TRANSMITTAL TO CITY COUNCIL

Case No. ENV-2007-365-MND	CD No. 13-Garcetti
Planning Staff Name(s) and Contact No. Blake Lamb (213) 978-1167	Last Day to Appeal: Not Applicable

Name(s), Applicant/Representative, Address, and Phone Number

Applicant:	Representative:
Karnik Shabdazian 7621 Owens Street Tujunga, CA 91042	Robert Lamishaw 6257 Van Nuys Blvd. Van Nuys, CA 91401

Name(s), Appellant/Representative, Address, and Phone Number

Appellant:	Representative:
Seta Panosian 5254 Virginia Avenue Los Angeles, CA 90029 (323) 428-4828	

Project Description

An appeal of the City Planning Commission's decision dated, April 12, 2012, on the approval of the Mitigated Negative Declaration for Case No. DIR-2009-2065-DB-1A for the property located at 5241-5247 Santa Monica Boulevard and 5238-5246 Virginia Avenue in the Hollywood Community Plan Area.

Prepared by:	Date
Jim J Tokumori	6-19-2012

MASTER APPEAL FORM

ENV 2007-0365

City of Los Angeles – Department of City Planning

APPEAL TO THE: City Council
(DIRECTOR, AREA PLANNING COMMISSION, CITY PLANNING COMMISSION, CITY COUNCIL)

REGARDING CASE #: ENV-2007-365-MND

PROJECT ADDRESS: 5241-5247 Santa Monica Blvd. & 5238-5246 Virginia Ave.

FINAL DATE TO APPEAL: None-The City has no deadline on CEQA appeals for 21151(c)

TYPE OF APPEAL:

1. ☐ Appeal by Applicant
2. ☒ Appeal by a person, other than the applicant, claiming to be aggrieved
3. ☐ Appeal by applicant or aggrieved person from a determination made by the Department of Building and Safety

APPELLANT INFORMATION – Please print clearly

Name: Seta Panosian

- Are you filing for yourself or on behalf of another party, organization or company?

☐ Self ☐ Other: On behalf of my family, concerned neighbors, & parents of kids at Kingsley Elementary School

Address: 5254 Virginia Avenue

Los Angeles, CA Zip: 90029

Telephone: (323) 428-4828 E-mail:

- Are you filing to support the original applicant's position?

☐ Yes ☒ No

REPRESENTATIVE INFORMATION

Name:

Address:

Zip:

Telephone: E-mail:

This application is to be used for any appeals authorized by the Los Angeles Municipal Code for discretionary actions administered by the Department of City Planning.

JUSTIFICATION/REASON FOR APPEALING – Please provide on separate sheet.

Are you appealing the entire decision or parts of it?

☐ Entire ☑ Part

Your justification/reason must state:

- The reasons for the appeal
- How you are aggrieved by the decision
- Specifically the points at issue
- Why you believe the decision-maker erred or abused their discretion

ADDITIONAL INFORMATION/REQUIREMENTS

- Eight (8) copies of the following documents are required (1 original and 7 duplicates):
  - Master Appeal Form
  - Justification/Reason for Appealing document
  - Original Determination Letter
- Original applicants must provide the original receipt required to calculate 85% filing fee.
- Original applicants must pay mailing fees to BTC and submit copy of receipt.
- Applicants filing per 12.26 K "Appeals from Building Department Determinations" are considered original applicants and must provide notice per 12.26 K 7.
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the City (Area) Planning Commission must be filed within 10 days of the written determination of the Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (i.e. ZA, APC, CPC, etc...) makes a determination for a project that is not further appealable.

