

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**

DOCUMENT FILED  
 City Clerk's Office

No. 16-17-093-PL

Certified by MMV

Date: 6/29/17

**LEAD CITY AGENCY**  
 City of Los Angeles

**COUNCIL DISTRICT**  
 CD 10 - HERB J. WESSON, JR.

**PROJECT TITLE**  
 ENV-2016-4255-MND

**CASE NO.**  
 ZA-2016-4254-ZV-ZAA-SPR-MS

**PROJECT LOCATION**  
 678 South Ardmore Avenue (654-682 South Ardmore Avenue & 3532-3540 West Wilshire Boulevard)

**PROJECT DESCRIPTION**  
 The project proposes the construction of 123 residential dwelling units within a five-story building addition over an existing two-story-over-two-levels-subterranean parking garage, for a total building height of seven stories and 91 feet. The project is providing a total of 327 automobile parking spaces, including 105 parking spaces to service the new residential units and 222 spaces to serve adjacent uses. A total of 135 bicycle parking spaces are to be provided, including 123 for long-term use and 12 for short-term use. The project site contains six trees, including five Ficus Nitida and one Washingtonia Robusta, all to be removed as part of the proposed project. There are two existing Cinnamomum Camphora street trees fronting the project site, which are to be removed and replaced. No tree proposed for removal is a protected tree.

The requested entitlements are for a Zone Variance to allow 21 compact parking spaces to serve residential dwelling units in lieu of the otherwise required standard parking stalls and to waive the 10-inch stall width increase requirement per the Municipal Code for 48 of the provided parking stalls; a Zoning Administrator's Adjustment to allow for reduced front, side, and rear yard setbacks and a waiver of building passageway requirements; Site Plan Review for a development with more than 50 dwelling units, and a Director's Determination to permit a 10 percent reduction in the required amount of open space for the proposed development.

In addition to the existing parking garage on site, the project site is improved with a 13-story, 200,362 square-foot office building, which is proposed to remain and in the future be converted through a by-right adaptive reuse process to residential dwelling units. The current proposed project and requested entitlements do not involve the future adaptive reuse project.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY**  
 3540 Wilshire LLC  
 3540 Wilshire Boulevard, Suite 1200-115  
 Los Angeles, CA 90010

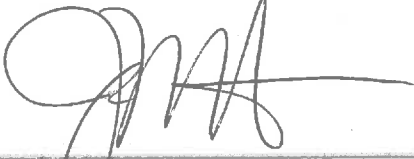
**FINDING:**  
 The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance  
 (CONTINUED ON PAGE 2)

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

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

**THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.**

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
COURTNEY SHUM	City Planning Associate	(213) 978-1916

ADDRESS	SIGNATURE (Official)	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		JULY 26, 2017

**III 0. Construction Phase Air Quality**

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- All off-road construction equipment greater than 50 hp shall meet U.S. EPA Tier 4 emission standards, where available, to reduce NOx, PM10, and PM2.5 emissions at the project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided.

**IV-20. Habitat Modification (Nesting Native Birds, Non-Hillside or Urban Areas)**

- The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

**IV-90. Tree Removal (Public Right-of-Way)**

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- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

**XII 0. Construction Noise**

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- - All powered construction equipment shall be equipped with exhaust mufflers or other suitable noise reduction devices capable of achieving a sound attenuation of at least 3 dBA. - Temporary sound barriers capable of attenuating on-site construction noises by at least 12 dBA shall be erected to obstruct line of sight noise travel from the project site to 686 Ardmore Avenue Residences. At all other project boundaries, temporary sound barriers capable of attenuating noises by at least 5 dBA shall be erected, as feasible. - All construction areas for staging and warming-up equipment shall be located as far as feasible from nearby residences. - Portable noise sheds for smaller, noisy equipment such as air compressors, dewatering pumps, and generators shall be provided as feasible.

**XVI-80. Transportation/Traffic**

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

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**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**INITIAL STUDY**  
**and CHECKLIST**  
(CEQA Guidelines Section 15063)

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> CD 10 - HERB J. WESSON, JR.	<b>DATE:</b> 06/23/2017
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**RESPONSIBLE AGENCIES:** Department of City Planning

<b>ENVIRONMENTAL CASE:</b> ENV-2016-4255-MND	<b>RELATED CASES:</b> ZA-2016-4254-ZV-ZAA-SPR-MS
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<b>PREVIOUS ACTIONS CASE NO.:</b>	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.
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**PROJECT DESCRIPTION:**  
A 5-STORY, 123-UNIT, 117,795 S.F. ADDITION ABOVE AAN (E) 2-STORY OVER 2-LEVELS SUBTERRANEAN PARKING GARAGE FOR A TOTAL OF 7 STORIES AND 90'2".

**ENV PROJECT DESCRIPTION:**  
The project proposes the construction of 123 residential dwelling units within a five-story building addition over an existing two-story-over-two-levels-subterranean parking garage, for a total building height of seven stories and 91 feet. The project is providing a total of 327 automobile parking spaces, including 105 parking spaces to service the new residential units and 222 spaces to serve adjacent uses. A total of 135 bicycle parking spaces are to be provided, including 123 for long-term use and 12 for short-term use. The project site contains six trees, including five Ficus Nitida and one Washingtonia Robusta, all to be removed as part of the proposed project. There are two existing Cinnamomum Camphora street trees fronting the project site, which are to be removed and replaced. No tree proposed for removal is a protected tree.

