not appear to add correctly due to rounding in the URBEMIS 2007 model.
Source: URBEMIS 2007. Cadence Environmental Consultants, 2011. Calculation sheets are provided in Appendix A.

Operation

Operational emissions generated by mobile and stationary sources typically result from normal day-to-day activities on the Project Site after the Proposed Project is completed and the building is occupied. Stationary source emissions will be generated by the consumption of natural gas, the operation of landscape maintenance equipment, and the use of architectural coating for repainting. As discussed in Section IV.16, Traffic, the Proposed Project would generate approximately 142 fewer daily vehicle trips than the existing use at the Project Site. As such, the emissions associated with motor vehicles would be lower for the Proposed Project.

The analysis of daily operational emissions has been prepared utilizing the URBEMIS 2007 computer model, as recommended by the SCAQMD. The results of these calculations are presented in Table IV-3. As shown, the Proposed Project would generate fewer daily operational emissions than the existing uses at the Project Site. Even if the emissions from the existing uses were not taken into consideration, the daily operational emissions associated with the Proposed Project would not exceed the thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

Table IV-3
Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Existing Uses						
Mobile Emissions	6.08	9.03	79.65	0.09	14.70	2.86
Natural Gas	0.01	0.15	0.12	0.00	0.00	0.00
Landscape Maintenance Equipment	0.12	0.02	1.55	0.00	0.01	0.01
Architectural Coatings	0.13	-	-	-	-	-
Subtotal Existing Uses	**6.34**	**9.20**	**81.32**	**0.09**	**14.71**	**2.87**
Proposed Uses						
Mobile Emissions	5.19	7.68	67.72	0.08	12.49	2.43
Natural Gas	0.01	0.15	0.12	0.00	0.00	0.00
Landscape Maintenance	0.12	0.02	1.55	0.00	0.01	0.01
Architectural Coatings	0.13	-	-	-	-	-
Subtotal Proposed Uses	**5.45**	**7.85**	**69.39**	**0.08**	**12.50**	**2.44**
Less Existing Uses	**6.34**	**9.20**	**81.32**	**0.09**	**14.71**	**2.87**
Proposed Project Net Total	**-0.89**	**-1.35**	**-11.93**	**-0.01**	**-2.21**	**-0.43**
SCAQMD Thresholds	**55.00**	**55.00**	**550.00**	**150.00**	**150.00**	**55.00**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
"-" = Not applicable.
- Subtotals may not appear to add correctly due to rounding in the URBEMIS 2007 model.
Source: URBEMIS 2007. Cadence Environmental Consultants, 2011. Calculation sheets are provided in Appendix A.

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

Less Than Significant Impact. Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant impact may occur if the project would add a considerable cumulative contribution to federal or State non-attainment pollutants. As the Basin is currently in nonattainment for ozone, CO, and PM_{10}, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. In regards to determining the significance of the Proposed Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from

multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, SCAQMD states that if the emissions from construction or operation of an individual development project are less than significant then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.[7]

As discussed under Section 3(b), above, neither the construction-related emissions nor the operational emissions that would be generated by the Proposed Project would exceed any of the SCAQMD's recommended mass daily thresholds of significance. Therefore, the Proposed Project would not contribute to a cumulatively considerable increase in emissions for the pollutants for which the Basin is in nonattainment, and the daily impacts of the emissions from the Proposed Project would be less than significant.

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

Less Than Significant Impact. Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.[8]

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD,[9] apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM_{10}, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). For PM_{10}, the LSTs were derived based on

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[7] *South Coast Air Quality Management District, White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollutant Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, page D-3.*

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

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

requirements in SCAQMD Rule 403 — Fugitive Dust. For $PM_{2.5}$, the LSTs were derived based on a general ratio of $PM_{2.5}$ to PM_{10} for both fugitive dust and combustion emissions. The Project Site is located in SRA 1 – Central L.A., and the significance thresholds used in this analysis are based on existing sensitive receptors being located within 25 meters of the Project Site.[10]

Table IV-4 identifies the localized emissions that are estimated to occur during the day-to-day construction and operation of the Proposed Project. As shown in Table IV-4, on-site emissions generated by the Proposed Project during operation would not exceed the established SCAQMD localized thresholds for NO_x, CO, PM_{10} and $PM_{2.5}$ at a receptor distance of 25 meters. Therefore, this impact would be less than significant.

Table IV-4
Estimated Localized Construction-Related and Operational Emissions

Construction Phase	Total On-site Emissions (Pounds per Day)			
	NO_x	**CO**	**PM_{10}**	**$PM_{2.5}$**
Construction-Related Emissions				
On-site Emissions	15.20	11.97	1.31	1.20
SCAQMD Localized Thresholds	74.00	680.00	5.00	3.00
Significant Impact?	No	No	No	No
Operational Emissions				
On-site Emissions	1.06	9.76	0.16	0.05
SCAQMD Localized Thresholds	74.00	680.00	2.00	1.00
Significant Impact?	No	No	No	No

Note: Localized thresholds for construction emissions at a receptor distance of 25 meters, as established by the SCAQMD for sites in SRA 1, which is where the Project Site is located.
Source: Cadence Environmental Consultants, 2010. Calculation sheets are provided in Appendix A.

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

Less Than Significant Impact. A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. Having live animals in the

[10] *The closest receptor distance in the SCAQMD's mass rate look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters.*

retail and PetsHotel areas of the Project Site also creates the potential for odors to be created in the immediate environment.

As with their other existing facilities, PetSmart will employ a variety of measures and policies to ensure that the PetsHotel will not create a nuisance to customers and nearby residents and/or businesses. A sophisticated heating, ventilation and air conditioning ("HVAC") system is employed to eliminate and prevent excessive odors. Two separate roof top units are employed to keep dog and cat odors separate from each group of animals to help prevent stress. Air exchanges in the PetsHotel occur frequently to prevent a build-up (concentration) of odor. As with all other PetsHotel facilities, hospital grade filtration, specifically designed to eliminate harmful bacteria and odors, would be utilized in all roof top air conditioning units. Ultra violet ("UV") lights are used within the HVAC system to kill harmful bacteria that may be in the air. Bacteria that are killed by the UV lights would be filtered by the hospital grade filters.

The interior of the PetsHotel facility is designed to be sanitary and easily cleaned. The hotel would have a system of screened trench drains to accommodate liquid pet waste and the by-products of routine scrubbing & cleaning. Every pet room would have a screened trench drain to facilitate frequent cleaning. The hotel would have at least two specially designed 'pet relief' rooms, which include textured floors to encourage pets to eliminate in that area. All solid pet waste would be collected and flushed into the sanitary sewer via a toilet in the pet relief room. No solid waste would be washed in to the trench drains. Regardless of where pet elimination occurs, all waste would be collected and flushed. The cats would be provided with a natural pine based litter that would be collected, bagged, and disposed of in closed commercial garbage dumpsters.

'Oops Stations' would be provided throughout the store and in the parking lot to customers/owners to clean up after their pet. PetSmart also requires sales associates to scan the lot and landscape islands when they collect shopping carts in the parking lot and to remove any pet waste that has been left behind. At shift-change, the outgoing manager is required to leave a clean store, including parking lot, for the incoming manager.

A technical analysis of odors at PetSmart/PetsHotels was conducted in February 2006 by Dr. Susan Schiffman of the Taste and Smell Laboratory at Duke University. The study was conducted to measure the level and character of odors at PetSmart/PetsHotels in Cary and Raleigh, North Carolina and to compare these odors with the odors found at nearby businesses. The ambient air at multiple locations inside and outside the PetSmart/PetsHotels was evaluated. The study, which is included in Appendix A to this Initial Study, concluded that odors were either nonexistent or insignificant (i.e. barely detectable), and were far less than the odors found at most other commercial establishments in the same geographical vicinity. Overall, the odors at the PetSmart/PetsHotels were lower than odors measured at a luggage and gift store, calendar store, leather store, food and cooking supply store, clothing store, department store, chicken sandwich shop, perfume store, doughnut shop, gift card store,

food court area in a mall, food and cooking supply store, coffee shop, candle store, gift shop, and photography shop. To confirm these conclusions, the preparers of this Initial Study conducted a tour of PetSmart store #1854 in Canoga Park, California (City of Los Angeles), which is similar to the Proposed Project in that it also provides veterinary services, a PetsHotel, 'Doggie Day Camp,' pet training, and grooming. This tour occurred on December 17, 2010 and the Initial Study consultant observed that the highest level of odors occurred within the retail sales area. Odors within the other areas were largely non-existent and no animal-related odors were detected outside of the PetSmart building. The consultant observed the operations of the store and found that the practices and equipment used to control odors at store #1854 are similar to those described in the Duke University study and such practices and equipment would be the same as those proposed for the Proposed Project. Based on this observation, the findings of the Duke University study would be applicable to the Proposed Project and no objectionable odors are anticipated to be detectable by residents and businesses in the immediate vicinity of the Project Site.

Cumulative Impacts

Less than Significant Impact. Development of the Proposed Project in conjunction with the related projects in the Project Site vicinity would result in an increase in construction and operational emissions in the already urbanized area of the City of Los Angeles. However, cumulative air quality impacts from project construction and operation, based on SCAQMD guidelines, are not analyzed in a manner similar to project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed in Section 3(c) above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the proposed Project would not be cumulatively considerable. This cumulative air quality impact would be less than significant.

4. BIOLOGICAL RESOURCES

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

No Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is fully developed with a two-story retail building and an associated surface parking lot, and is located in a heavily urbanized area. Therefore, the Project Site does not contain any habitat capable of sustaining any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. In addition, there are no known locally designated natural communities at the Project Site or in the project vicinity. Therefore, the Project would have no impact on sensitive biological species or habitat.

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

No Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community;
- The alternation of an existing wetland habitat; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is fully developed with a two-story retail building and an associated surface parking lot, and is located in a heavily urbanized area of the City of Los Angeles. No riparian or other sensitive

habitat areas are located on or adjacent to the Project Site.[11] Implementation of the Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities.

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

No Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in:

- The alternation of an existing wetland habitat.

The Project Site is fully developed with a two-story retail building and an associated surface parking lot, and is located in a heavily urbanized area of the City of Los Angeles. Review of the National Wetlands Inventory identified no protected wetlands in the vicinity of the Project Site.[12] Further, as it is fully developed, the Project Site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act (see Section 4(b), above) and no impacts to riparian or wetland habitats would occur with implementation of the Project.

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

No Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in:

- Interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species.

As discussed in Section 4(a), the Project Site is located in an area that has been previously developed in a heavily urbanized area of the City of Los Angeles. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the vicinity of the Project Site. Therefore, implementation of the Project would have no impact on the movement of any resident or migratory fish or wildlife species.

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[11] *Environmental and Public Facilities Maps: Significant Ecological Areas, Los Angeles City Planning Department, September 1, 1996.*

[12] *National Wetlands Inventory, U.S. Fish & Wildlife Service, website: http://wetlandsfws.er.usgs.gov/imf/imf.jsp?site=NWI_CONUS accessed December 2, 2010.*

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

No Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance, 177,404.

There are no protected trees as defined by the City of Los Angeles Protected Tree Ordinance No. 177,404 (e.g., native Oaks, California Sycamore, Southern California Black Walnut or California Bay) on the Project Site. Further, while there is a modest amount of ornamental landscaping at the site, no trees would be removed as part of the proposed Project. As such, implementation of the Proposed Project would not conflict with any local policies or ordinances protecting or preserving biological resources, and no impact would occur.

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

No Impact. Although not specified in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant impact would occur if a project would be inconsistent with mapping or policies in any conservation plans of the types cited.

The Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, no impact would occur with implementation of the Project.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with the related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS. No such habitat is expected to occur in the vicinity of the related projects and the Proposed Project due to the existing urban development. Local ordinances protecting biological resources are limited to the City of Los Angeles Protected Tree Ordinance. Although the Project Site does not contain any protected species trees, there is a possibility that some of the related Project Sites could contain protected species trees. Any removal of protected species trees would be done in accordance with the City of Los Angeles Protected Tree Ordinance. Therefore, cumulative impacts to biological resources would be considered less than significant.

5. CULTURAL RESOURCES

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

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

The State CEQA Guidelines Section 15064.5 also state that impacts on historic resources would be generally considered mitigated to a level of less than significant if the project conforms to the Secretary of the Interior's Standards for the Rehabilitation and Guidelines for Rehabilitating Historic Buildings[13] (Secretary's Standards). Related new construction is also addressed in Standard 9 and 10, which provide guidelines for the materials, style, size, scale, and massing.

The existing building on the Project Site is a two-story commercial building built in 1964 (i.e., 46 years ago)[14]. As such it does not meet the threshold criteria (50 years of age) to make it eligible for listing in the California Register of Historical Resources as a significance historic resource. Therefore, interior renovations to the building would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5 and there would be no impact.

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[13] *Kay D. Weeks and Anne E. Grimmer, The Secretary of the Interior's Standards for The Treatment of Historic Properties With Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings, (Washington, D.C.: U.S. Department of the Interior, National Park Service, 1995).*

[14] *City of Los Angeles Department of City Planning, Parcel Profile Report for 330 S. La Cienega Boulevard, website: www.zimas.lacity.org, accessed December 2, 2010.*

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

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with the Proposed Project would disturb archaeological resources which presently exist within the Proposed Project site.

The Project Site is located in an urbanized area, which has been previously disturbed by past activities. Further, the Proposed Project involves only interior renovation of the existing building, and would not include any grading or excavation. As such, there would be no potential to encounter archaeological resources not previously identified, and no impact would occur.

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

No Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with the Proposed Project were to disturb paleontological resources or geologic features which presently exist within the Project Site.

The Project Site is located in an urbanized area, which has been previously disturbed by past activities. Further, the Proposed Project involves only interior renovation of the existing building, and would not include any grading or excavation. As such, there would be no potential to encounter paleontological resources not previously identified, and no impact would occur.

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

No Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if grading or excavation activities associated with the Proposed Project would disturb previously interred human remains.

The Project Site is located in an urbanized area, which has been previously disturbed by past activities. Further, the Proposed Project involves only interior renovation of the existing building, and would not include any grading or excavation. As such, there would be no potential to encounter human remains not previously identified, and no impact would occur.

Cumulative Impacts

Implementation of the Proposed Project, in combination with other development in the Project Site vicinity, would result in the continued development (or redevelopment) of the surrounding area. Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. The

analysis of the Proposed Project's impacts to cultural resources concluded that the Proposed Project would have no impacts with respect to cultural resources. Therefore, the Proposed Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to cultural resources would be less than significant.

6. GEOLOGY AND SOILS

a) Would the project 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. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant impact may occur if a Proposed Project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone.

The Proposed Project site is located in the seismically active region of Southern California. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City of Los Angeles. However, there are no mapped active or potentially active faults identified by the State, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, known to be present on or beneath the Project Site.[15] The distance to the nearest fault is approximately 1.4 mile[16]. The distance of this fault from the Project Site indicates that the possibility of surface fault rupture affecting the site would be considered remote, and a less-than-significant impact would occur.

(ii) Strong seismic ground shaking?

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California.

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[15] *City of Los Angeles Department of City Planning. Parcel Profile Report for 330 S. La Cienega Boulevard, website: www.zimas.lacity.org, accessed December 2, 2010.*

[16] *Ibid.*

As with all properties in the seismically active Southern California region, the Project Site is susceptible to ground shaking during seismic events produced by local faults and it is likely that the Proposed Project would be shaken by future earthquakes generated in Southern California. However, building renovations would be required to comply with current seismic standards of the Uniform Building Code, which would reduce seismic risks to an acceptable level. Compliance with the Uniform Building Code would reduce impacts to a less than significant level with respect to seismic ground shaking.

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

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant impact may occur if a Project Site is located within a liquefaction zone.

Liquefaction generally occurs in saturated, loose to medium dense, granular soils and in saturated, soft to moderately firm silts as a result of strong ground shaking. As the density and/or particle size of the soil increases and as the confinement (overburden pressure) increases, the potential for liquefaction decreases.

The Project Site is located in an area susceptible to liquefaction[17]. However, the building was constructed in 1964 and the proposed interior renovations to the building will be constructed to a standard as recommended and necessary by a qualified structural engineer pursuant to current seismic standards of the Uniform Building Code, which would reduce liquefaction risks as a result seismic activity of to an acceptable level. Compliance with the Uniform Building Code would reduce impacts to a less than significant level with respect to potential liquefaction.

(iv) Landslides?

No Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding.