  "If a nonelected decision-making body of a local lead agency certifies an environmental impact report, approves a negative declaration or mitigated negative declaration, or determines that a project is not subject to this division, that certification, approval, or determination may be appealed to the agency's elected decision-making body, if any."
  --CA Public Resources Code § 21151 (c)

I certify that the statements contained in this application are complete and true:

Appellant Signature: _____ Date: 5/10/12

Planning Staff Use Only

Amount	$105.02	Reviewed and Accepted by	ALFREDO PEREZ	Date	5/11/2012
Receipt No.	6980	Deemed Complete by	RALPH AVILA by	Date	5/11/2012

☐ Determination Authority Notified ☐ Original Receipt and BTC Receipt (if original applicant)

May 10, 2012

Seta Panosian and concerned neighbors
5254 Virginia Avenue
Los Angeles, California 90029

Los Angeles City Council
c/o City of Los Angeles Planning Department
Department's Public Offices, Figueroa Plaza
201 N. Figueroa St., 4th Floor
Los Angeles, CA 90012

RE: **Case No.:** ENV-2007-365-MND.
Project Location: 5241-5247 Santa Monica Blvd. & 5238-5246 Virginia Ave., Hollywood.

Appeal of the City Planning Commission's April 12, 2012 approval of a Mitigated Negative Declaration for Case Number DIR-2009-2065-DB-1A.

Chair Reyes and honorable Planning and Land Use Management Committee members:

Section 21151(c) of the California Environmental Quality Act ("CEQA") permits an aggrieved party to appeal the approval of a Mitigated Negative Declaration ("MND") by a non-elected, decision-making body to that agency's elected, decision-making body.

In this case, the Los Angeles City Planning Commission (a non-elected, decision-making body) on April 12, 2012, approved a Density Bonus Compliance Review for Case No. DIR-2009-2065-DB-1A, a 49-unit, 5-story, 60-foot tall, 82,041 sq. ft. mixed-use project immediately adjacent to both Kingsley Elementary School and low-level, restricted density housing (the "Project"). As part of its approval, the Commission also adopted the proposed development's MND. This is an appeal of the MND to our elected, decision-making body, the Los Angeles City Council.

Our family's home is located immediately adjacent to the massive, proposed Project, and the basis of this appeal concerns the inadequacy of the Project's MND to assess the development's construction and operational environmental impacts. Joining our family in this appeal are our neighbors and the hundreds of concerned parents whose children attend Kingsley Elementary School. Over 300 people in our community signed petitions demanding that the applicant prepare an Environmental Impact Report ("EIR").

The 45,301 square foot project site consists of five parcels on a vacant lot immediately adjacent to Kingsley Elementary School's playfield to the east, and restricted density housing to the west and north. Two single-level auto repair businesses also abut the southwest portion of the project site. The three parcels fronting Santa Monica Boulevard are zoned C2-1D, with the "D" limiting designation restricting the site's Floor Area Ratio ("FAR") to 0.5:1. The two parcels fronting Virginia Avenue are zoned RD1.5-1XL, which limits development to 1 residential unit per 1,500 sq. ft. of lot area and a height of 30 feet.

Under the existing zoning, on the C-2 zoned parcels the applicant could essentially build a one-story structure on half of the lot, and on the RD1.5-1XL parcels he could build a two-story, 10-unit residential building up to 30-feet in height above the natural grade. A by-right project of this scale would fit in with the surrounding community, and would not have the severe environmental impacts that will be created by the proposed development.

If developed as approved, however, the 5245 Santa Monica project would consist of two buildings on the lot's five parcels. These buildings, which would be connected by a two-level subterranean garage covering the entire project site, consist of:

1). A 5-story, 60-foot-tall structure of 39 dwelling units comprising at least 46,678.5 square feet of residential floor area, with 14,947 square feet of approved commercial space;