The requested entitlements are for a Zone Variance to allow 21 compact parking spaces to serve residential dwelling units in lieu of the otherwise required standard parking stalls and to waive the 10-inch stall width increase requirement per the Municipal Code for 48 of the provided parking stalls; a Zoning Administrator's Adjustment to allow for reduced front, side, and rear yard setbacks and a waiver of building passageway requirements; Site Plan Review for a development with more than 50 dwelling units, and a Director's Determination to permit a 10 percent reduction in the required amount of open space for the proposed development.

In addition to the existing parking garage on site, the project site is improved with a 13-story, 200,362 square-foot office building, which is proposed to remain and in the future be converted through a by-right adaptive reuse process to residential dwelling units. The current proposed project and requested entitlements do not involve the future adaptive reuse project.

**ENVIRONMENTAL SETTINGS:**  
The subject property is a generally level, rectangular-shaped parcel of land totaling 40,500 square feet (0.93 acres) and consisting of six lots. The site is located within the Wilshire Community Plan, has a land use designation of Regional Center Commercial, and is currently zoned R5-2. The project site has approximately 300 feet of frontage along Ardmore Avenue (a designated Standard Local Street) to a depth of 135 feet. There are six trees on the site, including five Ficus Nitida and one Washingtonia Robusta, all to be removed as part of the proposed project. There are also two existing Cinnamomum Camphora street trees fronting the project site, which are to be removed and replaced. No tree proposed for removal is a protected tree.

The project site is currently improved with a two-story-over-two-levels-subterranean parking garage, which services an existing 13-story office building the north and is under common ownership with the project site. The adjacent northerly building is proposed to remain and in the future be converted through a by-right adaptive reuse process to residential dwelling units. The current proposed project and requested entitlements do not involve the future adaptive reuse project.

Surrounding properties are within the C4-2, (Q)C4-2, P-2, R5-2, and PB-2 zones, and are characterized by generally level topography and improved streets. The subject property is surrounded by commercial, office, multiple-family residential, and parking uses. The building immediately to the north is a 13-story, 200,362 square-foot office building, which, as mentioned, is under common ownership with the project site and will continue to utilize a portion of the subject project's on-site parking. To the immediate south is a five-story, 16-unit residential apartment building and to the south of that structure is a 24-story, 236-unit apartment building. Immediately to the

east of the subject property is a six-story parking structure. To the immediate west, across Ardmore Avenue, is an approximately 500,000 square-foot commercial office building. No parks or schools are located within 500 feet of the project site.

The project site is not located within any specific plan or community design overlays. It is located within the Wilshire / Koreatown Redevelopment Project area, Los Angeles State Enterprise Zone, and Adaptive Reuse Incentive Area. It is not within the boundaries of the Alquist-Priolo Fault Zone, but is located within 0.41 kilometers (0.25 miles) from the Puente Hills Blind Thrust. The site is not located within a BOE Special Grading Area, hillside area, flood zone, tsunami inundation zone, liquefaction area, nor is it identified as being subject to landslides or designated as a methane hazard site. The site is not located within a very high fire hazard severity zone, but is located within Fire District No. 1).

<b>PROJECT LOCATION:</b> 678 South Ardmore Avenue (654-682 South Ardmore Avenue & 3532- 3540 West Wilshire Boulevard)		
<b>COMMUNITY PLAN AREA:</b> WILSHIRE <b>STATUS:</b>  <input checked="" type="checkbox"/> Does Conform to Plan  <input type="checkbox"/> Does NOT Conform to Plan	<b>AREA PLANNING COMMISSION:</b> CENTRAL	<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> WILSHIRE CENTER - KOREATOWN
<b>EXISTING ZONING:</b> R5-2	<b>MAX. DENSITY/INTENSITY ALLOWED BY ZONING:</b> 202 dwelling units (1 d.u. / 200 SF)	LA River Adjacent:
<b>GENERAL PLAN LAND USE:</b> REGIONAL CENTER COMMERCIAL	<b>MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:</b> 202 dwelling units (1 d.u. / 200 SF)	
	<b>PROPOSED PROJECT DENSITY:</b> 123 dwelling units	

## 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.



City Planning Associate

(213) 978-1916

Signature

Title

Phone

### Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.