The Project Site is generally topographically flat and is not located adjacent to any mountains or steep slopes. Further, according to the City of Los Angeles, the Project Site is not located in a landslide area,

[17] *Op. Cit.*

generally.[18] As the probability of landslides, including seismically induced landslides, is considered to be very low at the Project Site, no impact would occur.

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

No Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have significant sedimentation or erosion impact if it would:

- Constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or
- Accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site.

The Proposed Project involves interior renovations to an existing building on the Project Site, and would not include any grading or excavation. As such, soil would not be exposed during construction, and no impact with respect to erosion is anticipated during construction activities. The Project Site and the area surrounding the Project Site is completely developed and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) as a result of the Proposed Project. Long-term operation of the Proposed Project would not result in soil erosion or loss of topsoil since the amount of impervious surfaces would remain the same as under existing conditions. No exposed areas subject to erosion would be created or affected by the Proposed Project. As such, no impact with respect to erosion or the loss of topsoil would occur.

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

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the project is built in an unstable area without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property.

Potential impacts with respect to liquefaction and landslide potential are evaluated in Checklist Questions 6(a)(iii) and 6(a)(iv), above.

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[18] *City of Los Angeles Department of City Planning. Parcel Profile Report for 300 S. La Cienega Boulevard, website: www.zimas.lacity.org, accessed December 2, 2010.*

There is no evidence that the Project Site is susceptible to lateral spreading or subsidence. The site is not located on or near a hillside area and there are no known unique geologic conditions present that would suggest that the site is subject to unstable soil conditions. All interior construction would comply with the City of Los Angeles Uniform Building Code, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of Building Code requirements (see discussion of Checklist Question 6(a)(ii), above), potential impacts due to landslide, lateral spreading, subsidence, liquefaction, or collapse would be less than significant.

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

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus posing a hazard to life and property.

There is no evidence that the Project Site is located on expansive soils. All interior construction would comply with the City of Los Angeles Uniform Building Code, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of Building Code requirements (see discussion of Checklist Question 6(a)(ii), above), potential impacts due to expansive soil would be less than significant.

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

No Impact. Although not specified in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, this question would apply to the project only if it was located in an area not served by an existing sewer system.

The Project Site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City of Los Angeles. The existing building is connected to the City's sewer system and no septic tanks or alternative disposal systems neither are necessary, nor are they proposed. No impact would occur.

Cumulative Impacts

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

7. GREENHOUSE GAS EMISSIONS

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

Less Than Significant Impact. Although not specified in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant impact would occur if the project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Greenhouse gas ("GHG") emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased emission of GHGs and long-term global temperature. GHGs allow sunlight to enter the atmosphere but trap a portion of the outward-bound infrared radiation, which warms up the air. The process is similar to the effect greenhouses have in raising internal temperature, hence the name greenhouse gases. Both natural processes and human activities emit GHGs. The accumulation of GHGs in the atmosphere regulates the earth's temperature; however, emissions from human activities, such as electricity generation and motor vehicle operations, have elevated the concentration of GHGs in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and global climate change.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant GHG emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emissions of GHG would be progressively reduced. The target dates are as follows:

- By 2010, reduce greenhouse gas emissions to 2000 levels;
- By 2020, reduce greenhouse gas emissions to 1990 levels; and
- By 2050, reduce greenhouse gas emissions to 80 percent below 1990 levels.

In response to Executive Order S-3-05, the Secretary of the California Environmental Protection Agency created the Climate Action Team ("CAT"), which, in March 2006, published the Climate Action Team Report to Governor Schwarzenegger and the Legislature (the "2006 CAT Report"). The 2006 CAT Report identifies a recommended list of strategies that the State could pursue to reduce climate change greenhouse gas emissions. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies.

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.; or AB 32), which requires the California Air Resources Board ("ARB") to design and implement emission limits, regulations, and other measures, such that statewide GHG emissions are reduced to 1990 levels by 2020.

As a central requirement of AB 32, ARB was assigned the task of developing a Climate Change Scoping Plan that outlines the State's strategy to achieve the 2020 GHG emissions limit. This Scoping Plan, which was developed by ARB in coordination with the CAT, includes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the State's dependence on oil, diversify the State's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the State's emissions. Additional key recommendations of the Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards; increases in the amount of clean and renewable energy used to power the State; and implementation of a low-carbon fuel standard that will make the fuels used in the State cleaner. Furthermore, the Scoping Plan also proposes full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports. The Climate Change Scoping Plan was approved by the ARB on December 11, 2008. The measures in the Scoping Plan would be developed over the next two years and be in place by 2012.

The City of Los Angeles has also begun to address the issue of global climate change by publishing Green LA, An Action Plan to Lead the Nation in Fighting Global Warming ("LA Green Plan"). This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. According to the LA Green Plan, the City of Los Angeles is

committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels. To achieve this, the City will:

- Increase the generation of renewable energy;
- Improve energy conservation and efficiency; and
- Change transportation and land use patterns to reduce dependence on automobiles.

Generally, the evaluation of an impact under CEQA requires measuring data from a project against a "threshold of significance." Furthermore, when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence. For greenhouse gas emissions and global warming, there is not, at this time, one established, universally agreed-upon "threshold of significance" by which to measure an impact.

This analysis is the result of the City's thorough investigation of the Proposed Project's impact on global climate change, including a review of Executive Order S-305, AB 32 and the legislative intent behind AB 32, as well as extensive review of scientific literature regarding global climate change. Every effort has been made to maximize the disclosure of information to the public, fairly present the Proposed Project's potential for significant adverse effects on global climate change, and identify techniques to minimize any such effects.

At the present time, there is no consensus within the scientific community on any given approach. As the California Air Pollution Control Officer's Association ("CAPCOA") observes, "many legal and policy questions remain unsettled, including the requirements of CEQA in the context of greenhouse gas emissions." Given this uncertainty, many organizations, including public, private and civic, have released advisories or guidelines with recommendations to assist decision makers on how to best evaluate GHG emissions. The City of Los Angeles cannot, and need not, under CEQA, review every report from an expert or agency, as new reports are released on an almost daily basis. The City has, however, reviewed multiple key advisories, comment letters, and white papers from experts, agencies, and groups such as the Climate Action Team, the California Attorney General, CAPCOA, the ARB, the Center for Biological Diversity, the League of California Cities, the Sierra Club, the California State Association of Counties, the Association of Environmental Professionals, and the California Chapter of the American Planning Association. Some of these reports urge "zero emission" thresholds, while others advocate against them. Others evaluate multiple thresholds, such as CAPCOA's January 2008 white paper, which analyzes: (1) CEQA with no GHG thresholds; (2) CEQA with a GHG threshold of zero; and (3) CEQA with non-zero thresholds. In short, there is no consensus on how to analyze climate change in CEQA documents, and no specific methodology that is universally accepted.

CEQA defines a "significant effect on the environment" as a substantial, or potentially substantial, adverse change in the environment. With respect to global climate change, no one project can

individually create a direct impact on what is a global problem (i.e., no project will, by itself, raise the temperature of the planet). However, the emissions generated by a project may be "cumulatively considerable," meaning "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

Operation of the Proposed Project would generate greenhouse emissions. These emissions have been calculated using the Bay Area Air Quality Management District Greenhouse Gas Model (version 1.1.9 beta) and are shown in Table IV-5 along with the greenhouse gas emissions that would be generated by the existing uses at the Project Site. As shown, the emissions generated by the Proposed Project would be less than those generated by the existing uses at the Project Site. This is largely due to the reduction in vehicle trips generated by the Proposed Project. As discussed in Section IV.16, Traffic, the Proposed Project would generate approximately 142 fewer daily vehicle trips than the existing uses at the Project Site. Based on this reduction in greenhouse gas emissions, the impact of the Proposed Project would be less than significant.

Table IV-5
Predicted Operational Greenhouse Gas Emissions

Emissions Source	CO_2e Emissions in Metric Tons per Year
Existing Uses	
Motor Vehicles	1,453.19
Area Sources	0.46
Electricity Generation (off site)	103.79
Natural Gas Consumption	3.54
Water & Wastewater	1.33
Solid Waste Disposal	13.03
Subtotal Existing Uses	**1,575.34**
Proposed Uses	
Motor Vehicles	1,235.55
Area Sources	0.46
Electricity Generation (off site)	103.79
Natural Gas Consumption	3.54
Water & Wastewater	2.41
Solid Waste Disposal	15.91
Subtotal Proposed Uses	**1,361.67**
Less Existing Uses	**1,575.34**
Proposed Project Net Total	**-213.67**

Source: Bay Area Air Quality Management District Greenhouse Gas Model (version 1.1.9 beta). Cadence Environmental Consultants, 2010. Calculation sheets are provided in Appendix B.

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

Less Than Significant Impact. Although not specified in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a significant impact would occur if the project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The consistency of the Proposed Project with the strategies from the 2006 CAT Report and measures from the ARB's Scoping Plan that are applicable to the Proposed Project is evaluated in Tables IV-6 and IV-7, respectively. As shown, the Proposed Project would be consistent with all applicable strategies of the 2006 CAT Report and the recommended measures of ARB Scoping Plan to reduce greenhouse gas emissions in California. Therefore, the impact of the Proposed Project would be less than significant.

Table IV-6
Project Consistency with 2006 CAT Report Greenhouse Gas Emissions Reduction Strategies

Strategy	Project Consistency
California Air Resources Board	
Vehicle Climate Change Standards AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB I September 2004.	**Consistent** The vehicles that travel to and from the Project Site on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase.
Diesel Anti-Idling In July 2004, the ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.	**Consistent** Current State law restricts diesel truck idling to five minutes or less. Diesel trucks making deliveries to the Project Site are subject to this statewide law.
Hydrofluorocarbon Reduction 1) Ban retail sale of HFC in small cans. 2) Require that only low GWP refrigerants be used in new vehicular systems. 3) Adopt specifications for new commercial refrigeration. 4) Add refrigerant leak-tightness to the pass criteria for vehicular inspection and maintenance programs. 5) Enforce federal ban on releasing HFCs.	**Consistent** This strategy applies to consumer products. All applicable products purchased for use or sale at the Project Site would comply with the regulations that are in effect at the time of manufacture.

Table IV-6
Project Consistency with 2006 CAT Report Greenhouse Gas Emissions Reduction Strategies

Strategy	Project Consistency
Heavy-Duty Vehicle Emission Reduction Measures Increased efficiency in the design of heavy duty vehicles and an education program for the heavy duty vehicle sector.	**Consistent** The heavy-duty vehicles that travel to and from the Project Site on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture.
Achieve 50% Statewide Recycling Goal Achieving the State's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48% has been achieved on a Statewide basis. Therefore, a 2% additional reduction is needed.	**Consistent** As discussed in Section 17(f), Utilities and Service Systems, the Proposed Project would comply with applicable regulations for the reduction of solid waste materials that are disposed of in landfills.
Zero Waste – High Recycling Efforts to exceed the 50 percent goal would allow for additional reductions in climate change emissions.	**Consistent** As discussed in Section 17(f), Utilities and Service Systems, the Proposed Project would comply with applicable regulations for the reduction of solid waste materials that are disposed of in landfills.
Department of Forestry	
Urban Forestry A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.	**Consistent** Trees would remain around the perimeter of the Project Site.
Department of Water Resources	
Water Use Efficiency Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.	**Consistent** Pursuant to Section 122.03(a) of the LAMC, the Proposed Project is required to install and/or retrofit water saving devices throughout the building.

Table IV-6
Project Consistency with 2006 CAT Report Greenhouse Gas Emissions Reduction Strategies

Strategy	Project Consistency
Energy Commission (CEC)	
Building Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).	**Consistent** The Proposed Project involves the operation of a pet supply store in an existing retail building and not the development of a new building. As discussed in the Project Description, the Proposed Project would encourage resource conservation and energy efficiency through thoughtful design that considers the use of energy efficient and other sustainability features to the extent feasible.
Sources: Climate Action Team, 2006 and Cadence Environmental Consultants, 2011.	

Table IV-7
Project Consistency with ARB Scoping Plan Recommended
Greenhouse Gas Emissions Reduction Measures

Strategy	Project Consistency
Energy Efficiency Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor- owned and publicly owned utilities).	**Consistent** The Proposed Project involves the operation of a pet supply store in an existing retail building and not the development of a new building. As discussed in the Project Description, the Proposed Project would encourage resource conservation and energy efficiency through thoughtful design that considers the use of energy efficient and other sustainability features to the extent feasible.
Recycling and Waste Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	**Consistent** As discussed in Section 17(f), Utilities and Service Systems, the Proposed Project would comply with applicable regulations for the reduction of solid waste materials that are disposed of in landfills.
Water Continue efficiency programs and use cleaner energy sources to move and treat water.	**Consistent** Pursuant to Section 122.03(a) of the LAMC, the Proposed Project is required to install and/or retrofit water saving devices throughout the building.

Sources: California Air Resources Board, 2008 and Cadence Environmental Consultants, 2011.

8. HAZARDS AND HAZARDOUS MATERIALS

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

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if:

- The project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or

- The project involved the creation of any health hazard or potential health hazard.

According to the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The regulatory framework for the health hazard;
- The probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance;
- The degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance;
- The probable frequency and severity of consequences to people from exposure to the health hazard; and
- The degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

The Proposed Project involves only interior renovation of the existing building and would provide a broad range of services at the Project Site that would include the retail sale of pet food and supplies, pet training, adoption services, grooming, daytime and overnight boarding, and a veterinary health facility. Operation of the veterinary health facility would generate modest amounts of veterinary medical supplies and waste. Disposal of medical waste would be required to comply with the California Medical Waste Management Act (MWMA) and any applicable local and federal health codes and regulations. Typical cleaning supplies and solvents used for housekeeping and janitorial purposes would routinely be transported to the site and use of these substances would comply with local, state and federal health codes and regulations. Therefore, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and a less than significant impact would occur.

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

Less Than Significant Impact with Mitigation. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if:

- The project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or
- The project involved the creation of any health hazard or potential health hazard.

According to the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The regulatory framework for the health hazard;
- The probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance;
- The degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance;
- The probable frequency and severity of consequences to people from exposure to the health hazard; and
- The degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

Given the presumed date of construction (1964)[19], there is the potential that asbestos containing material (ACM) and/or lead-based paint (LBP) may be present in the building.

A survey for ACMs was performed by ATC Associates, Inc. on November 15, 2010; the full report is included as Appendix C to this Initial Study. The survey found ACMs in nine of the 62 samples that were tested.

As it has been determined that ACMs are present in the building, it is recommended that a Phase I Environmental Site Assessment (Phase I ESA) be performed to determine if any LBP is also present.

Asbestos removal is stringently controlled by Federal Regulations and SCAQMD Rule 1403. However, removal of ACM in a building is not unusual and can be readily accomplished. In accordance with the EPA's NESHAP regulation and SCAQMD Rule 1403, all materials which are identified as ACM will be removed by a trained and licensed asbestos abatement contractor before demolition. The asbestos removal operations would be conducted in accordance with Cal-OSHA Asbestos for the Construction Industry Standard, SCAQMD and EPA rules and regulations and industry standards. Generally, asbestos removal operations are low risk. When following asbestos-related regulations, the possibility of exposure to airborne asbestos fibers from asbestos removal projects is limited. Regulations include the requirement of conducting the removal of certain ACM from within enclosed work areas, keeping the ACM wet during removal to reduce dust, ensuring that employees wear protective equipment, and collecting air samples during the removal operations to ensure that airborne fiber levels are within acceptable levels. Adhering to these and other asbestos regulations will ensure that the ACM removal

[19] *City of Los Angeles Department of City Planning, Parcel Profile Report for 330 S. La Cienega Boulevard, website: www.zimas.lacity.org, accessed December 2, 2010.*

and demolition activities do not present significant exposure potential to the residential and school uses in the vicinity of the Project Site. Exposure of persons to LBP during demolition activities would also constitute a potentially significant hazardous material impact. Provided the removal and disposal of LBP from the Project Site follows the various required guidelines, hazardous materials impacts relative to exposure to asbestos and/or lead would be less than significant.

As discussed in Section 8(a), other than modest amounts of veterinary medical supplies and waste from veterinary procedures, along with typical cleaning supplies and solvents used for housekeeping and janitorial purposes, no hazardous materials would be used, transported or disposed of in conjunction with the routine day-to-day operations of the Proposed Project. Thus, there would not be a significant hazard related to accidental release of hazardous materials into the environment once the project is occupied.