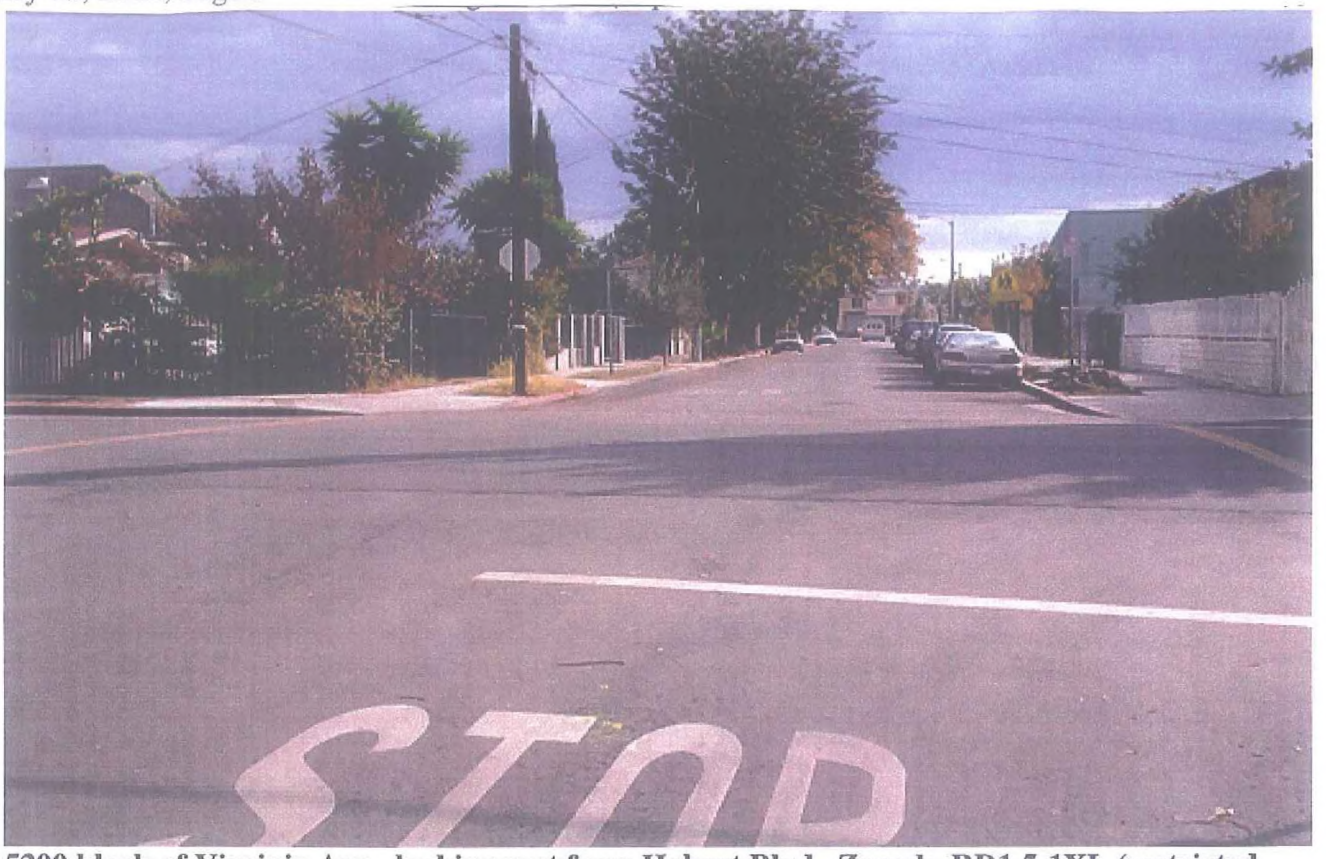
2). A two-story second building fronting Virginia Avenue, with 10 residential units and extensive recreational facilities within 20,415.5 square feet of floor area.

The height and scale of the proposed Project significantly exceeds other properties in the area, and will therefore become a visual focal point. At 60 feet in height, the Project will be the tallest structure fronting Santa Monica Blvd. within two miles, significantly blocking views and winter sunlight, and providing minimal setbacks from our adjacent home and other surrounding properties. The Project would also tower above the playfield of Kingsley Elementary School, with a minimal setback of only 5 feet.