## Environmental Factors Potentially Affected:

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

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

*Background*

**PROPONENT NAME:**

3540 Wilshire LLC

**PHONE NUMBER:**

(213) 788-3307

**APPLICANT ADDRESS:**

3540 Wilshire Boulevard, Suite 1200-115  
 Los Angeles, CA 90010

**AGENCY REQUIRING CHECKLIST:**

Department of City Planning

**DATE SUBMITTED:**

11/07/2016

**PROPOSAL NAME (if Applicable):**

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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<b>I. AESTHETICS</b>				
a.	Have a substantial adverse effect on a scenic vista?			✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?			✓
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓
<b>II. AGRICULTURE AND FOREST RESOURCES</b>				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?			✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?			✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			✓
<b>III. AIR QUALITY</b>				
a.	Conflict with or obstruct implementation of the applicable air quality plan?		✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	✓		
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	✓		
d.	Expose sensitive receptors to substantial pollutant concentrations?	✓		
e.	Create objectionable odors affecting a substantial number of people?		✓	
<b>IV. BIOLOGICAL RESOURCES</b>				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	✓		
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	✓		
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓
<b>V. CULTURAL RESOURCES</b>				

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✓
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓
d.	Disturb any human remains, including those interred outside of formal cemeteries?			✓
<b>VI. GEOLOGY AND SOILS</b>				
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?		✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			✓
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?			✓
e.	Result in substantial soil erosion or the loss of topsoil?			✓
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		✓	
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			✓
<b>VII. GREEN HOUSE GAS EMISSIONS</b>				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		✓	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		✓	
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✓	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓	
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
<b>IX. HYDROLOGY AND WATER QUALITY</b>					
a.	Violate any water quality standards or waste discharge requirements?			✓	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f.	Otherwise substantially degrade water quality?				✓
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓
<b>X. LAND USE AND PLANNING</b>					
a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
<b>XI. MINERAL RESOURCES</b>					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
<b>XII. NOISE</b>					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
<b>XIII. POPULATION AND HOUSING</b>					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
<b>XIV. PUBLIC SERVICES</b>					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?			✓	
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?			✓	
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?			✓	
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?			✓	
<b>XV. RECREATION</b>					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	
<b>XVI. TRANSPORTATION/TRAFFIC</b>					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	✓		
e.	Result in inadequate emergency access?			✓
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓

#### XVII. TRIBAL CULTURAL RESOURCES

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

#### XVIII. UTILITIES AND SERVICE SYSTEMS

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

#### XIX. MANDATORY FINDINGS OF SIGNIFICANCE

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓	
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Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓	

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

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

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

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2016-4255-MND** and the associated case(s), **ZA-2016-4254-ZV-ZAA-SPR-MS**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

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

**ADDITIONAL INFORMATION:**

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

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) [cityplanning.lacity.org/](http://cityplanning.lacity.org/) or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
COURTNEY SHUM	City Planning Associate	(213) 978-1916	06/29/2017



Impact?	Explanation	Mitigation Measures
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APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS		
a.	NO IMPACT	<p>A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the building or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. While the proposed project will be adding five stories to an existing two-story parking structure, the site is located in built-out neighborhood characterized by low- to mid-rise buildings, and there are no identified scenic vistas within its proximity. Furthermore, the project site is located within a City of Los Angeles Transit Priority Area. Pursuant to Senate Bill (SB) 743, aesthetic impacts shall not be considered a significant impact on the environment for projects located within a Transit Priority Area. Therefore, no impact will result.</p>
b.	NO IMPACT	<p>A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The City of Los Angeles' General Plan Transportation Element (Map E: Scenic Highways in the City of Los Angeles) indicates that no City-designated scenic highways are located near the project site. Furthermore, pursuant to SB 743, aesthetic impacts shall not be considered a significant impact on the environment for projects located within a Transit Priority Area. Therefore, no impacts related to scenic highways would occur.</p>
c.	NO IMPACT	<p>A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value,</p>

Impact?	Explanation	Mitigation Measures
	<p>the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The proposed project will not change the visual character of its surroundings in that the site is located in built-out neighborhood characterized by multi-family residential, commercial, and parking uses at heights similar or taller than the proposed project. Furthermore, pursuant to SB 743, aesthetic impacts shall not be considered a significant impact on the environment for projects located within a Transit Priority Area. No impact is anticipated.</p>	
d. NO IMPACT	<p>A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The proposed project does not include any elements or features that would create substantial new sources of glare. Furthermore, Pursuant to SB 743, aesthetic impacts shall not be considered a significant impact on the environment for projects located within a Transit Priority Area. Therefore, no impacts related to light or glare would occur.</p>	

**II. AGRICULTURE AND FOREST RESOURCES**

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

Impact?	Explanation	Mitigation Measures
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e.	NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.	
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**III. AIR QUALITY**