The Project Site is located within a "Methane Zone" as designated by Los Angeles Department of Building and Safety (LADBS)[20]. This designation indicates a potentially significant impact and remedial improvements, such as sub-slab vent lines or gas membranes, are typically installed as a precautionary measure within Methane Zones, and in other areas if elevated subsurface gas levels are detected. The Project would be required to comply with the General Methane Requirements pursuant to Section 91.7104 of the Los Angeles Municipal Code and therefore impacts would be less than significant.

With implementation of the following mitigation measures, project impacts associated with hazards and hazardous materials would be less than significant.

Mitigation Measures

8-1 A Phase I ESA shall be performed to evaluate the potential for the presence of LBP in the existing building prior to any interior demolition activities.

8-2 As ACM has been found to be present in the building, prior to the issuance of the demolition permit for the building, the Project Applicant shall provide a letter/report to the Department of Building and Safety from a qualified asbestos abatement contractor identifying the location of ACM present in the building. ACM shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other state and federal rules and regulations (including, but not limited to California Health and Safety Code, Division 20. Chapter 6.5) prior to other demolition activities at the Project Site.

8-3 If LBP is found to be present in the building, prior to the issuance of the demolition permit for the building,, the Project Applicant shall provide a letter to the Department of Building and

[20] *Ibid.*

Safety from a qualified lead paint abatement contractor demonstrating that while LBP is present in the building, it shall be abated in compliance with applicable state and federal rules and regulations governing LBP and LCP abatement prior to other demolition activities at the building. The qualified lead paint abatement contractor shall comply with Cal-OSHA Construction Safety Orders, California Code of Regulations, Title 8, Section 1532.1 and with the California Health and Safety Code, Division 20, Chapter 6.5 for the evaluation, handling and transport of materials containing LBPs and LCPs.

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

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if:

- The project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or
- The project involved the creation of any health hazard or potential health hazard.

According to the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The regulatory framework for the health hazard;
- The probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance;
- The degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance;
- The probable frequency and severity of consequences to people from exposure to the health hazard; and
- The degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

The closest school to the Proposed Project site is Maimonides Academy[21] (a private Jewish day school), located at 310 N. Huntley Drive, approximately 1/3 of a mile from the Project Site. No hazardous materials other than modest amounts of veterinary medical supplies and waste from veterinary

[21] *Maimonides Academy website: http://maimonidesla.com/index.html, accessed December 3, 2010.*

procedures, typical cleaning supplies and solvents used for housekeeping and janitorial purposes would be present at the Project Site and use of these substances would comply with State Health Codes and Regulations. Therefore, the Proposed Project would not create a significant hazard through hazardous emissions or the handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and a less than significant impact would occur.

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

No Impact. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide*, a significant impact may occur if the Project Site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

The Project Site is not a City designated Hazardous Waste / Border Zone Property.[22] Therefore no impact would occur related to hazardous materials sites.

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

No Impact. A significant project-related impact may occur if the project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard.

The closest public airports to the Project Site are the Burbank Airport, Santa Monica Airport and the Los Angeles International Airport (LAX). However, none of these airports are located within two miles of the Project Site. Furthermore, the Project Site is not in an airport hazard area.[23] Therefore, no impact would occur.

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[22] *City of Los Angeles Department of City Planning, Parcel Profile Report for 330 S. La Cienega Boulevard, website: www.zimas.lacity.org, accessed December 2, 2010.*

[23] *Ibid.*

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

No Impact. This question would apply to the project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard.

The Project Site is not located in the vicinity of a private airstrip. Therefore, no impact would occur.

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

No Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if:

- The project involved possible interference with an emergency response plan or emergency evacuation plan.

According to the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences.

The Proposed Project is not located on or near an adopted emergency response or evacuation plan. The Proposed Project involves the interior renovation of an existing building and all construction staging would take place on-site. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access or travel upon public rights-of-way (see Section 15, Transportation/Traffic). Therefore, the Proposed Project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan, and no impact would occur.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide*, a significant impact would occur if the project is located in proximity to wildland areas and poses a significant fire hazard, which could affect persons or structures in the areas in the event of a fire.

The Project Site is located in a highly urbanized area of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Fire High Fire Hazard Severity Zone (VHFHSZ).[24] Therefore, no impacts from wildland fires would occur.

Cumulative Impacts

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

9. HYDROLOGY AND WATER QUALITY

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

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the 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 the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

The Los Angeles Water Resources Control Board (LARWQCB) issued a Municipal Storm Water NPDES Permit (No. CAS004001) in December 2001 that requires new development and redevelopment projects to incorporate storm water mitigation measures. Under the Municipal Storm Water NPDES Permit,

[24] *Ibid.*

redevelopment is defined as any land-disturbing activity that "results in the creation, addition, or replacement of 5,000 sf or more of impervious surface area on an already developed site." Depending on the type of project, either a Standard Urban Stormwater Mitigation Plan (SUSMP) or a Site Specific Mitigation Plan is required to reduce the quantity and improve the quality of rainfall runoff that leaves the Project Site. Site Specific Mitigation Plans are only required for the following uses: vehicle or equipment fueling, maintenance, washing, and repair areas; commercial or industrial waste handling or storage; outdoor handling or storage of hazardous materials; outdoor manufacturing areas; outdoor food handling or processing; outdoor animal care, confinement, or slaughter; outdoor horticultural activities; and major transportation projects. The Proposed Project would not involve any of these uses. Therefore, the Proposed Project would not be required to implement a Site Specific Mitigation Plan. Further, as the Proposed Project would not include grading and excavation, it would not be subject to the SUSMP.

The operation of the Proposed Project would involve the veterinary care and boarding of dogs and cats. All operations would take place inside the building; no animals cared for at the Banfield clinic or the PetsHotel would leave the building during their stay at the facility other than in the company of their owners. All medical waste and solid pet waste would be collected and disposed of in a sanitary manner in accordance with all local, state and federal health codes and regulations. Regardless of where canine elimination occurs, all waste would be collected and flushed into the sanitary sewer via a toilet in the pet relief room. It should be noted that biologically speaking, pet waste (canine and feline) is no different than human waste and as such it is compatible with disposal the city sanitary sewer. The cats would be provided with a natural pine based litter that would be collected, bagged, and disposed of in closed commercial garbage dumpsters. The Proposed Project would not include any industrial discharge to the public water system and would not violate any water quality standards or waste discharge requirements. Thus, no impact would occur.

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

No Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would:

- Change potable water levels sufficiently to:
  - Reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought;

- Reduce yields of adjacent wells or well fields (public or private); or
- Adversely change the rate or direction of flow of groundwater; or

- Result in demonstrable and sustained reduction in groundwater recharge capacity.

As previously discussed, the Project Site is currently fully developed and nearly 100 percent impervious. As such, the Proposed Project would not deplete groundwater supplies or interfere substantially with groundwater recharge and no impact would occur.

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

No Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would:

- Result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow

The Project Site is located in a highly urbanized area of Los Angeles, and no streams or river courses are located on or within the project vicinity. The Project Site is fully developed and nearly 100 percent impervious. As previously discussed, implementation of the Proposed Project will consist of an interior remodel of an existing building and would not involve the construction of any buildings or parking areas and would not involve any grading. Therefore, implementation of the Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Therefore, no impacts would occur to surface water hydrology or result in substantial erosion or siltation either on-site or off-site.

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

No Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would:

- Result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

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

substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site no impact would occur.

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

No Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. 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.

As described in Section 9(c), 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 currently is and would continue to be collected on the site and directed towards existing storm drains in the vicinity of the Project Site. Therefore, the Proposed Project would not 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 and no impact would occur.

f) Would the project otherwise substantially degrade water quality?

No Impact. Although not specified in the City of Los Angeles *Draft LA CEQA Thresholds Guide*, a significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality.

As described in Sections 9(a) and 9(e), the Proposed Project does not include potential sources of contaminants which could potentially degrade water quality and would comply with all federal, state and local regulations governing stormwater discharge. Therefore, the implementation of the Proposed Project would not degrade water quality and no impact would occur.

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

No Impact. Although not specified in the City of Los Angeles *Draft LA CEQA Thresholds Guide*, a significant impact would occur if the Proposed Project were to place housing within a 100-year flood

hazard area. A 100-year flood is defined as a flood which results from a severe rainstorm with a probability of occurring approximately once every 100 years.

The Proposed Project involves the interior renovation of a two-story retail building and an associated surface parking lot and is not located within a City designated Flood Hazard Zone.[25] Therefore, the Proposed Project would not place housing within a 100-year flood hazard area and no impact would occur.

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

No Impact. Although not specified in the City of Los Angeles *Draft LA CEQA Thresholds Guide*, a significant impact may occur if the project was located within a 100-year flood zone, which would impede or redirect flood flows.

As discussed in Section 9(g), the Project Site is not in an area designated as a 100-year flood hazard area.[26] The Project Site is located in a highly urbanized area and as no changes to the local drainage pattern would occur with implementation of the Proposed Project, the Proposed Project would not have the potential to impede or redirect floodwater flows. No impact would occur.

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

No Impact. Although not specified in the City of Los Angeles *Draft LA CEQA Thresholds Guide*, a significant impact may occur if the project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, 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.

As discussed in Section 9(g), the Project Site is not in an area designated as a 100-year flood hazard area.[27] Furthermore, no bodies of water contained by a levee or dam are within close proximity to the Project Site. As such, the Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam and no impact would occur.

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[25] *City of Los Angeles Department of City Planning, Parcel Profile Report for 330 S. La Cienega Boulevard, website: www.zimas.lacity.org, accessed December 2, 2010.*

[26] *Ibid.*

[27] *Ibid.*

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

No Impact. Although not specified in the City of Los Angeles *Draft LA CEQA Thresholds Guide*, a significant impact may occur if the Project Site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami), or if the Project Site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows.

The Proposed Project site is not located in a potential seiche or tsunami zone.[28] With respect to the potential impact from a mudflow, the Proposed Project site is relatively flat and is surrounded by urban development; therefore, it does not contain any sources of mudflow. There are no major hills or steep slopes in the project vicinity. Therefore, no impact would occur with respect to risk of loss, injury, or death by seiche, tsunami, or mudflow.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with the related projects would result in the further infilling of uses in an already dense urbanized area. As discussed above, the Project Site and the surrounding area are served by the existing City storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Project Site and the related project sites, since this part of the City is already fully developed with a large percentage of impervious surfaces. Therefore, cumulative impacts to the existing or planned stormwater drainage systems would be less than significant. In addition, all of the related projects would be required to implement BMPs and to conform to the existing NPDES water quality program. Therefore, cumulative water quality and flooding impacts would be less than significant.

10. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. A significant impact may occur if the project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to

[28] *City of Los Angeles, Safety Element of the Los Angeles City General Plan, Exhibit G, Inundation & Tsunami Hazard Areas, March 1994.*

the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Proposed Project.

The Proposed Project site is located within an urbanized area of the Wilshire Community Plan area and is consistent with the existing physical arrangement of the properties within the vicinity of the site. The Proposed Project involves the interior renovation of an existing building and no new buildings or structures will be constructed on the Project Site. Thus, no separation of uses or disruption of access between land use types would occur as a result of the Proposed Project. Accordingly, implementation of the Proposed Project would not disrupt or divide the physical arrangement of the established community, and no impact would occur.

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

Less Than Significant Impact. A significant impact may occur if the project is inconsistent with the General Plan or zoning designations currently applicable to the Project Site and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. According to the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site;
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

The Project Site is located within the Wilshire Community Plan area. The Wilshire Community Plan (Community Plan) designates the Project Site for Neighborhood Office and General Commercial land uses. The proposed (re)development on the Project Site is consistent with this designated land use.

Wilshire Community Plan

The Proposed Project would be consistent with several applicable objectives and policies of the Community Plan, including:

- Promote distinctive commercial districts and pedestrian-oriented areas.
- Enhance the visual appearance and appeal of commercial districts.
- Promote pedestrian mobility, safety, amenities, and access between employment centers, residential areas, recreational areas, schools, and transit centers.
- Provide off-street parking in appropriate locations in accordance with Citywide standards and community needs.
- Preserve and strengthen viable commercial development and provide additional opportunities for new commercial development and services within existing commercial areas.
- New commercial uses should be located in existing established commercial areas or shopping centers.

Zoning

The existing building was recently occupied by a Borders bookstore and is located entirely in the C2 zoned portion of the Site. Pet stores and pet grooming are permitted uses by-right in the C2 zone. The City's definition of pet stores includes the keeping or sale of domestic or wild animals other than those wild animals specified in the definition of accessory uses in LAMC Section 12.03 (Animal Regulation permit required). Thus, the proposed pet adoption service is also a permitted use by-right in the C2 zone. Veterinary clinics are permitted in the C2 zone when conducted in a completely enclosed building and if there is it no overnight hospitalization. Veterinary services to be provided at the Site would generally consist of outpatient care, including routine examinations and vaccination, pharmacy, dental care, and most minor surgical procedures. Thus, PetSmart's proposed veterinary services are permitted by-right in the C2 zone.

The PetsHotel includes both daycare and the overnight boarding of animals which meets the City's definition of a kennel. A kennel is defined as "Any lot or premises on which four (4) or more dogs, at least four (4) months of age, are kept." Kennels are only permitted by-right in the MR-1 (Restricted Industrial Zone) and the MR-2 (Restricted Light Industrial Zone) zones if not located within 500 feet of a residentially zoned property. Kennels are allowed in all M zones with approval of a Conditional Use Permit where any portion of the parcel is located within 500 feet of any residential zone. Kennels are not allowed in the applicable C2 zone. Therefore, the PetsHotel portion of the store would require a variance to allow its use in the C2 zone.

The intent of the Zoning Ordinance is to limit kennels to industrial zones with adequate separation from residential uses because kennels are often exclusively developed as an outdoor use or have a large outdoor element such as play yards or running areas. Outdoor kennels can often create noise, waste, odor, and other impacts that have detrimental effects on nearby properties.

Unlike the chain-link fence facilities that are normally associated with boarding kennels, the PetsHotel would be fully contained inside the store, including all animal play areas. With the exception of a small cat boarding area on the first floor, the PetsHotel would be located on the second floor on the north side of the store and isolated from the retail and other components of the stores (refer to Figures II-7 and II-8, First and Second Floor Plans).

PetSmart anticipates that the majority of the animals staying the hotel facility would come from pet owners who reside in the immediate neighborhood and surrounding area. It should be noted that there are other pet oriented businesses in the same zone and vicinity that provide daytime boarding services including *Chateau Marmutt* at 8128 West Third Street, *Spot* at 534 North La Cienega Boulevard, and *Barkingham Palace* at 8023 Beverly Boulevard.

With the proposed land use application, PetSmart, Inc. is seeking the following entitlements for the Proposed Project:

- Pursuant to LAMC 12.27, a Zone Variance from LAMC 12.14.A to allow overnight boarding (kennel) of animals in the C2 Zone.

Prior to approving the discretionary permits necessary for the Proposed Project, the City is required to adopt specific findings based on substantial evidence that that the Proposed Project will be consistent with the General Plan and good zoning practice.

Following the granting of the above entitlements and based on the requisite findings, the Proposed Project would be in full compliance with the applicable land use polices of the City of Los Angeles and project impacts would be less than significant.

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

No Impact. Although not specified in the City of Los Angeles *Draft LA CEQA Thresholds Guide*, a project-related significant adverse effect could occur if the Project Site were located within an area governed by a habitat conservation plan or natural community conservation plan.

As discussed in Section 4(f) above, no such plans presently exist which govern any portion of the Project Site. Further, the Project Site is located in an area which is already fully developed with commercial,

institutional and residential uses, and is also within a heavily urbanized area of Los Angeles. Therefore the Proposed Project would not have the potential to cause such effects and there would be no impact.

Cumulative Impacts

No Impact. Development of any related projects is expected to occur in accordance with adopted plans and regulations. It is also expected that most of the related projects would be compatible with the zoning and land use designations of each related Proposed Project site and its existing surrounding uses. In addition, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, no cumulative land use impacts are anticipated.

11. MINERAL RESOURCES

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

No Impact. Although not specified in the City of Los Angeles *Draft LA CEQA Thresholds Guide*, a significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and
- Whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

The Project Site is fully developed and no oil wells are present on the Project Site or proximate to the Project Site.[29] According to the Los Angeles City General Plan Safety Element Exhibit E, Oil Field and Oil Drilling Areas, the Project Site is not located near or in any oil field or major oil drilling area, and according to the City General Plan Conservation Element Exhibit A, the Project Site is not located near or in any mineral resources zone. No impacts would occur with implementation of the Proposed Project.