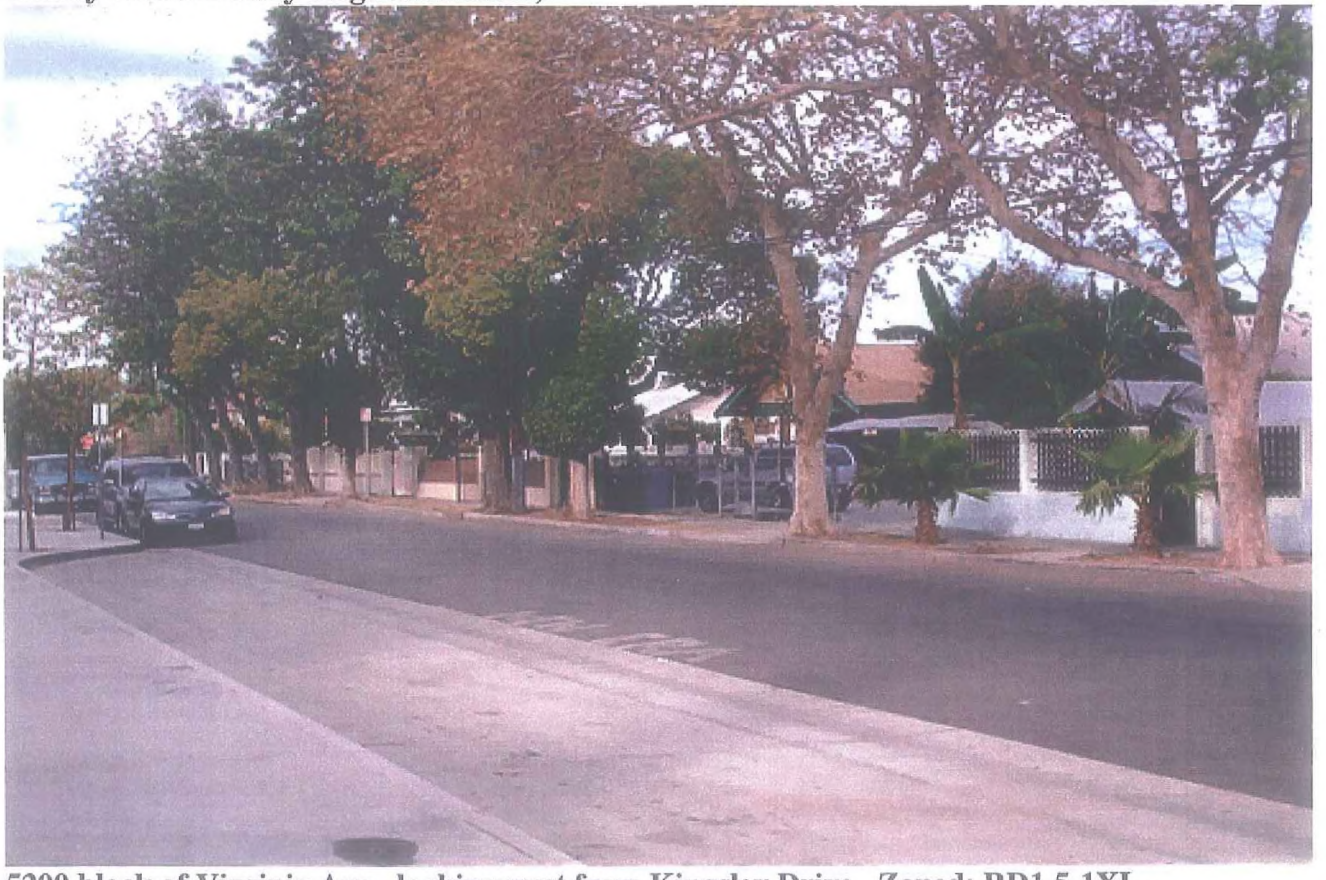
My extended family has lived at 5254 Virginia Avenue for 36 years. I grew up in this neighborhood and attended local schools, and our children currently attend Kingsley Elementary School. This community is zoned for restricted residential use and limited commercial development, and the massive Project that is proposed for 5245 Santa Monica Blvd. is completely at odds with both what our building code permits and common sense allows. As a historic neighborhood of low-level homes and shops, the proposed Project would significantly impact this community, and my neighbors and family are adamantly opposed to its approval without adequate environmental review. Others expressing opposition to this project include the East Hollywood Neighborhood Council, the Hollywood Design Review Committee, and the parents and teachers of children attending Kingsley Elementary School.