a.	LESS THAN SIGNIFICANT IMPACT	The air quality impacts of development on the project site are accommodated in the region's emissions inventory for the South Coast Air Quality Management District (SCAQMD) 2012 Regional transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2012 Air Quality Management Plan (AQMP). The project is therefore not expected to conflict with or obstruct implementation of the AQMP, and any impact on the Plan would be considered less than significant. Similarly, the proposed project is consistent with the City's General Plan Air Quality Element's policies and would not conflict with its six goals and 15 objectives. (See further discussion in attached Air Quality Impact Report)	
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b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. An Air Quality Assessment for the project site was prepared analyzing the project in two phases: 1. The proposed addition of 123 dwelling units to the subject property atop the existing parking structure and 2. The future adaptive reuse of the northerly adjacent 200,362 square-foot office building into 222 dwelling units (see attachment). Project construction and operation emissions were estimated using California Emissions Estimator Model (CalEEMod), a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from land use projects. According to the Assessment, during the construction phase the proposed project would not exceed the regional SCAQMD significance thresholds for emissions of Volatile Organic Compounds (VOC), Carbone Monoxide (CO), Sulfur Dioxide (SOX), Particulate Matter (PM10 and PM2.5). However, Nitrogen</p>	III 0
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Impact?	Explanation	Mitigation Measures
	<p>Oxides (NOX) emissions from concurrent site preparation and construction processes would exceed thresholds for this ozone precursor. As a result, construction of the proposed project would contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered significant but mitigable. In terms of local air quality, the proposed project would produce significant emissions that do not exceed the SCAQMD's recommended localized standards of significance for CO during the construction phase. However, construction activities could produce Nitrogen Dioxide (NO2), PM10, and PM2.5 emissions that exceed localized thresholds recommended by the SCAQMD, primarily from vehicle exhaust and fugitive dust emissions from off-road construction vehicles during the site preparation, grading, and construction phases. As a result, construction impacts on localized air quality are considered significant but mitigable. The project will also produce long-term air quality impacts to the region primarily from motor vehicles that access the project site. The project could reduce approximately 84 net vehicle trips to and from the project site on a peak weekday at the start of operations. As a result, the project would result in negligible increases of some pollutants and small decreases in others. Therefore, operational emissions would not exceed SCAQMD's significance thresholds and operational impacts on regional air quality are considered less than significant. With regard to localized air quality impacts, the proposed project would emit minimal emissions that would not exceed SCAQMD's localized significance thresholds that signal when there could be human health impacts at nearby sensitive receptors during long-term operations. The project's operational impacts on localized air quality are considered less than significant.</p>	

Impact?	Explanation	Mitigation Measures	
c.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A project's construction impacts could be considered cumulatively considerable if it substantially contributes to cumulative air quality violations when considering other projects that may undertake concurrent construction activities. Construction of the proposed project could contribute significantly to cumulative emissions of any non-attainment regional pollutants. For regional ozone precursors, the project would exceed SCAQMD mass emission thresholds for ozone precursor NOX during construction. Regional emissions of PM10 and PM2.5 would not exceed mass thresholds established by the SCAQMD. Therefore, construction emissions impacts on regional criteria pollutant emissions would be considered significant but mitigable.</p>	III 0
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>Construction of the proposed project could produce air emissions that impact several existing sensitive receptors near the project site. These nearby receptors could be exposed to substantial concentrations of localized pollutants NO2, PM10, and PM2.5 from construction of the proposed project. Specifically, construction activities would exceed SCAQMD LST thresholds for NO2, PM10, and PM2.5 and represent a significant but mitigable impact. LST thresholds represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable ambient air quality standard.</p>	III 0
e.	LESS THAN SIGNIFICANT IMPACT	<p>The proposed project would introduce residential land uses to the area, but would not result in activities that create objectionable odors. It would not include any land uses typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with on-site uses. As a result, any odor impacts from the project would be considered less than significant.</p>	

**IV. BIOLOGICAL RESOURCES**

Impact?	Explanation	Mitigation Measures	
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located in a highly urbanized area, immediately adjacent to the Wilshire Regional Corridor. Vegetation on the project site is limited to five Ficus Nitida and one Washingtonia Robusta along Ardmore Avenue, all to be removed as part of the proposed project. There are also two existing Cinnamomum Camphora street trees fronting the project site, which are to be removed and replaced. No tree proposed for removal is a protected tree. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code. Thus, the project applicant shall comply with the mitigation measures to ensure that no significant impacts to nesting birds or sensitive biological species or habitat would occur. Therefore, with mitigation, the impacts would be reduced to less than significant.</p>	<p>IV-20, IV-90 Implementation of Mitigation Measures IV-20 and IV-90 would reduce any potential impacts associated with the removal of trees to a less-than-significant level.</p>
b.	NO IMPACT	<p>A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impacts would occur.</p>	
c.	NO IMPACT	<p>A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a</p>	

Impact?	Explanation	Mitigation Measures
	highly urbanized area and developed with a parking structure. Therefore, the proposed project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impacts would occur.	
d. NO IMPACT	A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of trees, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.	
e. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). Vegetation on the project site is limited to five Ficus Nitida and one Washingtonia Robusta along Ardmore Avenue, all to be removed as part of the proposed project. There are also two existing Cinnamomum Camphora street trees fronting the project site, which are to be removed and replaced. The project applicant shall comply with the mitigation measures to ensure that the project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), and no impacts would occur.</p>	<p>IV-20, IV-90  <b>Implementation of Mitigation Measures IV-20 and IV-90 would reduce any potential impacts associated with the removal of trees to a less-than-significant level.</b></p>



Impact?	Explanation	Mitigation Measures
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f.	NO IMPACT	The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.	
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**V. CULTURAL RESOURCES**