[29] *City of Los Angeles Department of City Planning, Parcel Profile Report for 330 S. La Cienega Boulevard, website: www.zimas.lacity.org, accessed December 2, 2010.*

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

No Impact. Although not specified in the City of Los Angeles *Draft LA CEQA Thresholds Guide*, a significant impact may occur if the Project Site is located in an area used or available for extraction of a locally-important mineral resource, or if the project development would convert an existing or future locally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for locally-important mineral resource extraction. According to the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a MRZ-2 zone or other known or potential mineral resource area, and
- Whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

Because the Project Site is subject to the applicable land use and zoning requirements in the Los Angeles Municipal Code, 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 not zoned for oil extraction and drilling or mining of mineral resources, and there are no such operations at the Project Site[30].

Therefore, development of the Proposed 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.

Cumulative Impacts

No Impact. Section 15355 of the State CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." As discussed above, the Proposed Project would have no impact on mineral resources. It is not known if any related projects would result in the loss of availability of known mineral resources. Regardless, because the Proposed Project would have no incremental contribution to the potential cumulative impact on mineral resources, the Proposed Project would have no cumulative impact on such resources.

[30] *Ibid.*

12. NOISE

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

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

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

L_{eq} – An L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

L_{max} – The maximum instantaneous noise level experienced during a given period of time.

CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial

areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

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

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 dBA with closed windows. The exterior-to-interior reduction of newer homes is generally 30 dBA or more with closed windows.

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

Less Than Significant Impact. A significant impact may occur if the Proposed Project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element ("Noise Element") or the applicable sections of the LAMC that address community noise levels. Implementation of the Proposed Project would generate noise levels during both construction and operation, as discussed in further detail below.

Construction

Construction of the Proposed Project is expected to begin in April 2011 and would take place over a period of approximately five to six months. The greatest amount of activity and vehicle trips would occur during the interior framing phase for the PetsHotel.

Section 41.40 of the LAMC regulates noise from demolition and construction activities. Specifically, Section 41.40 prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturday. All such activities are also prohibited on Sundays and all federal holidays.

Construction activities associated with the Proposed Project would only occur during the permitted hours designated in Section 41.40 of the LAMC. Therefore, development of the Proposed Project would comply with this section of the LAMC and a less than significant impact would occur.

Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. Specifically, any construction machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment may not generate a maximum noise level exceeding 75 dBA at a distance of 50 feet from the equipment. However, the above noise limitation does not apply where compliance is technically infeasible (Section 112.05, LAMC). Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and or any other noise reduction device or technique during the operation of the equipment.

Construction activities associated with the Proposed Project would require the use of motorized equipment for building construction. These would mostly include smaller power tools, generators, and other sources of noise. The majority of construction activity would occur within the existing structure at the Project Site with exterior activities limited to painting and alteration of existing signage.

The U.S. Department of Transportation has compiled data regarding the noise generating characteristics of typical construction equipment. Table IV-8 lists the maximum construction noise levels for the types of construction equipment that are expected to be used at the Project Site. As shown, construction equipment that would be used for the Proposed Project could produce maximum noise levels of 73 to 90 dBA at a distance of 50 feet from the source. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 90 dBA L_{eq} measured at 50 feet from the noise source to the receptor would reduce to 84 dBA L_{eq} at 100 feet from the source to the receptor, and reduce by another 6 dBA L_{eq} to 78 dBA L_{eq} at 200 feet from the source to the receptor.

Table IV-8
Maximum Noise Levels Generated by Typical Construction Equipment

Type of Equipment	Sound Levels at Maximum Engine Power with Mufflers (dBA L_{max} at 50 feet)
Air Compressor	80
Concrete Pump Truck	82
Concrete Saw	90
Dump Truck	84
Flat Bed Truck	84
Generator	82
Jackhammer	85
Pneumatic Tools	85
Welder/Torch	73

Source: U.S. Department of Transportation, Research and Innovative Technology Administration, Construction Noise Handbook, August 2006.

Construction activities would primarily affect the commercial uses in the immediate vicinity of the Project Site. The nearest "sensitive receptors" are the existing residences that are located more than 200 feet from the Project Site. As stated above, the majority of construction activity would occur within the existing structure at the Project Site. The existing building is constructed with eight-inch cinder block materials that are expected to have a Sound Transmission Class (STC) rating of more than 50, which means that exterior to interior (or vice-versa) noise levels are reduced by at least 50 dBA. Based on this assumption, the maximum noise levels that would be expected to occur at the nearest residences is much less than 60 dBA. Therefore, construction activities at the Project Site are not expected to exceed City standards at nearby sensitive receptor locations, and the noise impact from construction of the Proposed Project would be less than significant.

Operation

The City of Los Angeles has also adopted a Noise Ordinance (Section 111 et seq. of the LAMC), which identifies noise standards for various sources, specific noise restrictions, exemptions, and variances for sources of noise within the city. The Noise Ordinance applies to all noise sources with the exception of any vehicle that is operated upon any public highway, street or right-of-way, or to the operation of any off-highway vehicle, to the extent that it is regulated in the State Vehicle Code, and all other sources of noise that are specifically exempted. The sources regulated by the City Noise Ordinance that would be applicable to the Proposed Project are as follows:

- Section 112.01 Radios, television sets, and similar devices.

- Section 112.02 Air conditioning, refrigeration, heating, pumping, and filtering equipment.
- Section 112.04 Powered equipment intended for repetitive use in residential areas and other machinery, equipment, and devices.
- Section 112.05 Maximum noise level of powered equipment or powered hand tools.
- Section 113.01 Rubbish and trash collection.
- Section 114.02 Motor driven vehicles.
- Section 114.06 Vehicle theft alarm systems.
- Section 114.07 Audible status indicator (for vehicle theft alarms systems).
- Section 115.02 Prohibitions and regulations (for amplified sound).
- Section 114.01 Loud, unnecessary and unusual noise.

Future noise levels at the Project Site would continue to be dominated by vehicular traffic on La Cienega Boulevard and Blackburn Avenue. The primary source of noise that would be generated by operation of the Proposed Project would be motor vehicles accessing the parking lot. As discussed in Section IV.16, Traffic, the Proposed Project would generate approximately 142 fewer daily vehicle trips than the prior uses at the Project Site. Accordingly, the amount of noise from vehicle traffic, both trips to and from the Project Site and within the parking lot area of the Project Site that would be generated by operation of the Proposed Project would be lower for the Proposed Project than such noise generated by the prior use of the Project Site.

As with their other existing facilities, PetSmart will employ a variety of measures and policies to ensure that the PetsHotel will not exceed applicable noise standards or create a nuisance to customers and nearby residents and/or businesses. The interior PetsHotel section would be constructed with solid partitions with metal stud framing, drywall and a ceramic tile finish and a dropped acoustical ceiling that creates an "air-gap" between the "sound source" and the roof to reduce noise transmission. Full height partitions break the hotel up into smaller isolated groups of dogs (or sound) that enhances the sound deadening value of the dropped ceiling, exterior block wall, and interior stud wall. No animals cared for at the PetsHotel would leave the building during their stay at the facility other than in the company of their owners.

A technical analysis of noise levels at PetSmart/PetsHotels was prepared in September 2006 by Dominion Environmental Consultants, Inc. The study was conducted to measure the level of audible noise at the exterior of two existing PetSmart/PetsHotels in Glendale and Paradise Valley, Arizona. The study was conducted during peak occupancy times in which each location had in excess of 150 dogs present in the PetsHotel and an additional 15 dogs in the day camp. The study, which is included as Appendix D to this Initial Study, concluded that sound levels (measured outside the building within 50 feet of the building) from the dogs barking at both locations were either not audible or were below the

ambient exterior noise level in all causes except for one which was barely audible. The sound level for this one exception was only barely audible by the human ear within one foot of the rear door of the store. The final conclusion of the study is that any noise created by dogs barking within a store was not measurable within 50 feet of the exterior of the building. The nearest residential use to the Proposed Project Site is located over 200 feet from the rear of the existing building and is buffered by a large parking lot and an approximately six foot concrete masonry unit ("CMU") block wall. Therefore, the noise study would indicate that noise levels associated with operational activities within the Project building would also not be audible or would be well below the ambient exterior noise level since the nearest sensitive uses are located much farther away from this building. The additional 150 of distance would be expected to provide an additional 12 dBA reduction in noise levels from the Project building.

To confirm these conclusions, the preparers of this Initial Study conducted a tour of PetSmart store #1854 in Canoga Park, California (City of Los Angeles), which is similar to the Proposed Project in that it also provides veterinary services, a PetsHotel, 'Doggie Day Camp,' pet training, and grooming. This tour occurred on December 17, 2010 and the Initial Study consultant observed that the PetsHotel was about half occupied and that the facility is constructed similarly to the manner discussed above for the Proposed Project. Although the dogs were barking on a regular basis within the PetsHotel, the sound of dogs barking was not audible outside the building. Based on this observation, the findings of the Dominion Environmental Consultants study would be applicable to the Proposed Project and the sounds of animals within the building would not be audible to residents and businesses in the immediate vicinity of the Project Site. Therefore, noise from operational activities at the Project Site is not expected to exceed City standards at nearby sensitive receptor locations, and the noise impact of the Proposed Project would be less than significant.

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

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

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation

of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Aside from seismic events, the greatest regular source of groundborne vibration in the immediate vicinity of the Project Site is from roadway truck and bus traffic.

The State CEQA Guidelines do not define the levels at which groundborne vibration or groundborne noise are considered "excessive." In addition, the City of Los Angeles has not adopted any thresholds for groundborne vibration impacts. Therefore, this analysis uses the Federal Transit Administration's (FTA) vibration impact thresholds for sensitive buildings, residences, and institutional land uses under conditions where there are an infrequent number of events per day. Thus, in accordance with the vibration impact thresholds of the FTA, a significant vibration impact may occur if the Proposed Project generates groundborne vibration levels at or exceeding 80 VdB at residences where people normally sleep.

Construction

Construction activities that would occur on the Project Site may have the potential to generate low levels of groundborne vibration. Table IV-9 identifies various vibration velocity levels for construction equipment that may operate during construction of the Proposed Project.

Table IV-9
Vibration Source Levels for Construction Equipment

Construction Equipment	Approximate VdB at 25 feet
Loaded Trucks	86
Pneumatic Tools	80
Jackhammer	79
***Source**: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.*	

Construction activities may have the potential to impact the adjacent nearby businesses residences to the west and south. Based on a distance of 25 feet from vibration-generating equipment, construction vibration levels would be up to 86 VdB at the closest portions of the adjacent commercial uses. At a distance of more than 200 feet, the nearest residences could experience vibration levels of up to 77 VdB. This maximum level would not exceed the identified threshold of 80 VdB for buildings where people would normally sleep. Also, the construction activities and their associated vibration levels would vary according to the phase of construction and would be limited to the daytime hours between 7:00 a.m. and 9:00 p.m. in accordance with Section 41.40 of the LAMC. As such, vibration generated

from construction activities would not occur during recognized sleep hours. Therefore, vibration impacts on residential uses would be less than significant.

Operation

The Proposed Project does not include uses that are expected to generate measurable levels of groundborne vibration during operation. Therefore, the greatest regular source of project-related groundborne vibration would be from local trucks bringing in deliveries to the Project Site and larger garbage trucks picking-up project related refuse material generated by the Project. Trucks typically generate groundborne vibration velocity levels of around 63 VdB, and these levels could reach 72 VdB where trucks pass over bumps in the road. Because these vibration levels would be well below 80 VdB for residential uses, impacts from vibration would be less than significant at nearby sensitive uses.

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

Less Than Significant Impact. A significant impact may occur if the Proposed Project would increase the ambient noise levels by 3 dBA CNEL at the property line of residential uses where the resulting noise level would be at least 70 dBA CNEL or at the property line of commercial buildings where the resulting noise level is at least 75 dBA CNEL. Because noise levels increase in a logarithmic manner, the traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur.

As discussed under Section 12(a) above, the amount of parking lot noise would be lower for the Proposed Project since it would generate approximately 142 fewer daily vehicle trips than the existing uses at the Project Site. Likewise, the Proposed Project would generate less roadway noise than the existing uses at the Project Site. Also discussed under Section 12(a) is that the sounds of animals within the building would not be audible to residents and businesses in the immediate vicinity of the Project Site. Therefore, the Proposed Project would not result in a substantial increase in noise levels at nearby uses and the operational noise impacts of the Proposed Project would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if the Proposed Project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *Draft L.A. CEQA Thresholds Guide* threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. In addition, the *Draft L.A. CEQA Thresholds Guide* also states that construction activities lasting

more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact.

As discussed under Section 12(a), above, the majority of construction activity would occur within the existing structure at the Project Site. This building is constructed with eight-inch cinder block materials that expected to have an STC rating of more than 50, which means that exterior to interior (or vice-versa) noise levels are reduced by at least 50 dBA. Based on this assumption, the maximum noise levels that would be expected to occur at the nearest residences is much less than 60 dBA. When these peak construction noise levels are compared against the existing ambient noise levels at the Project Site of approximately 65 dBA CNEL, which would be similar to the noise levels in the immediate vicinity of the Project Site, the increase in noise at nearby uses would not exceed five dBA. Therefore, construction activities at the Project Site would not result in substantial temporary or periodic increases in noise levels at nearby sensitive receptor locations, and the noise impact of the Proposed Project would be less than significant.

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

No Impact. A significant impact may occur if a Proposed Project were located within an area subject to an airport land use plan and the Proposed Project would expose people or residing at the site to excessive noise from aircraft operations. There are no airports within a two-mile radius of the Project Site, and the Project Site is not within any an area subject to an airport land use plan. The Proposed Project would not expose people to excessive noise levels associated with airport uses. No impact would occur.

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

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

Cumulative Impacts

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

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

13. POPULATION AND HOUSING

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

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the project area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on population and housing growth shall be made considering the following factors:

- The degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment;
- Whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and
- The extent to which growth would occur without implementation of the project.

The local population (per the 2000 Census, the latest data available, 2010 Census numbers are not yet obtainable) for Zip Code Tabulation Area 90048 is approximately 21,724.[31]

The Proposed Project is expected to employ approximately 62 full-time and part-time associates for the retail, grooming and PetsHotel operations and an additional staff of up to eight for the Banfield clinic (one or two veterinary doctors assisted by three or four techs and reception staff) for a total of

[31] *U.S. Census Bureau website: http://factfinder.census.gov/servlet/SAFFPopulation?_event=Search&geo_id=01000US&_geoContext=01000US&_street=&_county=&_cityTown=&_state=&_zip=90048&_lang=en&_sse=on&ActiveGeoDiv=geoSelect&_useEV=&pctxt=fph&pgsl=010&_submenuId=population_0&ds_name=null&_ci_nbr=null&qr_name=null&reg=null%3Anull&_keyword=&_industry= accessed December 3, 2010.*

approximately 70 employees. When one considers the current 11.8% unemployment rate in the greater Los Angeles area,[32] it is reasonable to assume that most, if not all, new employees of the Proposed Project would be drawn from local residents and the Proposed Project would not cause significant in-migration of new workers.

The Proposed Project would not require the extension of roadways or other infrastructure (e.g., water facilities, sewer facilities, electricity transmission lines, natural gas lines, etc.) into undeveloped areas. As a result, the development of the Proposed Project would not indirectly induce population growth.

Therefore, the Proposed Project would have a less than significant impact on population growth.

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

No Impact. For the purpose of this Initial Study, a significant impact may occur if the project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on population and housing displacement shall be made considering the following factors:

- The total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the Proposed Project, in terms of net loss of market-rate and affordable units;
- The current and anticipated housing demand and supply of market rate and affordable housing units in the project area;
- The land use and demographic characteristics of the project area and the appropriateness of housing in the area; and
- Whether the project is consistent with adopted City and regional housing policies such as the Framework and Housing Elements, Housing and Urban Development (HUD) Consolidated Plan and Comprehensive Housing Affordability Study (CHAS) policies, redevelopment plan, Rent Stabilization Ordinance, and the RCPG.

The Proposed Project would consist of the interior renovation an existing retail building. No displacement of existing housing would occur with the Project. Therefore, no impact would occur.