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would substantially alter the environmental context of, or remove identified historical resources. The project site is currently improved with a two-story-over-two-levels-subterranean parking garage, which services an existing 13-story office building at 3540 Wilshire Boulevard to the north and is under common ownership with the project site. The adjacent northerly building is proposed to remain and in the future be converted through a by-right adaptive reuse process to residential dwelling units. The parking structure has not been identified as a historic resource by local or state agencies, nor has it been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. In addition, the site was not found to be a potential historic resource in the SurveyLA findings for the Wilshire Community Plan, the City's HistoricPlacesLA website, and the Wilshire Center and Koreatown Recovery Redevelopment Area Historic Resources Survey Report. However, the adjacent office building at 3540 Wilshire Boulevard has been identified as a resource in the survey of the Wilshire Center and Koreatown Recovery Redevelopment Area. However, no alterations are proposed to the 3540 Wilshire Boulevard building. Further, a historical resources evaluation was prepared by Kathryn McGee of McGee Historic and dated March 23, 2017. The analysis found that the subject property has been substantially altered since its construction in 1956-1957. It does not retain sufficient integrity to convey significance for association with its architectural style.</p>	
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Impact?	Explanation	Mitigation Measures
	<p>The proposed project was evaluated for potential historical resources impacts on the subject property. Given its scale and mass, which are smaller than the existing building, located behind a rear elevation of the existing building, and in no way competing with the existing building's relationship to Wilshire Boulevard, the proposed project is in conformance with Secretary of Interior Standards, and there does not appear to be any potential historical resources impacts per CEQA. This evaluation was reviewed and approved by the Office of Historic Resources and the Community Redevelopment Agency of Los Angeles. Therefore, impacts would be less than significant.</p>	
b. NO IMPACT	<p>A significant impact would occur if a known or unknown archeological resource was removed, altered, or destroyed as a result of the proposed project. Section 15064.5 of the State CEQA Guidelines defines significant archeological resources as resources that meet the criteria for historical resources, or resources that constitute unique archaeological resources. The project does not involve any excavation. Therefore, no impact is anticipated.</p>	
c. NO IMPACT	<p>A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. No paleontological features have been identified on or in the vicinity of the project site according to the City of Los Angeles' Environmental and Public Facilities Maps, and the project does not involve any excavation. Therefore, no impact is anticipated.</p>	
d. NO IMPACT	<p>A significant impact would occur if previously interred human remains would be disturbed during excavation activities associated with project construction. No human remains are anticipated to be located on the project site and the project does not involve any excavation. Therefore, no impact is anticipated.</p>	
<b>VI. GEOLOGY AND SOILS</b>		

Impact?	Explanation	Mitigation Measures
a. NO IMPACT	<p>A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. As such, the proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, the proposed project could expose people and structures to strong seismic ground shaking. However, the addition and alterations to the existing parking structure would be required to comply with State and local Building Codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.</p>	

Impact?	Explanation	Mitigation Measures
c. NO IMPACT	A significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. This site is not located in the California Department of Conservation's Seismic Hazard Zones Map, and the project site is not located within a liquefaction zone. Therefore, no impact related to seismic-related ground failure, including liquefaction, would occur.	
d. NO IMPACT	A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map for this area shows the project site is not located within a landslide hazard zone. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.	
e. NO IMPACT	A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. The project involves a five-story addition to an existing two-story parking structure with two subterranean levels. The project will not involve site clearance, excavation, or grading and soil erosion is not anticipated. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. Therefore, no impacts are anticipated.	
f. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. The proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active	

Impact?	Explanation	Mitigation Measures
	<p>groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structure is maintained. The residential addition to the existing parking structure will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less-than-significant.</p>	
g. NO IMPACT	<p>A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. However, the proposed project is adding five stories to an existing two-story parking structure with two subterranean levels and no excavation is to take place. Therefore, no impacts would occur.</p>	
h. NO IMPACT	<p>A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.</p>	
<b>VII. GREEN HOUSE GAS EMISSIONS</b>		

Impact?	Explanation	Mitigation Measures
a.	LESS THAN SIGNIFICANT IMPACT	
b.	LESS THAN SIGNIFICANT IMPACT	

Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No.181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant.

The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions that reduce vehicle miles traveled, which contribute to GHG emissions, as required by AB 32. The project would provide infill residential

Impact?	Explanation	Mitigation Measures
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	<p>development proximate to Wilshire Boulevard, a major transportation corridor and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less-than-significant impact related to plans that target the reduction of GHG emissions.</p>	
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**VIII. HAZARDS AND HAZARDOUS MATERIALS**

a.	<p><b>LESS THAN SIGNIFICANT IMPACT</b></p>	<p>A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a residential development atop an existing parking structure, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.</p>	
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Impact?	Explanation	Mitigation Measures	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The existing parking structure on the project site was built in 1957 and therefore may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). The addition and alterations this structure would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required. With this compliance, the proposed project would result in a less-than-significant impact related to asbestos and LBP.	
c.	NO IMPACT	A significant impact would occur if construction activities resulted in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. However, there are no schools within one-quarter mile of the site. Furthermore, any hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements. The proposed project would result in a less-than-significant impact related to hazardous materials.	
d.	NO IMPACT	A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information.	



Impact?	Explanation	Mitigation Measures
	<p>EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, the proposed project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.</p>	
e. NO IMPACT	<p>The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.</p>	
f. NO IMPACT	<p>The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.</p>	
g. NO IMPACT	<p>The nearest emergency route is Western Avenue, approximately 0.4 miles to the west of the project site (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H, November 1996.) The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.</p>	
h. NO IMPACT	<p>A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is located in a highly urbanized area of the City and the area surrounding the project site is completely developed. It is not located within a Very High Fire Hazard Severity Zone. Accordingly, the project site and the</p>	

Impact?	Explanation	Mitigation Measures
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surrounding area are not subject to wildland fires. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact would occur.

**IX. HYDROLOGY AND WATER QUALITY**

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

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

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

Impact?	Explanation	Mitigation Measures
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h.	NO IMPACT	<p>A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the project site is not located within a 100-year or 500-year floodplain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.</p>	
i.	NO IMPACT	<p>A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. The project site and the surrounding areas are not located within a flood hazard area. Accordingly, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, the proposed project would have no impact related to flooding.</p>	
j.	NO IMPACT	<p>A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located approximately 11.5 miles east of the Pacific Ocean. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.</p>	

**X. LAND USE AND PLANNING**

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between</p>	
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Impact?	Explanation	Mitigation Measures
	<p>neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project is considered an infill development involving a five-story residential addition to an existing two-story parking structure in an urbanized area in Los Angeles and would not divide an established community. Therefore, no impact would occur.</p>	
<p>b. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Wilshire Community Plan Area. The site is zoned R5-2, with a General Plan land use designation of Regional Center Commercial. The proposed project would be comprised of 123 residential dwelling units atop an existing two-story parking structure. The new residential use is permitted in the R5 zone at a development density of 200 square feet per dwelling unit and an allowable Floor Area Ratio (FAR) of 6 to 1 under the Los Angeles Municipal Code (LAMC). The proposed project would conform to the allowable land uses pursuant to the LAMC. The decision makers will determine whether discretionary requests will conflict with applicable plans/policies. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, the impact would be less than significant.</p>	
<p>c. NO IMPACT</p>	<p>A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.</p>	
<p><b>XI. MINERAL RESOURCES</b></p>		

Impact?	Explanation	Mitigation Measures
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a.	NO IMPACT	<p>A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for Regional Center Commercial land uses and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.</p>	
b.	NO IMPACT	<p>A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for Regional Center Commercial land uses and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.</p>	

**XII. NOISE**

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>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 and the City of Los Angeles Noise Ordinance. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that would adversely affect its citizens and noise-sensitive land uses. As further discussed in the noise study prepared by DKA Planning, dated January 2017, construction activity would result in temporary increases in ambient noise levels in the project area on an</p>	<p><b>XII 0</b> Implementation of mitigation measures would minimize project related ambient noise level increases at nearby sensitive receptors to below the LA CEQA Thresholds Guide's 5 dBA threshold of significance for construction activities lasting more than 10 days in a three month period. These measures would also reduce the project's construction noises to below the LAMC's 75 dBA limit for powered equipment operations within 500 feet of residential zones.</p>
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Impact?	Explanation	Mitigation Measures
	<p>intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. The project shall comply with the City of Los Angeles General Plan Noise Element and Ordinance No. 161,574, which prohibits the emission and creation of noise beyond certain levels at adjacent uses unless technically infeasible. Compliance with the City's noise regulation and ordinances and mitigation measures would reduce impacts to a less than significant level.</p>	
<p>b. LESS THAN SIGNIFICANT IMPACT</p>	<p>Construction of the proposed project would require equipment such as excavators and loaders. These types of heavy-duty vehicles can produce peak vibration velocities of up to 0.089 inches per second at a distance of 25 feet. Auger drilling for shoring piles can produce similar ground velocities. A noise study was prepared by DKA Planning analyzing the project's projected construction vibration impacts at the nearest off-site structures. These receptors would not experience potentially damaging levels of ground-borne vibration from the project's construction activities. As a result, the project's construction vibration impacts would be considered less than significant. During project operation, there would be no significant stationary sources of ground-borne vibration, such as heavy equipment or industrial operations. Operational ground-borne vibration in the project's vicinity would be generated by its related vehicle travel on local roadways. Road vehicles rarely create vibration levels perceptible to humans unless road surfaces are poorly maintained and have potholes or bumps. Project-related traffic would expose nearby land uses and other sensitive</p>	