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[32] *Bureau of Labor Statistics, Unemployment Rates for Metropolitan Areas, Monthly Rankings for September 2010, website: http://www.bls.gov/web/metro/laummtrk.htm , accessed December 3, 2010*

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

No Impact. For the purpose of this Initial Study, a project-related significant adverse effect could occur if the project would result in the displacement of existing occupied housing units. Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on population and housing displacement shall be made considering the following factors:

- The total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the Proposed Project, in terms of net loss of market-rate and affordable units;
- The current and anticipated housing demand and supply of market rate and affordable housing units in the project area;
- The land use and demographic characteristics of the project area and the appropriateness of housing in the area; and
- Whether the project is consistent with adopted City and regional housing policies such as the Framework and Housing Elements, Housing and Urban Development (HUD) Consolidated Plan and Comprehensive Housing Affordability Study (CHAS) policies, redevelopment plan, Rent Stabilization Ordinance, and the RCPG.

The Proposed Project would consist of the interior renovation an existing retail building. No displacement of existing residents would occur necessitating the construction of replacement housing elsewhere. Therefore, no impact would occur.

Cumulative Impacts

No Impact. Any residential related projects would result in direct population growth in the City of Los Angeles, while other types of related projects could result in indirect population growth. As discussed in Section 13(a), the Proposed Project would not contribute to population growth either directly or indirectly and the Proposed Project would have no impact. It is not known if any of the related projects would displace existing housing or residents; however, because the population growth potentially associated with the Proposed Project has already been anticipated and planned for within the Wilshire Community Plan, it would not incrementally contribute to a cumulative effect.

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 objective for any of the following public services:

(i) Fire protection?

Less Than Significant Impact. Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to Section 57.09.07A of the LAMC, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles; while for a commercial land use, the distance is one mile for an engine company and 1.5 miles for a truck company. If either of these distances is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems.

The Project Site is within the service area of LAFD Battalion 18, which covers the communities of Palms, Cheviot Hills, South Robertson, South Carthay, West Los Angeles, Park La Brea, Fairfax, Miracle Mile, Hancock Park, Mid-City, Lafayette Square, Century City, Rancho Park, Crenshaw District and Baldwin Hills. There are six fire stations: Fire Station 43, Fire Station 58, Fire Station 61, Fire Station 68, Fire Station 92 and Fire Station 94 under the direction of Battalion 18.

The Proposed Project is approximately 1.6 miles from Fire Station No. 58, located at 1556 South Robertson Boulevard and approximately 1.7 miles from Fire Station No. 61 located at 5821 West 3rd Street.

While the nearest LAFD fire stations fall slightly outside the optimal distance of 1.5 miles, the fact that the Proposed Project would consist of the interior renovation an existing retail building which would undergo plan review by the LAFD as part of the LADBS plan check process and given the already highly urbanized nature of the surrounding area, the LAFD could adequately serve the Proposed Project without the addition of a new or expanded station. Therefore impacts related to fire protection would be less than significant.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the related projects, could increase the demand for fire protection services in the project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. On this basis, it is expected that cumulative impacts on fire protection would be less than significant.

(ii) Police protection?

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station. Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors:

- The population increase resulting from the Proposed Project, based on the net increase of residential units or square footage of non-residential floor area;
- The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and
- Whether the project includes security and/or design features that would reduce the demand for police services.

The LAPD Wilshire Community Police Station serves the Project Site under the jurisdiction of the West Bureau which serves the communities of Arlington Heights, Brookside Park, Carthay Circle, Country Club Park, Fairfax, Greater Wilshire, Hancock Park, Harvard Heights, Larchmont Village, Little Ethiopia, Mid-City, Mid-Wilshire, Miracle Mile, Olympic Park, Park La Brea, South Carthay, Wellington Square, Western Heights, Wilshire Center, Wilshire Vista, Windsor Square.[33] The Wilshire Community Police Station is located at 4861 West Venice Boulevard, approximately 2.6 miles southeast of the Project Site.

[33] *Los Angeles Police Department website: http://www.lapdonline.org/wilshire_community_police_station, Accessed December 10, 2010.*

The Proposed Project would consist of the interior renovation an existing retail building which would undergo plan review by the LAPD as part of the LADBS plan check process and given the already highly urbanized nature of the surrounding area, redevelopment of the Proposed Project is not expected to require the construction of a new or expanded police station. Therefore, the impact related to police protection would be less than significant.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the related projects, would increase the demand for police protection services in the project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. Therefore, a less-than-significant cumulative impact on police protection services would occur.

(iii) Schools?

No Impact. For the purpose of this Initial Study, a significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on public schools shall be made considering the following factors:

- The population increase resulting from the Proposed Project, based on the net increase of residential units or square footage of non-residential floor area;
- The demand for school services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and the project's proportional contribution to the demand;
- Whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and

- Whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

The Proposed Project would consist of the interior renovation an existing retail building in an already highly urbanized area. As discussed in Section 13(a) most, if not all new employees of the Proposed Project would be drawn from local residents and the Proposed Project would not cause significant in-migration of new workers. Therefore, the Proposed Project would not increase the number of school-age students in the area, there would be no new demand on area schools and there would be no impact.

Cumulative Impacts

Less Than Significant Impact. Development of any residential related projects would induce direct population growth, while the other remaining projects may induce indirect population growth. This would create an increased cumulative demand on local school districts. However, as discussed above, the Proposed Project would not contribute to population growth either directly or indirectly. Therefore, the Proposed Project would not contribute to any incremental increase to a cumulative demand for public school services. Furthermore, the related projects would be required to pay school developer fees, pursuant to California Education Code Section 17620(a)(1), which would further alleviate cumulative impacts. As such, cumulative impacts associated with the Proposed Project would be less than significant.

(iv) Parks?

No Impact. For the purpose of this Initial Study, a significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of a project. Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors:

- The net population increase resulting from the Proposed Project;
- The demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and
- Whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The Proposed Project would consist of the interior renovation an existing retail building in an already highly urbanized area. As discussed in Section 13(a), most, if not all new employees of the Proposed Project would be drawn from local residents and the Proposed Project would not cause significant in-migration of new workers. Therefore the Proposed Project would not 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 and there would be no impact.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects could result in an increase in permanent residents residing in the project area. In the absence of mitigation, additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the preferred standard. However, each of the residential related projects are expected to comply with payment of Quimby fees (for condominium units) and other fees, such as the Parks and Recreation Fee (for apartment units). Therefore, with payment of the applicable Quimby and Parks and Recreation Fees on a project-by-project basis, the cumulative park impacts related to parks and recreational facilities would be reduced to a less-than-significant level.

(v) Other public facilities?

No Impact. For the purpose of this Initial Study, a significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site. Based on the *Draft L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on libraries shall be made considering the following factors:

- The net population increase resulting from the Proposed Project;
- The demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and
- Whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library).

The Proposed Project would consist of the interior renovation an existing retail building in an already highly urbanized area. As discussed in Section 13(a), most, if not all new employees of the Proposed Project would be drawn from local residents and the Proposed Project would not cause significant in-migration of new workers. Therefore the Proposed Project would not increase the use of existing neighborhood and regional libraries and there would be no impact.

Cumulative Impacts

Less Than Significant Impact. The related projects that have a residential component could generate additional residents who could increase the demand upon library services. To meet the cumulative demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for $178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made outstanding progress in the design and construction of the branch library facilities. In addition, each of the residential related projects would be required to comply with payment of $200 per capita fees (based upon project residential population). Therefore, with payment of the applicable per capita fees on a project-by-project basis, the cumulative impacts related to library facilities would be reduced to a less than significant level.

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?

No Impact. For the purpose of this Initial Study, a significant impact may occur if the project would include substantial employment or population growth, which would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. Based on the *Draft L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors:

- The net population increase resulting from the Proposed Project;
- The demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and
- Whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The Proposed Project would consist of the interior renovation an existing retail building in an already highly urbanized area. As discussed in Section 13(a), most, if not all new employees of the Proposed Project would be drawn from local residents and the Proposed Project would not cause significant in-migration of new workers. Therefore the Proposed Project would not 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 and there would be no impact.

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?

No Impact. For the purpose of this Initial Study, a significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factor:

- Whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The Proposed Project would consist of the interior renovation an existing retail building in an already highly urbanized area. As previously discussed in Section 15(a), the Proposed Project would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment and thus there would be no impact.

Cumulative Impacts

Less Than Significant Impact. Section 15355 of the State CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." As discussed above, the project would have a less than significant impact on recreational resources. It is not known if any related projects would adversely affect recreational resources. Regardless, because the Proposed Project would have a less than significant incremental contribution to the potential cumulative impact on recreational resources, the Proposed Project would have a less than significant cumulative impact on such resources.

16. TRANSPORTATION AND TRAFFIC

The following section summarizes and incorporates by reference the information provided in the Memorandum submitted to the Los Angeles Department of Transportation (LADOT) regarding the Pet Smart Project Traffic Assessment prepared by Linscott Law and Greenspan Engineers, in December 2010 (Traffic Memorandum). The Traffic Memorandum is provided as Appendix E to this Draft Initial Study.

a) Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than Significant Impact. A significant impact could occur if a project were to result in substantial increases in traffic volumes in the vicinity of the project such that the existing street capacity experiences a decrease in the existing volume to capacity ratios, or experiences increased traffic congestion exceeding LADOT's recommended level of service.

Existing Conditions

The Project Site is situated at the northeast corner of the La Cienega Boulevard/Blackburn Avenue intersection. The Project Site location and general vicinity are illustrated in Figure II-1. The Project Site currently contains a vacant two-story building with a total of approximately 22,147 sf of building floor area formerly occupied by a Borders Bookstore until January 2010. The existing two-story building will remain on-site. A total of 73 on-site parking spaces are currently provided on-site. Vehicular access to the site is currently provided via one driveway on Blackburn Avenue and currently accommodates full access turning movements (i.e., left-turn and right-turn ingress and egress turning movements).

Based on the guidelines set forth in the City of Los Angeles traffic study guidelines[34], a trip credit may be applied to a project from the trips generated by the existing use, if the existing use has been in place for at least six consecutive months within the past two years. Thus, a trip credit for the prior use is appropriate to consider in estimating the net new trip generation associated with the Proposed Project.

Vehicular access to the site will continue to be provided via the driveway on Blackburn Avenue and will continue to accommodate full access turning movements (i.e., left-turn and right-turn ingress and egress turning movements). The currently existing 73 on-site parking spaces will continue to be provided for the Proposed Project.

[34] *Traffic Study Policies and Procedures, City of Los Angeles Department of Transportation, March 2002.*

Trip Generation Determination (Net New Vehicle Trips)

Proposed Project Trip Generation

Traffic volumes expected to be generated by the Proposed Project during the AM and PM peak hours, as well as on a daily basis, were estimated in part using rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual.[35] Traffic volumes expected to be generated by the retail sales and veterinary clinic components of the Proposed Project were based upon rates per 1,000 square feet of gross floor area. ITE Land Use Code 866 (Pet Supply Superstore) trip generation average rates were used to forecast the traffic volumes expected to be generated by the retail sales component of the Proposed Project. ITE Land Use Code 640 (Animal Hospital/Veterinary Clinic) trip generation average rates were used to forecast the traffic volumes expected to be generated by the veterinary clinic component of the Proposed Project.

The ITE manual does not provide trip rates for a land use such as the PetsHotel component of the Proposed Project. The trip generation forecasts for the PetsHotel component were derived based on information provided by PetSmart, Inc. and PetsHotel staff from the operation of other PetSmart stores with a PetsHotel component. The trip generation forecasts have been developed based on anticipated patronage and programming elements of the PetsHotel as summarized below.

- Overnight Boarding – PetSmart offers overnight care for dogs and cats. The Proposed Project will provide 74 dog rooms, which include 41 regular rooms, 22 large rooms, and 11 suites. The Proposed Project will also provide a separate feline room that would be able to accommodate nine cats. Animal pick-up/drop-offs can occur between the hours of 7:00 AM to 9:00 PM Monday through Saturday and from 8:00 am to 7:00 PM on Sunday. Check out time for an overnight pet guest is at 12:00 PM, with an average stay of 3.5 days. It should be noted that animals from the same household may be boarded in the same room/suite. Based on discussions with PetsHotel staff, the facility averages 30% double occupancy, which occurs less than 30 days in a year (i.e., atypical conditions).

- Doggie Day Camp and Day Care - PetSmart offers group or individual play and exercise programs. Each playroom is able to accommodate 10-15 dogs. Extended care service is also available for overnight pet guests leaving after the 12:00 PM check-out time. Two playrooms are planned for the Proposed Project.

- Pet Training – PetSmart offers training with an accredited pet training instructor. Training classes are offered seven days a week during business hours. Most classes are held between 6:00 PM and 9:00 PM Monday through Friday and between 10:00 AM and 4:00 PM

[35] *Trip Generation Manual, Institute of Transportation Engineers, 8th Edition, 2008.*

on Saturday and Sunday. Classes can accommodate up to ten dogs and their owners, with an average of six to seven dogs per class.

Detailed summaries of weekday trip generation forecasts by programming element (i.e., overnight boarding, day camp, and pet training) for the Proposed Project are provided in Table IV-10. As shown in Table IV-10, the Proposed Project is forecast to generate 28 vehicle trips (16 inbound trips and 12 outbound trips) during the AM peak hour and 97 vehicle trips (51 inbound trips and 46 outbound trips) during the PM peak hour. Over a 24-hour period, the Proposed Project is forecast to generate 806 daily trip ends during a typical weekday.

Table IV-10
Net Project Trip Generation [36]

Land Use	Size	Daily Trips [1]	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Project								
Pet Supply Store	15,940 sf	540	Nom.	Nom.	Nom.	27	27	54
Veterinary Clinic	1,858 sf	90	6	2	8	4	5	9
PetsHotel	4,349 sf							
Overnight Boarding	84 animals	96	5	5	10	5	5	10
Day Camp	30 dogs	60	5	5	10	5	5	10
Pet Training	10 dogs	20	Nom.	Nom.	Nom.	10	0	10
Staff	7 employees	---	Nom.	Nom.	Nom.	0	4	4
Subtotal Project Trips		**806**	**16**	**12**	**28**	**51**	**46**	**97**
Existing Use								
Book Store	22,076 sf	(948)	Nom.	Nom.	Nom.	(40)	(42)	(82)
Subtotal Existing Trips		**(948)**	**0**	**0**	**0**	**(40)**	**(42)**	**(82)**
TOTAL NET NEW TRIPS		**(142)**	**16**	**12**	**28**	**11**	**4**	**15**

[1] *– Trips are one-way traffic movements, entering or leaving the Site.*
Source: Linscott Law and Greenspan Engineers, December 2010

Existing Trip Generation

An existing use trip generation credit was calculated to reflect the prior use of the existing building as a retail Borders bookstore. Traffic volumes expected to be generated by the existing building were also

[36] *A detailed version of this table can be found in the complete Traffic Assessment Memorandum included in this Initial Study as Appendix E.*

estimated using rates published in the ITE Trip Generation manual. The ITE manual provides trip rates for a Book Superstore (ITE Land Use Code 868). The ITE Book Superstore trip generation rates are based on one observation/study and produce a significantly high number of PM peak hour traffic volumes (i.e., 431 PM peak hour trips). As such, in order to provide a conservative estimation of existing trip generation credit, the ITE Land Use Code 820 (Shopping Center) trip generation average rates were used to forecast the traffic volumes expected to be generated by the prior Borders Bookstore. It should be noted that the Borders Bookstore's general hours of operation is between 10:00 AM and 10:00 PM on weekdays. Thus, it is conservatively assumed that no trips occur during the AM peak hour.

The trip generation forecast for the prior use is also summarized in Table IV-10. As presented in Table IV-10, the existing use is expected to generate 82 vehicle trips (40 inbound trips and 42 outbound trips) during the PM peak hour. Over a 24-hour period, the existing use is forecast to generate 948 daily trip ends during a typical weekday.

Project Trip Generation Summary

The traffic generation forecast for the Proposed Project is summarized in Table IV-10. The Proposed Project is forecast to generate a net increase of 28 vehicle trips (16 inbound trips and 12 outbound trips) during the AM peak hour, and a net increase of 15 vehicle trips (11 inbound trips and 4 outbound trips) during the PM peak hour as compared to the former use. Over a 24-hour period, the Proposed Project is forecast to generate a net decrease of 142 daily trip ends during a typical weekday as compared to the former use.

Trip Generation Assessment

LADOT's traffic study guidelines require a formal traffic study based on the following:

1. The project is likely to add 500 or more daily trips, or likely to add 43 or more PM peak hour trips and,

2. The project is likely to significantly impact nearby intersection(s) which are presently believed to be operating at LOS C, D, E or F.