Impact?	Explanation	Mitigation Measures
	nearby land uses and other sensitive receptors to vibrations far below levels associated with human annoyance or land-use disruption. As a result, the project's long-term vibration impacts would be considered less than significant.	
c. LESS THAN SIGNIFICANT IMPACT	Construction activities would temporarily increase ambient noise levels at nearby receptors. Moreover, any other developments that are built concurrently with the project could further contribute to these temporary increases in ambient noise levels. However, given the relatively high ambient noise levels of the project area, it is unlikely that construction noises from concurrent developments would be audible at project receptors, let alone contribute to cumulatively considerable noise increases. Persistent traffic noise from Wilshire Boulevard, Irolo Street, and 7th Street would mask any distant construction sounds in a manner largely similar to the effects of white noise, and the presence of numerous multi-story structures would obstruct these sounds' line of sight travel. As a result, the project's cumulative construction noise impact would be considered less than significant. With regards to operational noise, the project would not generate a substantial net increase in vehicle trips. Therefore, the project's contribution to cumulative off-site ambient noise level increases would be less than significant.	
d. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the proposed project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed in Section XII(a), construction activities of the proposed project would result in temporary increases in noise levels in the project area on an intermittent basis. Compliance with the City's regulations related to noise and implementation of the referenced mitigation measure would reduce the project's potential impact to a less than significant level.	XII 0 Implementation of mitigation measures would minimize project related ambient noise level increases at nearby sensitive receptors to below the LA CEQA Thresholds Guide's 5 dBA threshold of significance for construction activities lasting more than 10 days in a three month period. These measures would also reduce the project's construction noises to below the LAMC's 75 dBA limit for powered equipment operations within 500 feet of residential zones.
e. NO IMPACT	Residential and certain other land uses may not be compatible with the 65 dB CNEL noise contours of airports. However, the project is not located within an airport land use plan, two miles of a public or public-use airport, or the vicinity of a private airstrip. As a result, the project would not expose residents or	

Impact?	Explanation	Mitigation Measures
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workers at the project to excessive noise levels from aircraft. Therefore, no impact would occur.

f.	NO IMPACT	Residential and certain other land uses may not be compatible with the 65 dB CNEL noise contours of airports. However, the project is not located within an airport land use plan, two miles of a public or public-use airport, or the vicinity of a private airstrip. As a result, the project would not expose residents or workers at the project to excessive noise levels from aircraft. Therefore, no impact would occur.	
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**XIII. POPULATION AND HOUSING**

a.	LESS THAN SIGNIFICANT IMPACT	A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would result in the development of 123 residential units. The increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth for the Wilshire Community Plan, and is within the Southern California Association of Governments' (SCAG) 2020 population projections for the City in their 2012-2035 Regional Transportation Plan. The project would meet a growing demand for housing near jobs and transportation centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Operation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately mitigated in other portions of this document or have been determined to be less than significant. Therefore, the impact would be less than significant.	
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b.	NO IMPACT	A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project is adding to an existing parking structure and not demolishing any housing units. Therefore, the project will not result in any impacts pertaining to population displacement.	
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Impact?	Explanation	Mitigation Measures
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c.	NO IMPACT	A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project is adding to an existing parking structure and not demolishing any housing units. Therefore, the project will not result in any impacts pertaining to population displacement.	
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**XIV. PUBLIC SERVICES**

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by Fire Station 29, located at 4029 West Wilshire Boulevard, approximately 0.8 miles northwest of the project site. The proposed project would result in a net increase of 123 units, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that there are existing fire stations in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less-than-significant impact.</p>	
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Impact?	Explanation	Mitigation Measures	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project would result in a net increase of 123 units and could increase demand for police service. The project site and the surrounding area are currently served by LAPD's Olympic Community Police Station, located at 1130 S. Vermont Avenue, approximately 1.4 mile southeast of the project site. Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Regarding operations, in the event a situation should arise requiring increased staffing or patrol units, additional resources can be called in. Therefore, the proposed project would result in a less-than-significant impact related to police protection services.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would add 123 residential units, which could increase enrollment at schools that serve the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and</p>	

Impact?	Explanation	Mitigation Measures
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complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less-than-significant impact to public schools.

d. LESS THAN SIGNIFICANT IMPACT

A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in an increase of 123 units, which could result in increased demand for parks and recreation facilities. Although the project is requesting a 10 percent reduction in the required amount of open space, the project will be providing 11,070 square feet of open space via a courtyard and dog run on the podium level, a 7th floor deck, and private balcony space. These project features would reduce the demand for park space created by the proposed project to less than significant levels. Additionally, the project is subject to park fees intended to mitigate park- and open space-related impacts of new residential projects pursuant to City Ordinance No. 184,505. Therefore, the project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities, and project impacts would be less than significant.

e. LESS THAN SIGNIFICANT IMPACT

A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project would result in a net increase of 123 units, which could result in increased demand for library services and resources of the Los Angeles Public Library System. However, the proposed project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to

Impact?	Explanation	Mitigation Measures
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maintain an acceptable level of service for libraries and other public facilities. Therefore, the proposed project would result in a less-than-significant impact on other public facilities.

**XV. RECREATION**

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in an increase of 123 units, which could result in increased demand for parks and recreation facilities. Although the project is requesting a 10 percent reduction in the required amount of open space, the project will be providing 11,070 square feet of open space via a courtyard and dog run on the podium level, a 7th floor deck, and private balcony space. These project features would reduce the demand for park space created by the proposed project to less than significant levels. Additionally, the project is subject to park fees intended to mitigate park- and open space-related impacts of new residential projects pursuant to City Ordinance No. 184,505. Therefore, the project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities, and project impacts would be less than significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in an increase of 123 units, which could result in increased demand for parks and recreation facilities. Although the project is requesting a 10 percent reduction in the required amount of open space, the project will be providing 11,070 square feet of open</p>	

Impact?	Explanation	Mitigation Measures
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space via a courtyard and dog run on the podium level, a 7th floor deck, and private balcony space. These project features would reduce the demand for park space created by the proposed project to less than significant levels. Additionally, the project is subject to park fees intended to mitigate park- and open space-related impacts of new residential projects pursuant to City Ordinance No. 184,505. Therefore, the project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision of new or altered parks facilities, and project impacts would be less than significant.