Based on a review of the trip generation forecast, the Proposed Project is anticipated to generate a nominal change in traffic volumes during the AM and PM peak hours. Further, the Proposed Project is forecast to generate only a nominal increase in trips during the AM and PM peak hours and a nominal net decrease in vehicle trips on a daily basis as compared to the former use. Accordingly, based on the net additional trips that would be generated by the Proposed Project, project traffic impacts would be less than significant and no further analysis or review of potential traffic impacts is required.

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact. The Congestion Management Program (CMP) was enacted by Proposition 111 in 1990 with the intent of providing the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has been established by the Metropolitan Transportation Authority (MTA), the local CMP agency, designating a highway network that includes all state highways and principal arterials within the County and monitoring the network's LOS to implement the statutory requirements of the CMP. This monitoring of the CMP network is one of the responsibilities of local jurisdictions. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to be in conformance with the countywide plan.

The CMP traffic impact analysis (TIA) requires that all freeway segments where the project adds 150 or more trips in any direction during the peak hours be analyzed. An analysis is also required at all CMP intersections where the project will add 50 or more trips during the peak hour. For purposes of the CMP analysis, a significant traffic impact occurs when the Proposed Project increases traffic demand on a CMP facility by two percent of capacity, causing or worsening LOS F.

As previously discussed in Section 16(a), implementation of the Proposed Project would result in a net reduction of area traffic trips. Thus, no CMP freeway monitoring segment or intersection analysis is required and there would be no Project related impacts to the CMP.

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

No impact. This question would apply to the project only if it involved an aviation-related use or would influence changes to existing flight paths.

The project does not include any aviation-related uses and would have no airport impact. It would also not require any modification of flight paths for the existing airports in the Los Angeles Basin. Therefore, no impact would occur.

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

No Impact. For the purpose of this Initial Study, a significant impact may occur if the project included new roadway design or introduced a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if Project Site access or other features were designed in such a way as to create hazard conditions.

The Proposed Project would consist of renovations to an existing retail building. There would be no unusual or hazardous design features associated with these changes, and no other significant access changes are proposed. Therefore, no impact would occur.

e) Would the project result in inadequate emergency access?

No Impact. For the purpose of this Initial Study, a significant impact may occur if the project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses.

As previously discussed in Section 7(h), the Proposed Project is not located on or near an adopted emergency response or evacuation plan. Further, given the limited nature of tenant improvements at the Project Site, it is unlikely that construction activity would require any temporary and/or partial street closures and there would be no interference with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access or travel upon public rights-of-way.

As described in Section 14(a), the Proposed Project would satisfy the emergency response requirements of the LAFD, and as discussed in Section 16(d), there are no hazardous design features included in the access design or site plan for the Proposed Project that could impede emergency access. Furthermore, the Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. Therefore, the Proposed Project would not be expected to result in inadequate emergency access, and the Proposed Project would have no impact on emergency access.

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

No Impact. For the purpose of this Initial Study, a significant impact may occur if the project would conflict with adopted polices or involve modification of existing alternative transportation facilities located on- or off-site.

The Proposed Project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the Proposed Project would not interfere with any class I or class II bikeway systems. Since the Proposed Project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on such programs.

17. UTILITIES AND SERVICE SYSTEMS

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

No Impact. For the purpose of this Initial Study, a significant impact may occur if a project would discharge wastewater, whose content exceeds the regulatory limits established by the governing agency.

This question would typically apply to properties served by private sewage disposal systems, such as septic tanks. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes a National Pollutant Discharge Elimination System (NPDES) permit that ensures compliance with wastewater treatment and discharge requirements.

The Los Angeles RWQCB enforces wastewater treatment and discharge requirements for properties in the project area. The project will convey wastewater via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP). The HTP is a public facility, and, therefore, is subject to the state's wastewater treatment requirements. As such, wastewater from the implementation of the Proposed Project at the Project Site would be treated according to the wastewater treatment requirements enforced by the RWQCB, and no impact would occur.

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

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors:

- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;

- The amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and

- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Water Treatment Facilities and Existing Infrastructure

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,100 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd). The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and operates at between 75 and 90 percent capacity. Therefore, the LAAFP has a remaining capacity of approximately 50 to 150 mgd, depending on the season.[37] As shown in Table IV-11 below, the Proposed Project would consume a total of approximately 3,845.30 gallons per day (gpd) or 0.003 mgd of water. Consequently, implementation of the Proposed Project is not expected to measurably reduce the LAAFP's capacity; therefore, no new or expanded water treatment facilities would be required. Consequently, with respect to water treatment facilities, the Proposed Project would have a less-than-significant impact.

With respect to water infrastructure, as the building already exists it is already connected to the local water supply line. As a change of land use is being proposed, there is a possibility that an increase in water consumption might exceed the capacities of the existing distribution facilities. If water main or infrastructure upgrades are required, the project applicant would pay for such upgrades and a disruption in service may occur. However this possibility is considered remote, because as shown in Table IV-11 below, water usage during operation of the Proposed Project is only expected to increase by 1,718.90 gpd in excess of the water usage from the prior retail occupant of the Project Site. In addition, proper notification to LADWP customers would take place if a disruption in water service were to occur. In the event that water main and other infrastructure upgrades are required, it would not be expected to create a significant impact to the physical environment because (1) any disruption of service would be of a short-term nature, (2) replacement of the water mains would be within public rights-of-way, and (3)

[37] *Los Angeles Department of Water and Power, Urban Water Management Plan website: http://www.ladwp.com/ladwp/cms/ladwp007157.pdf accessed December 17, 2010*

any foreseeable infrastructure improvements would be limited to the immediate project vicinity. Therefore, potential impacts resulting from water infrastructure improvements, if any are required, would be less than significant.

Table IV-11
Proposed Project Water Consumption

Land Use	Size	Consumption Rate [a]	Total Consumption (gpd)
Existing Uses [b]			
Retail	22,147 sf	96 gpd / 1,000 sf	2,126.40
Proposed Uses			
Retail [c]	15,066 sf	96 gpd / 1,000 sf	1,446.34
Veterinary Clinic	1,858 sf	336 gpd / 1,000 sf	624.29
Grooming	877 sf	336 gpd / 1,000 sf	294.67
PetsHotel	74 kennels	20 gpd / kennel [d]	1,480.00
		Subtotal Proposed Uses	**3,845.30**
		Less Existing Uses	***2,126.40***
		Proposed Project Net Total	**1,718.90**

Notes: gpd = gallons per day sf =square feet
[a] *Los Angeles Draft CEQA Thresholds Guide (2006), Exhibit M.2-12, Water consumption is assumed to be 120% of wastewater generation.*
[b] *estimate for prior tenant, Borders Bookstore retail operation*
[c] *includes general receiving and storage, employee services and pet training and adoption areas*
[d] *per written correspondence from PetSmart, Inc. November 24, 2010*

Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if:

- The project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or
- The project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

The Los Angeles Bureau of Sanitation provides sewer service to the Proposed Project area. The existing building has existing sewer connections to the City's sewer system. Sewage from the Project Site is conveyed via sewer infrastructure to the Hyperion Treatment Plant (HTP). Since 1987, the HTP has had capacity for full secondary treatment. Currently, the plant treats an average daily flow of 362 million

gallons per day (mgd), and has capacity to treat 450 mgd. This equals a remaining capacity of 88 mgd of wastewater able to be treated at the HTP[38]. As shown in Table IV-12 below, the Proposed Project would generate 3,155.08 gpd of wastewater, which would be a net increase of 1,383.08 gpd of wastewater over the existing use. The incremental addition of only 1,383 gpd of wastewater to the HTP is less than one one-hundreth of one percent (<0.01%) of the remaining HTP capacity. Therefore, the HTP would have adequate capacity to serve the Proposed Project. As such, with respect to the capacities of wastewater treatment facilities, the Proposed Project would have a less-than-significant impact.

With respect to wastewater infrastructure, wastewater service is provided to the Project Site by 21-inch sewer lines in La Cienega Boulevard[39]. It is reasonable to assume that the existing sewer lines have excess capacity and would thus be able to accommodate the additional flow from the Proposed Project. If, the City were to require detailed gauging and evaluation of the Proposed Project's sewer connection point, the applicant would be required, at its own cost, to build secondary sewer lines to a connection point in the sewer system with sufficient capacity. The installation of any such secondary lines, if needed, would require minimal trenching and pipeline installation, which would be a temporary action and would not result in any adverse environmental impacts. As such, no new or expanded wastewater infrastructure would be required to serve the Proposed Project and a less-than-significant impact would occur.

[38] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, website: http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm, accessed December 10, 2010.*

[39] *City of Los Angeles Department of Public Works, Bureau of Engineering, Wastewater Sewer Map Grid No. 492-10, website: http://navigatela.lacity.org/common/mapgallery/smap_plots.cfm, accessed December 10, 2010.*

Table IV-12
Proposed Project Wastewater Generation

Land Use	Size	Generation Rate [a]	Total Generation (gpd)
Existing Uses			
Retail	22,147 sf	80 gpd / 1,000 sf	1,772.00
Proposed Uses			
Retail [b]	15,066 sf	80 gpd / 1,000 sf	1,205.28
Veterinary Clinic	1,858 sf	280 gpd / 1,000 sf	520.24
Grooming	877 sf	280 gpd / 1,000 sf	245.56
PetsHotel	74 kennels	16 gpd / kennel [c]	1,184.00
		Subtotal Proposed Uses	**3,155.08**
		Less Existing Uses	***1,772.00***
		Proposed Project Net Total	**1,383.08**

Notes:
gpd = gallons per day sf =square feet
[a] *Los Angeles Draft CEQA Thresholds Guide (2006), Exhibit M.2-12.*
[b] *includes general receiving and storage, employee services and pet training and adoption areas*
[c] *per written correspondence from PetSmart, Inc. November 24, 2010*

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. For the purpose of this Initial Study, a significant impact may occur if the volume of storm water runoff would increase to a level exceeding the capacity of the storm drain system serving a Project Site, resulting in the construction of new storm water drainage facilities.

As described in Section 8(c), 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. Therefore, the Proposed Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems and no impact would occur.

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be

identified. Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors:

- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;
- The amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

As shown in Table IV-11, the Proposed Project's net increase for water demand would be 1,430.90 gallons per day. It was concluded in Section 17(b) that the Proposed Project would have a less than significant impact on water.

In addition, pursuant to Section 122.03(a) of the LAMC, the Proposed Project is required to install and/or retrofit water saving devices throughout the building, which would further reduce impacts associated with this issue.

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

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if:

- The project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or
- The project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

As stated in Section 17(b), the sewage flow from operation of the Proposed Project would ultimately be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.[40] Therefore, impacts would be less than significant.

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

Less Than Significant Impact with Mitigation. For the purpose of this Initial Study, a significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the City of Los Angeles *Draft L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on solid waste shall be made considering the following factors:

- Amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates;
- Need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and
- Whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (CiSWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

It is assumed that the Project Applicant would contract with a local commercial solid waste hauler following completion 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, depending on with whom the hauler has contracts. However, over 90 percent of the construction and residential solid waste generated in the City of Los Angeles is disposed of at the Sunshine Canyon Landfill. The capacity and estimated closure date for the landfill is included in Table IV-13, Landfill Capacity and Intake.

[40] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, website: http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm, accessed December 10, 2010.*

Table IV-13
Landfill Capacity and Intake

Landfill Facility	Estimated Closure Date	Permitted Daily Intake (tons/day)	Average Daily Intake (tons/day)	Remaining Permitted Daily Intake (tons/day)
Sunshine Canyon [a]	2037	12,100	9,200	2,900
Chiquita Canyon [b]	2019	6,000	4,995	1,005
			Total Remaining Intake	***3,905***

Notes:
[a] *Sunshine Canyon Landfill website, http://www.sunshinecanyonlandfill.com/update/_index.htm, accessed August 31, 2010.*
[b] *California Department of Resources Recycling and Recovery website, www.calrecycle.ca.gov/SWFacilities/Directory/19-AA-0052/.../213.pdf, accessed August 31, 2010.*

Construction activities generate a variety of scraps and wastes, with the majority of recyclables being wood waste, drywall, metal, paper, and cardboard. The construction of the Proposed Project is estimated to generate a total of approximately 110 tons of solid waste over the approximately six-month construction period; approximately 0.80 tons of demolition debris per day over the two month demolition period and approximately 0.85 tons of construction waste per day over the four month construction period. The remaining combined daily intake of the Sunshine Canyon Landfill and Chiquita Canyon Landfill is 3,905 tons per day. As such, they would have adequate capacity to accommodate the construction waste generated by the Proposed Project over its entire construction period. Therefore, a less than significant impact associated with construction waste would occur.

Nevertheless, the City of Los Angeles prefers to impose Mitigation Measures 17-1 and 17-2 which are intended to assure that solid waste impacts remain less-than-significant.

As shown in Table IV-14, Proposed Project Solid Waste Generation, the operation of the Proposed Project would generate 135.23 pounds per day and a net increase in solid waste generation of 24.48 pounds per day, compared to the existing use.

This increase in solid waste per day is modest and would be handled by a local existing waste collection service. Additionally, the amount is minimal compared to daily capacities of nearby recycling or disposal facilities and transfer stations and these modest amounts would be further reduced through source reduction and recycling programs (as required by AB 939) and the implementation of Mitigation Measures 17-1 through 17-3. Further, the Proposed Project would not conflict with solid waste policies or objectives that are required by law, statute, or regulation. Therefore, the Proposed Project would result in a less than significant impact with respect to operational waste.

Table IV-14
Proposed Project Solid Waste Generation

Land Use	Size	Generation Rate [a]	Total (lbs/day)
Existing Uses			
Retail	22,147 sf	5 lbs/1,000 sf	110.75
Proposed Uses			
Retail [b]	15,066 sf	5 lbs/1,000 sf	75.33
Veterinary Clinic	1,858 sf	6 lbs/1,000 sf	11.15
Grooming	877 sf	6 lbs/1,000 sf	5.26
PetsHotel	4,349 sf	10 lbs/1,000 sf	43.49
		Subtotal Proposed Uses	**135.23**
		Less Existing Uses	***110.75***
		Proposed Project Net Total	**24.48**

Notes:
lbs = pounds sf =square feet
[a] *Cal Recycle, website: http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm , December 13, 2010.*
[b] *Includes general receiving and storage, employee services and pet training and adoption areas*

Mitigation Measures

Construction

17-1 Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction related wastes.

17-2 To facilitate on-site separation and recycling of demolition and construction related wastes, the contactor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.

Operation

17-3 Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program.

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

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations.

The Proposed Project would generate solid waste that is typical of retail, veterinary and kennel operations and be consistent with all federal, state, and local statutes and regulations regarding proper disposal. Therefore, impacts would be less than significant.

Cumulative Impacts

Water Supply

As shown in Table IV-15, Related Project Water Consumption, implementation of the Proposed Project in combination with the 38 related projects within the City of Los Angeles and 32 within the City of West Hollywood[41] would generate a demand for approximately 1,574,796 gpd of water, further increasing demands for water supplies in the LADWP service area. In terms of the City's overall water supply condition, the water demands for any project that is consistent with the City's General Plan has been taken into account in the planned growth of the Water System. The City of Los Angeles Water Supply Action Plan[42] anticipates that the future water supply will be sufficient to meeting existing and planned growth in the City to the year 2030. Furthermore, for projects that meet the requirements established in Sections 10910-10915 of the State Water Code, a Water Supply Assessment demonstrating sufficient water availability is required on a project-by-project basis. Additionally, similar to the Proposed Project, each related project would be required to comply with city and State water conservation programs. Therefore, cumulative impacts to water supply would be less than significant.

The remaining daily capacity of the Los Angeles Aqueduct Filtration Plant (LAAFP) is 125 mgd of water. Therefore, the LAAFP would have adequate capacity to treat the 1,040,093 gallons of water demanded by the Proposed Project and related projects, and a less-than-significant impact would occur. In addition, the potential need for the related projects to upgrade water lines to accommodate their water needs is site-specific and there is little, if any, cumulative relationship between the development of the Proposed Project and the related projects. Therefore, no cumulative water infrastructure impacts are anticipated from the development of the Proposed Project and the related projects.