**XVI. TRANSPORTATION/TRAFFIC**

a.	LESS THAN SIGNIFICANT IMPACT	<p>The Los Angeles Department of Transportation (DOT) analyzed the impacts of both the proposed addition of 123 dwelling units to the subject property atop the existing parking structure as well as the future adaptive reuse of the northerly adjacent 200,362 square-foot office building into 222 dwelling units, for a total of 345 units. According to DOT Referral Form, dated November 8, 2016, the proposed project and future adaptive reuse project would result in a net decrease in trips of 137 less AM peak hour trips and 85 less PM peak hour trips. Impacts will be less than significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the adopted Los Angeles County Metropolitan Transportation authority (Metro) thresholds for a significant project impact would be exceeded. The Congestion Management Program (CMP) was adopted to regulate and monitor regional traffic growth and transportation improvement programs. The CMP designates a transportation network that includes all state highways and some arterials within the County of Los Angeles. The amount of trips the project would generate is below the threshold needed for further evaluation. According to DOT Referral Form, dated November 8, 2016, the proposed project and future adaptive reuse project would result in a net decrease in trips of 137 less AM peak hour trips and 85 less PM peak hour trips. No CMP intersection or freeway impacts are anticipated. Therefore, the project would have a less than significant impact.</p>	

Impact?	Explanation	Mitigation Measures	
c.	NO IMPACT	A significant impact would occur if the proposed project would cause a change in air traffic patterns that would result in a substantial safety risk. The proposed project does not include an aviation component or include features that would interfere with air traffic patterns. Therefore, no impact would occur.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the proposed project would substantially increase an existing hazardous design feature or introduce incompatible uses to the existing traffic pattern. The proposed project would not include unusual or hazardous design features and the proposed project is compatible with existing uses. However, the project may have potentially significant impacts on pedestrians on the street during construction phases. With implementation of the referenced mitigation measure, the potential impacts related to hazards would be reduced to less-than-significant.	XVI-80
e.	NO IMPACT	A significant impact may occur if the project design threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. The nearest emergency/disaster route to the project site is Western Avenue to the west (City of Los Angeles, General Plan Safety Element Exhibit H, Critical Facilities & Lifeline Systems, 1996). The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not result in inadequate emergency access, and no impact would occur.	
f.	NO IMPACT	A significant impact may occur if the proposed project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The proposed project would not require the disruption of public transportation services or the alteration of public transportation routes. Since the proposed project would not modify or conflict with any alternative transportation policies, plans or	



Impact?	Explanation	Mitigation Measures
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programs, it would have no impact on such programs.

**XVII. TRIBAL CULTURAL RESOURCES**

a.	NO IMPACT	A significant effect would be if the project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). The project is an in-fill development with no grading proposed. Therefore, no impacts will occur.	
b.	NO IMPACT	A significant impact would occur if the project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. The project is an in-fill development with no grading proposed. Therefore, no impacts will occur.	

**XVIII. UTILITIES AND SERVICE SYSTEMS**

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). All wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less-than-significant impact related to wastewater treatment requirements.	
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Impact?	Explanation	Mitigation Measures	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The addition of 123 units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan (UWMP). Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. Development of the proposed project would maintain existing drainage patterns; site-generated surface water runoff would continue to flow to the City's storm drain system. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in a less-than-significant impact related to existing storm drain capacities.</p>	
d.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles</p>	

Impact?	Explanation	Mitigation Measures
	<p>Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The addition of 123 units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan (UWMP). Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.</p>	
<p>e. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The addition of 123 units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan (UWMP). Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project</p>	

Impact?	Explanation	Mitigation Measures
	would have a less-than-significant impact related to water or wastewater infrastructure.	
f. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. As the City's own landfills have all been closed and are non-operational, the destinations are private landfills. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the applicable landfill site. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.</p>	
g. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. As the City's own landfills have all been closed and are non-operational, the destinations are private landfills. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the applicable landfill site. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to</p>	

Impact?	Explanation	Mitigation Measures
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solid waste.

**XIX. MANDATORY FINDINGS OF SIGNIFICANCE**

a.	LESS THAN SIGNIFICANT IMPACT	<p>The proposed project does not have the potential to significantly degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, or threaten to eliminate a plant or animal community. No impacts will result. Based on the analysis of this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, during project construction, the proposed project may encounter unknown cultural resources, including archaeological and paleontological resources. Compliance with existing regulations would reduce impacts to less than significant levels.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less than significant levels with the implementation of mitigation measures. None of these potential impacts are considered cumulatively considerable, and implementation of the mitigation measures identified will ensure that no cumulative impacts will occur as a result of the proposed project. Impacts will be less than significant.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified, the proposed project would not</p>	

Impact?	Explanation	Mitigation Measures
	have the potential to result in substantial adverse impacts on human beings either directly or indirectly.	