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[41] *The City of Beverly Hills provides its own water service. Approximately two-thirds of the City of West Hollywood receives its water from the LADWP.*

[42] *Los Angeles Department of Water and Power, 'Securing L.A.'s Water Supply' May 2008 website: http://www.ladwp.com/ladwp/cms/ladwp010587.pdf, accessed June 21, 2010.*

Table IV-15
Related Projects Water Consumption

No.	Proposed Land Use	Size	Consumption Rate	Total (gpd)
L1	Condominium Retail / Restaurant	120 du 8,900 gsf	192 gallons/du 228 gallons/1,000 sf	23,040 2,029
L2	Condominium Retail	183 du 12,891 gsf	192 gallons/du 96 gallons/1,000 sf	35,136 1,229
L3	Elementary School	140 students	9.6 gallons/student	1,344
L4	Retail Apartment	16,000 gsf 54 du	96 gallons/1,000 sf 192 gallons/du	1,536 10,368
L5	Apartment Retail Restaurant	288 du 8,500 gsf 4,000 gsf	192 gallons/du 96 gallons/1,000 sf 360 gallons/1,000 sf	43,776 816 1,440
L6	General Office Apartment Retail	57,000 gsf 21 du 6,000 gsf	180 gallons/1,000 sf 192 gallons/du 96 gallons/sf	10,260 4,032 576
L7	Retail Apartment	15,862 gsf 93 du	96 gallons/sf 192 gallons/du	1,526 17,856
L8	Retail High-turnover Sit-Down Restaurant Office Health Club *(Retail)* *(Restaurant)* *(Office)*	345,540 gsf 28,000 gsf 7,000 gsf 7,100 gsf *(332,574 gsf)* *(27,829 gsf)* *(30,746 gsf)*	96 gallons/1,000 sf 360 gallons/1,000 sf 180 gallons/1,000 sf 960 gallons/1,000 sf 96 gallons/1,000 sf 360 gallons/1,000 sf 180 gallons/1,000 sf	33,168 10,080 1,260 6,816 *(31,930)* *(10,008)* *(5,526)*
L9	Elementary School	170 Students	9.6 gallons/student	1,632
L10	Condominium Retail	180 du 13,700 gsf	192 gallons/du 96 gallons/1,000 sf	34,560 1,315
L11	Pharmacy / Retail	16,000 gsf	96 gallons/1,000 sf	1,536
L12	Apartment	175 du	192 gallons/du	33,600
L13	Retail Apartment	11,327 gsf 39 du	96 gallons/1,000 sf 192 gallons/du	1,084 7,488
L14	Retail Condominium	7,500 gsf 13 du	96 gallons/1,000 sf 192 gallons/du	720 2,496
L15	Apartment Retail	60 du 5,350 gsf	192 gallons/du 96 gallons/1,000 sf	11,520 518
L16	Museum	8,400 gsf	24 gallons/1,000 sf	202
L17	Retail Condominium Restaurant	26,400 gsf 118 du 3,000 gsf	96 gallons/1,000 sf 192 gallons/du 360 gallons/1,000 sf	2,534 22,656 1,080

Table IV-15 (Continued)
Related Projects Water Consumption

No.	Proposed Land Use	Size	Consumption Rate	Total (gpd)
L18	Retail	29,900 gsf	96 gallons/1,000 sf	2,840
	Office	16,700 gsf	180 gallons/1,000 sf	3,006
L19	Tourist Attraction (Museum)	42,869 gsf	96 gallons/1,000 sf	4,118
	Retail	1,405 gsf	96 gallons/1,000 sf	135
L20	Quality Restaurant	15,613 gsf	360 gallons/1,000 sf	5,616
	High-Turnover Sit-Down Restaurant	3,500 gsf	360 gallons 1,000 sf	1,260
	General Office	7,000 gsf	180 gallons/1,000 sf	1,260
L21	Office	28,800 gsf	180 gallons/1,000 sf	5,184
	Restaurant	800 gsf	360 gallons/1,000 sf	288
L22	Private School	75 Students	9.6 gallons/student	720
	Chapel	3,000 gsf	96 gallons/1,000 sf	288
L23	Apartment	787 du	192 gallons/du	151,104
	Retail	12,700 gsf	96 gallons/1,000 sf	1,219
	Restaurant	9,500 gsf	360 gallons/1,000 sf	3,420
L24	Office	240,000 gsf	180 gallons/1,000 sf	43,200
L25	Hospital	187,650 gsf	336 gallons/1,000 sf	63,067
L26	Apartment	562 du	192 gallons/du	107,904
	Retail	37,000 gsf	96 gallons/1,000 sf	3,552
	Quality Restaurant	5,000 gsf	360 gallons/1,000 sf	1,800
	High-Turnover Sit-Down Restaurant	3,000 gsf	360 gallons/1,000 sf	1,080
L27	Condominium	140 du	192 gallons/du	26,880
L28	Apartment	219 du	192 gallons/du	42,048
	Market	35,000 gsf	96 gallons/1,000 sf	3,552
	General Office	14,530 gsf	180 gallons/1,000 sf	2,610
	Studio	41,136 gsf	96 gallons/1,000 sf	3,945
L29	Hospital	100 beds	90 gallons/bed	9,000
L30	Apartment	88 du	192 gallons/du	16,896
	Retail	13,500 gsf	96 gallons/1,000 sf	1,296
	(New Car Sales)	*(4,200 gsf)*	96 gallons/1,000 sf	*(403)*
L31	Apartment	43 du	192 gallons/du	8,256
L32	Apartment	133 du	192 gallons/du	25,536
	Coffee Shop	1,570 gsf	360 gallons/1,000 sf	576
	Bank	4,200 gsf	96 gallons/1,000 sf	403
	Condominium	4 du	192 gallons/du	768

Table IV-15 (Continued)
Related Projects Water Consumption

No.	Proposed Land Use	Size	Consumption Rate	Total (gpd)
L33	Office Retail	88,750 gsf 12,000 gsf	180 gallons/1,000 sf 96 gallons/1,000 sf	15,984 1,152
L34	Pharmacy / Retail *(Fast-Food Restaurant)*	13,387 gsf *(1,902 gsf)*	96 gallons/1,000 sf 360 gallons/1,000 sf	1,286 *(684)*
L35	Retail Apartment	14,400 gsf 78 du	96 gallons/1,000 sf 192 gallons/du	1,382 14,976
L36	Condominium	150 du	192 gallons/du	28,800
L37	Medical Office Hospital	114,800 gsf 264,200 gsf	300 gallons/1,000 sf 336 gallons/1,000 sf	34,440 88,771
L38	Apartment Retail	71 du 11,454 gsf	192 gallons/du 96 gallons/1,000 sf	13,632 1,104
W1	Condominium	105 du	192 gallons/du	20,160
W2	Retail Center	94,000 gsf	96 gallons/1,000 sf	9,024
W3	Hotel Retail/Restaurant Condominium	296 rooms 39,440 gsf 189 du	156 gallons/room 228 gallons/1,000 sf 192 gallons/du	46,176 8,983 36,288
W4	Retail *(Condominium)*	39,178 gsf *(8 du)*	96 gallons/1,000 sf 192 gallons/du	3,754 *(1,536)*
W5	Retail Condominium Restaurant	12,500 gsf 40 du 3,200 gsf	96 gallons/1,000 sf 192 gallons/du 360 gallons/1,000 sf	1,200 7,680 1,152
W6	Retail/Restaurant/Office Condominium Apartment	190,350 gsf 61 du 15 du	228 gallons/1,000 sf 192 gallons/du 192 gallons/du	43,411 11,712 2,880
W7	General Office	400,000 gsf	180 gallons/1,000 sf	72,000
W8	Medical Office	120,000 gsf	300 gallons/1,000 sf	36,000
W9	Retail Apartment Warehouse *(Retail)* *(General Office)*	70,260 gsf 195 du 327,000 gsf *(38,740 gsf)* *(23,470 gsf)*	96 gallons/1,000 sf 192 gallons/du 24 gallons/1,000 sf 96 gallons/1,000 sf 180 gallons/1,000 sf	6,749 37,440 7,848 *(3,715)* *(4,230)*
W10	Commercial	70,000 gsf	96 gallons/1,000 sf	6,720
W11	Retail Condominium	35,00gsf 138 du	96 gallons/1,000 sf 192 gallons/du	3,360 26,496

Table IV-15 (Continued)
Related Projects Water Consumption

No.	Proposed Land Use	Size	Consumption Rate	Total (gpd)
W12	Hotel Condominium	196 rooms 4 du	156 gallons/room 192 gallons/du	30,576 768
W13	Medical Office *(Retail)*	107,900 gsf (11,400 gsf)	300 gallons/1,000 sf 96 gallons/1,000 sf	32,400 *(1,094)*
W14	Condominium Apartment	117 du 35 du	192 gallons/du 192 gallons/du	22,464 6,720
W15	Supermarket	65,325 gsf	96 gallons/1,000 sf	6,269
W16	Condominium	42 du	192 gallons/du	8,064
W17	Condominium Senior Housing	135 du 42 du	192 gallons/du 192 gallons/du	25,920 8,064
W18	Daycare Center	28 children	9.6 gallons/student	268
W19	Retail *(Retail)*	9,995 gsf *(6,475 gsf)*	96 gallons/1,000 sf 96 gallons/1,000 sf	960 *(624)*
W20	Retail *(Retail)*	6,905 gsf *(3,523 gsf)*	96 gallons/1,000 sf 96 gallons/1,000 sf	662 *(336)*
W21	Mixed Use (Retail, Office Condominium)	9,990 gsf	228 gallons/1,000 sf	2,280
W22	Condominium *(Single Family Residence)*	11 du *(2 du)*	192 gallons/du 192 gallons/du	2,112 *(384)*
W23	Condominium *(Single Family Residence)*	18 du *(1 du)*	192 gallons/du 192 gallons/du	3,456 *(192)*
W24	Condominium *(Single Family Residence)*	16 du *(2 du)*	192 gallons/du 192 gallons/du	3,072 *(384)*
W25	Condominium	16 du	192 gallons/du	3,072
W26	Condominium	17 du	192 gallons/du	3,264
W27	Retail	4,850 gsf	96 gallons/1,000 sf	470
W28	Retail	8,700 gsf	96 gallons/1,000 sf	835
W29	Retail	13,000 gsf	96 gallons/1,000 sf	1,248
W30	Condominium Specialty Retail	19 du 8,700 gsf	192 gallons/du 96 gallons/1,000 sf	3,648 835
W31	High-Turnover Sit-Down Restaurant	6,000 gsf	360 gallons/1,000 sf	2,160
W32	Apartments	10 du	192 gallons/du	1,920
			Related Projects Total	**1,573,077**
			Proposed Project Net Total	**1,719**

Table IV-15 (Continued)
Related Projects Water Consumption

No.	Proposed Land Use	Size	Consumption Rate	Total (gpd)
			Cumulative Total	***1,574,796***

Notes:
gpd = gallons per day; sf =square feet; du = dwelling unit
Water consumption is assumed to be 120% of wastewater generation.
Note: residential consumption rate assumes a combined average of 2 bedrooms per unit.

Source: Los Angeles Draft CEQA Thresholds Guide (2006), Exhibit M.2-12

Wastewater

As shown in Table IV-16 Related Project Wastewater Generation, implementation of the Proposed Project in combination with the 38 related projects within the City of Los Angeles[43] would generate 885,830 gpd of wastewater. The HTP currently treats an average of 362 mgd, with a capacity to treat 450 mgd. The HTP would have adequate capacity to accommodate the additional 868,664 gpd of wastewater. In addition, the potential need for the related projects to upgrade sewer lines to accommodate their wastewater needs is site-specific and there is little, if any, cumulative relationship between the development of the Proposed Project and the related projects. Therefore, no cumulative sewer infrastructure impacts are anticipated from the development of the Proposed Project and the related projects. Therefore, cumulative impacts on sewer service would be less than significant.

[43] *The cities of Beverly Hills and West Hollywood provide their own sewage service.*

Table IV-16
Related Projects Wastewater Generation

No.	Proposed Land Use	Size	Generation Rate	Total (gpd)
L1	Condominium Retail / Restaurant	120 du 8,900 gsf	160 gallons/du 190 gallons/1,000 sf	19,200 1,691
L2	Condominium Retail	183 du 12,891 gsf	160 gallons/du 80 gallons/1,000 sf	29,280 1,032
L3	Elementary School	140 students	8 gallons/student	1,120
L4	Retail Apartment	16,000 gsf 54 du	80 gallons/1,000 sf 160 gallons/du	1,280 8,640
L5	Apartment Retail Restaurant	288 du 8,500 gsf 4,000 gsf	160 gallons/du 80 gallons/1,000 sf 300 gallons/1,000 sf	46,080 680 1,800
L6	General Office Apartment Retail	57,000 gsf 21 du 6,000 gsf	180 gallons/1,000 sf 160 gallons/du 80 gallons/sf	10,260 3,360 480
L7	Retail Apartment	15,862 gsf 93 du	80 gallons/sf 160 gallons/du	1,272 14,880
L8	Retail High-turnover Sit-Down Restaurant Office Health Club *(Retail)* *(Restaurant)* *(Office)*	345,540 gsf 28,000 gsf 7,000 gsf 7,100 gsf *(332,574 gsf)* *(27,829 gsf)* *(30,746 gsf)*	80 gallons/1,000 sf 300 gallons/1,000 sf 180 gallons/1,000 sf 800 gallons/1,000 sf 80 gallons/1,000 sf 300 gallons/1,000 sf 180 gallons/1,000 sf	27,640 8,400 1,260 5,680 *(26,640)* *(8,370)* *(5,526)*
L9	Elementary School	170 Students	8 gallons/student	1,360
L10	Condominium Retail	180 du 13,700 gsf	160 gallons/du 80 gallons/1,000 sf	28,800 1,096
L11	Pharmacy / Retail	16,000 gsf	80 gallons/1,000 sf	1,280
L12	Apartment	175 du	160 gallons/du	28,000
L13	Retail Apartment	11,327 gsf 39 du	80 gallons/1,000 sf 160 gallons/du	904 6,240
L14	Retail Condominium	7,500 gsf 13 du	80 gallons/1,000 sf 160 gallons/du	600 2,080
L15	Apartment Retail	60 du 5,350 gsf	160 gallons/du 80 gallons/1,000 sf	9,600 432
L16	Museum	8,400 gsf	20 gallons/1,000 sf	6,540

Table IV-16 (Continued)
Related Projects Wastewater Generation

No.	Proposed Land Use	Size	Generation Rate	Total (gpd)
L17	Retail Condominium Restaurant	26,400 gsf 118 du 3,000 gsf	80 gallons/1,000 sf 160 gallons/du 300 gallons/1,000 sf	2,112 18,880 900
L18	Retail Office	29,900 gsf 16,700 gsf	80 gallons/1,000 sf 180 gallons/1,000 sf	2,392 3,006
L19	Tourist Attraction (Museum) Retail	42,869 gsf 1,405 gsf	80 gallons/1,000 sf 80 gallons/1,000 sf	3,432 112
L20	Quality Restaurant High-Turnover Sit-Down Restaurant General Office	15,613 gsf 3,500 gsf 7,000 gsf	300 gallons/1,000 sf 300 gallons 1,000 sf 180 gallons/1,000 sf	4,680 1,050 1,260
L21	Office Restaurant	28,800 gsf 800 gsf	180 gallons/1,000 sf 300 gallons/1,000 sf	5,184 240
L22	Private School Chapel	75 Students 3,000 gsf	8 gallons/student 80 gallons/1,000 sf	600 240
L23	Apartment Retail Restaurant	787 du 12,700 gsf 9,500 gsf	160 gallons/du 80 gallons/1,000 sf 300 gallons/1,000 sf	125,920 1,016 2,850
L24	Office	240,000 gsf	180 gallons/1,000 sf	43,200
L25	Hospital	187,650 gsf	280 gallons/1,000 sf	52,556
L26	Apartment Retail Quality Restaurant High-Turnover Sit-Down Restaurant	562 du 37,000 gsf 5,000 gsf 3,000 gsf	160 gallons/du 80 gallons/1,000 sf 300 gallons/1,000 sf 300 gallons/1,000 sf	89,920 2,960 1,500 900
L27	Condominium	140 du	160 gallons/du	22,400
L28	Apartment Market General Office Studio	219 du 35,000 gsf 14,530 gsf 41,136 gsf	160 gallons/du 80 gallons/1,000 sf 180 gallons/1,000 sf 80 gallons/1,000 sf	36,040 2,800 2,610 3,288
L29	Hospital	100 beds	75 gallons/bed	7,500
L30	Apartment Retail *(New Car Sales)*	88 du 13,500 gsf *(4,200 gsf)*	160 gallons/du 80 gallons/1,000 sf 80 gallons/1,000 sf	14,080 1,080 *(336)*
L31	Apartment	43 du	160 gallons/du	6,880

Table IV-16 (Continued)
Related Projects Wastewater Generation

No.	Proposed Land Use	Size	Generation Rate	Total (gpd)
L32	Apartment Coffee Shop Bank Condominium	133 du 1,570 gsf 4,200 gsf 4 du	160 gallons/du 300 gallons/1,000 sf 80 gallons/1,000 sf 160 gallons/du	21,280 480 336 640
L33	Office Retail	88,750 gsf 12,000 gsf	180 gallons/1,000 sf 80 gallons/1,000 sf	15,984 960
L34	Pharmacy / Retail *(Fast-Food Restaurant)*	13,387 gsf *(1,902 gsf)*	80 gallons/1,000 sf 300 gallons/1,000 sf	1,072 *(570)*
L35	Retail Apartment	14,400 gsf 78 du	80 gallons/1,000 sf 160 gallons/du	1,152 12,480
L36	condominium	150 du	160 gallons/du	24,000
L37	Medical Office Hospital	114,800 gsf 264,200 gsf	250 gallons/1,000 sf 280 gallons/1,000 sf	28,750 73,920
L38	Apartment Retail	71 du 11,454 gsf	160 gallons/du 80 gallons/1,000 sf	11,360 920
			Related Projects Total	**884,447**
			Proposed Project Net Total	**1,383**
			Cumulative Total	***885,830***

gpd = gallons per day; sf =square feet; du = dwelling unit
Note - residential consumption rate assumes a combined average of 2 bedrooms per unit.

Source: Los Angeles Draft CEQA Thresholds Guide (2006), Exhibit M.2-12.

Solid Waste

As shown in Table IV-17 Related Project Solid Waste Generation, implementation of the Proposed Project in combination with the 82 related projects in the cities of Los Angeles, Beverly Hills and West Hollywood would further increase regional demands on landfill capacities. The construction timing of the Proposed Project and the related projects cannot be anticipated. The entire construction period for the Proposed Project is estimated to be less than six months. Accordingly, it is reasonable to assume that few of the related projects would be constructed during the same time period as the Proposed Project. Therefore, it is unlikely that the construction of the Proposed Project, simultaneously with some of the related projects, would result in significant increase in the volume of construction-related solid waste. The operation of the Proposed Project and the related projects would generate approximately 40,717 pounds (approximately 20.4 tons) of solid waste per day. Similar to the Proposed

Project, the related projects would participate in regional source reduction and recycling programs (i.e., AB 939), further reducing the amount of solid waste to be disposed of at the landfills described above. Therefore, the cumulative daily total of solid waste that could be disposed of in the Sunshine Canyon and Chiquita Canyon landfills would be 20,358.5 pounds (40,717 ÷ 2) or approximately 10.2 tons. As the remaining combined daily intake capacity of the Sunshine Canyon and Chiquita Canyon landfills is approximately 5,619 tons, they would have adequate capacity to accommodate the cumulative operational demand of the related projects and the Proposed Project. Therefore, cumulative impacts on solid waste would be less than significant.

Table IV-17
Related Projects Solid Waste Generation

No.	Proposed Land Use	Size	Generation Rate [a]	Total (lbs/day)
L1	Condominium Retail / Restaurant	120 du 8,900 gsf	4 lbs/du 5 lbs/1,000 sf	480 45
L2	Condominium Retail	183 du 12,891 gsf	4 lbs/du 5 lbs/1,000 sf	732 65
L3	Elementary School	140 students	5 lbs/student	700
L4	Retail Apartment	16,000 gsf 54 du	5 lbs/1,000 sf 4 lbs/du	80 216
L5	Apartment Retail Restaurant	288 du 8,500 gsf 4,000 gsf	4 lbs/du 5 lbs/1,000 sf 5 lbs/1,000 sf	1,152 43 20
L6	General Office Apartment Retail	57,000 gsf 21 du 6,000 gsf	6 lbs/1,000 sf 4 lbs/du 5 lbs/1,000 sf	342 84 30
L7	Retail Apartment	15,862 gsf 93 du	5 lbs/1,000 sf 4 lbs/du	80 372
L8	Retail High-turnover Sit-Down Restaurant Office Health Club *(Retail)* *(Restaurant)* *(Office)*	345,540 gsf 28,000 gsf 7,000 gsf 7,100 gsf *(332,574 gsf)* *(27,829 gsf)* *(30,746 gsf)*	5 lbs/1,000 sf 5lbs/1,000 sf 5 lbs/1,000 sf 5 lbs/1,000 sf 5 lbs/1,000 sf 5 lbs/1,000 sf 5 lbs/1,000 sf	1,728 140 35 36 *(1,665)* *(139)* *(154)*
L9	Elementary School	170 Students	5 lbs/student	850
L10	Condominium Retail	180 du 13,700 gsf	4 lbs/du 5 lbs/1,000 sf	720 69
L11	Pharmacy / Retail	16,000 gsf	5 lbs/1,000 sf	80
L12	Apartment	175 du	4 lbs/du	700

Table IV-17 (Continued)
Related Projects Solid Waste Generation

No.	Proposed Land Use	Size	Generation Rate [a]	Total (lbs/day)
L13	Retail	11,327 gsf	5 lbs/1,000 sf	57
	Apartment	39 du	4 lbs/du	156
L14	Retail	7,500 gsf	5 lbs/1,000 sf	38
	Condominium	13 du	4 lbs/du	52
L15	Apartment	60 du	4 lbs/du	240
	Retail	5,350 gsf	5 lbs/1,000 sf	27
L16	Museum	8,400 gsf	4 lbs/1,000 sf	34
L17	Retail	26,400 gsf	5 lbs/1,000 sf	132
	Condominium	118 du	4 lbs/du	472
	Restaurant	3,000 gsf	5 lbs/1,000 sf	15
L18	Retail	29,900 gsf	5 lbs/1,000 sf	150
	Office	16,700 gsf	6 lbs/1,000 sf	100
L19	Tourist Attraction (Museum)	42,869 gsf	5 lbs/1,000 sf	215
	Retail	1,405 gsf	5 lbs/1,000 sf	7
L20	Quality Restaurant	15,613 gsf	5 lbs/1,000 sf	78
	High-Turnover Sit-Down Restaurant	3,500 gsf	5 lbs/1,000 sf	18
	General Office	7,000 gsf	6 lbs/1,000 sf	42
L21	Office	28,800 gsf	6 lbs/1,000 sf	173
	Restaurant	800 gsf	5 lbs/1,000 sf	4
L22	Private School	75 Students	5 lbs/student	375
	Chapel	3,000 gsf	4 lbs/1,000 sf	12
L23	Apartment	787 du	4 lbs/du	3,148
	Retail	12,700 gsf	5 lbs/1,000 sf	64
	Restaurant	9,500 gsf	5 lbs/1,000 sf	48
L24	Office	240,000 gsf	6 lbs/1,000 sf	1,440
L25	Hospital	187,650 gsf	6 lbs/1,000 sf	1,128
L26	Apartment	562 du	4 lbs/du	2,248
	Retail	37,000 gsf	5 lbs/1,000 sf	185
	Quality Restaurant	5,000 gsf	5 lbs/1,000 sf	25
	High-Turnover Sit-Down Restaurant	3,000 gsf	5 lbs/1,000 sf	15
L27	Condominium	140 du	4 lbs/du	560
L28	Apartment	219 du	4 lbs/du	876
	Market	35,000 gsf	5 lbs/1,000 sf	175
	General Office	14,530 gsf	6 lbs/1,000 sf	87
	Studio	41,136 gsf	6 lbs/1,000 sf	247

Table IV-17 (Continued)
Related Projects Solid Waste Generation

No.	Proposed Land Use	Size	Generation Rate [a]	Total (lbs/day)
L29	Hospital	100 beds	3 lbs/bed	300
L30	Apartment Retail *(New Car Sales)*	88 du 13,500 gsf *(4,200 gsf)*	4 lbs/du 5 lbs/1,000 sf 5 lbs/1,000 sf	352 68 *(21)*
L31	Apartment	43 du	4 lbs/du	172
L32	Apartment Coffee Shop Bank Condominium	133 du 1,570 gsf 4,200 gsf 4 du	4 lbs/du 5 lbs/1,000 sf 5 lbs/1,000 sf 4 lbs/du	532 8 21 16
L33	Office Retail	88,750 gsf 12,000 gsf	6 lbs/1,000 sf 5 lbs/1,000 sf	533 60
L34	Pharmacy / Retail *(Fast-Food Restaurant)*	13,387 gsf *(1,902 gsf)*	5 lbs/1,000 sf 5 lbs/1,000 sf	67 *(10)*
L35	Retail Apartment	14,400 gsf 78 du	5 lbs/1,000 sf 4 lbs/du	72 312
L36	Condominium	150 du	4 lbs/du	600
L37	Medical Office Hospital	114,800 gsf 264,200 gsf	6 lbs/1,000 sf 6 lbs/1,000 sf	689 1,585
L38	Apartment Retail	71 du 11,454 gsf	4 lbs/du 5 lbs/1,000 sf	284 58
B1	Auto Service Facility	53,000 gsf	5 lbs/1,000 sf	265
B2	New Car Dealer	39,700 gsf	5 lbs/1,000 sf	199
B3	General Office Specialty Retail High-Turnover Sit-Down Restaurant	60,856 gsf 11,260 gsf 3,000 gsf	6 lbs/1,000 sf 5 lbs/1,000 sf 5 lbs/1,000 sf	365 57 15
B4	Office Retail *(Office)*	11,700 gsf 2,870 gsf *(1,260 gsf)*	6 lbs/1,000 sf 5 lbs/1,000 sf 6 lbs/1,000 sf	70 15 *(8)*
B5	Condominium Medical Office	21 du 4,800 gsf	4 lbs/du 6 lbs/1,000 sf	84 29
B6	Condominium *(Condominium)*	16 du *(6 du)*	4 lbs/du 4 lbs/du	64 *(24)*
B7	Medical Office *(General Office)*	14,000 gsf *(14,000 gsf)*	6 lbs/1,000 sf 6 lbs/1,000 sf	84 *(84)*

Table IV-17 (Continued)
Related Projects Solid Waste Generation

No.	Proposed Land Use	Size	Generation Rate [a]	Total (lbs/day)
B8	Medical Office Retail	12,445 gsf 12,445 gsf	6 lbs/1,000 sf 5 lbs/1,000 sf	75 63
B9	Condominium	37 du	4 lbs/du	148
B10	Condominium *(Condominium)*	27 du *(14 du)*	4 lbs/du 4 lbs/du	108 *(56)*
B11	Condominium	11 du	4 lbs/du	44
B12	Condominium Specialty Retail Quality Restaurant	53 du 8,400 gsf 5,600 gsf	4 lbs/du 5 lbs/1,000 sf 5 lbs/1,000 sf	212 42 28
W1	Condominium	105 du	4 lbs/du	420
W2	Retail Center	94,000 gsf	5 lbs/1,000 sf	470
W3	Hotel Retail/Restaurant Condominium	296 rooms 39,440 gsf 189 du	2 lbs/room 5 lbs/1,000 sf 4 lbs/du	592 197 756
W4	Retail *(Condominium)*	39,178 gsf *(8 du)*	5 lbs/1,000 sf 4 lbs/du	196 *(32)*
W5	Retail Condominium Restaurant	12,500 gsf 40 du 3,200 gsf	5 lbs/1,000 sf 4 lbs/du 5 lbs/1,000 sf	63 160 16
W6	Retail/Restaurant/Office Condominium Apartment	190,350 gsf 61 du 15 du	6 lbs/1,000 sf 4 lbs/du 4 lbs/du	1,142 244 60
W7	General Office	400,000 gsf	6 lbs/1,000 sf	2,400
W8	Medical Office	120,000 gsf	6 lbs/1,000 sf	720
W9	Retail Apartment Warehouse *(Retail)* *(General Office)*	70,260 gsf 195 du 327,000 gsf *(38,740 gsf)* *(23,470 gsf)*	6 lbs/1,000 sf 4 lbs/du 2 lbs/1,000 sf 5 lbs/1,000 sf 6 lbs/1,000 sf	422 780 654 *(194)* *(141)*
W10	Commercial	70,000 gsf	5 lbs/1,000 sf	350
W11	Retail Condominium	35,00gsf 138 du	5 lbs/1,000 sf 4 lbs/du	175 552
W12	Hotel Condominium	196 rooms 4 du	2 lbs/room 4 lbs/du	392 16

Table IV-17 (Continued)
Related Projects Solid Waste Generation

No.	Proposed Land Use	Size	Generation Rate [a]	Total (lbs/day)
W13	Medical Office *(Retail)*	107,900 gsf (11,400 gsf)	6 lbs/1,000 sf 5 lbs/1,000 sf	648 *(57)*
W14	Condominium Apartment	117 du 35 du	4 lbs/du 4 lbs/du	468 140
W15	Supermarket	65,325 gsf	6 lbs/1,000 sf	392
W16	Condominium	42 du	4 lbs/du	168
W17	Condominium Senior Housing	135 du 42 du	4 lbs/du 4 lbs/du	528 168
W18	Daycare Center	28 children	5 lbs/student	140
W19	Retail *(Retail)*	9,995 gsf *(6,475 gsf)*	5 lbs/1,000 sf 5 lbs/1,000 sf	50 *(33)*
W20	Retail *(Retail)*	6,905 gsf *(3,523 gsf)*	5 lbs/1,000 sf 5 lbs/1,000 sf	35 *(18)*
W21	Mixed Use (Retail, Office Condominium)	9,990 gsf	6 lbs/1,000 sf	60
W22	Condominium *(Single Family Residence)*	11 du *(2 du)*	4 lbs/du 4 lbs/du	44 *(8)*
W23	Condominium *(Single Family Residence)*	18 du *(1 du)*	4 lbs/du 4 lbs/du	72 *(4)*
W24	Condominium *(Single Family Residence)*	16 du *(2 du)*	4 lbs/du 4 lbs/du	64 *(8)*
W25	Condominium	16 du	4 lbs/du	64
W26	Condominium	17 du	4 lbs/du	68
W27	Retail	4,850 gsf	5 lbs/1,000 sf	25
W28	Retail	8,700 gsf	5 lbs/1,000 sf	44
W29	Retail	13,000 gsf	5 lbs/1,000 sf	65
W30	Condominium Specialty Retail	19 du 8,700 gsf	4 lbs/du 5 lbs/1,000 sf	76 44
W31	High-Turnover Sit-Down Restaurant	6,000 gsf	5 lbs/1,000 sf	30
W32	Apartments	10 du	4 lbs/1,000 sf	40
			Related Projects Total	**40,692**
			Proposed Project Net Total	**25**
			Cumulative Total	**40,717**

lbs = pounds; sf =square feet; du = dwelling unit
Cal Recycle, website: http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm , May 11, 2010.

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?

No Impact. For the purpose of this Initial Study, a significant impact may occur only if the project would have an identified potentially significant impact for any of the above issues, as discussed in the preceding sections.

The Proposed Project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources or cultural resources. The Proposed Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, no impact would occur.

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

Less than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project, in conjunction with other related projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together.

As concluded in this analysis, the Proposed Project's incremental contribution to cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology/soils, green house gas emissions, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, and utilities would be less than significant. As such, the Proposed Project's contribution to cumulative impacts would be less than significant.

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

Less Than Significant Impact with Mitigation. For the purpose of this Initial Study, a significant impact may occur if the project has the potential to result in significant impacts, as discussed in the preceding sections.

Based on the preceding environmental analysis, the Proposed Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less-than-significant levels through the implementation of the applicable mitigation measures identified in Sections 1 through 17 above.

V. PREPARERS OF THE INITIAL STUDY AND PERSONS CONSULTED

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VI. ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AQMD	Air Quality Management District
APN	Assessor Parcel Number
BMPs	Best Management Practices
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
cy	Cubic yards
dBA	A-weighted decibel
du	Dwelling Unit
EPA	Environmental Protection Agency (see also USEPA)
ESA	Environmental Site Assessment
FAR	Floor Area Ratio
Gsf	Gross Square Feet
IS	Initial Study
LAFD	City of Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	City of Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LOS	Level of Service
MTA	Los Angeles County Metropolitan Transit Authority
NAHC	Native American Heritage Commission

RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
sf	Square Foot
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Plan
USEPA	United States Environmental Protection Agency (see also EPA)
V/C	Volume/capacity