Our neighborhood, at the intersection of Virginia Avenue and Hobart Boulevard east of the 101 Freeway, is defined primarily by one-story, single-family homes original to Hollywood. Residential zoning throughout this community is restricted density, RD1.5-1XL. Commercial property on Santa Monica Blvd. is primarily low-level, neighborhood serving retail and office uses.

The 5200 block of Virginia Ave. is a substandard local street, with a curb-to-curb width of 29 feet, 7 inches, or less than a 15-foot half right of way. Yet Condition 11-f on page C-3 of the Determination Letter inaccurately states: "*A 5-foot wide strip of land along the property frontage on Virginia Avenue shall be required* ***to complete a 30-foot half right of way*** *in accordance with Local Street Standards.*" The 5200 block of Virginia Ave. is heavily congested during weekday mornings and afternoons when parents drop off and pick up their children from Kingsley Elementary School. The Determination Letter on page C-16 fails to identify these risks and restrict usage of this dangerous street segment as a haul route. Note the following photos of our community:



5200 block of Virginia Ave., looking east from Hobart Blvd. Zoned: RD1.5-1XL (restricted density with a 2-story height limitation).



5200 block of Virginia Ave., looking west from Kingsley Drive. Zoned: RD1.5-1XL.

5245 Virginia Ave. – directly across from proposed 5-story project.

View from proposed project site looking north to neighboring craftsman bungalows.

South side of 5200 block of Virginia Ave. at proposed development site.

Units in 2-story apartment building adjacent to project site at 5248 Virginia Ave. face east and would have direct sunlight permanently blocked by proposed 5-story development.

Kingsley Elementary School on Virginia Ave., adjacent to proposed project site.

Project site's vacant lot, with campus and playfield of Kingsley Elementary School immediately adjacent.

View of project site. Our family's abutting home and rear yard, shown in upper left-hand corner, would lose winter sunlight for half of the day. Abutting apartments would lose all winter sun.

OBJECTIONS

We have reviewed both the environmental file and the Mitigated Negative Declaration ("MND") prepared by the City Planning Department for this project, and we find that the MND utterly fails to acknowledge the impacts resulting from the proposed, massive development. As one example, the MND states that the 5-story Project would not create a significant new source of light and glare that would impact nighttime views in the area. The environmental review bases this claim on the contention that the Project area is already illuminated by streetlights, and as such any increase would be nominal. This conclusion is incorrect. Current street illumination along Virginia Ave. is minimal, and streetlights on Santa Monica Blvd. are not of a height and direction that impact residential streets to the north. Light and glare from the Project will therefore be a significant impact.

The height and scale of the proposed project also significantly exceeds other properties in the area. Aesthetic impacts will therefore be permanent and significant.

Likewise, the proposed project is inconsistent with applicable land use laws for our community, which is zoned restricted density and restricted commercial. The Project would have a floor area ratio 600% greater than otherwise permitted, which is unprecedented. Land use impacts will be significant.

The shade/shadow study also shows that my home's backyard and the rear lot of the adjacent apartment building at 5248 Virginia Avenue will both be in winter shadow for more than three hours as a result of the 5245 Santa Monica Project. The Initial Study concludes no significant impact will result because the areas shaded by the project are not outdoor usable space. This conclusion is false. The areas that will be in shadow are used extensively as safe play areas for our children and the children living at 5248 Virginia. The project will also block all morning sunlight for units at 5248 Virginia Avenue. Units with windows that face east will lose all direct winter sunlight. Impacts will be therefore significant. The only mitigation possible is to reduce the height of the proposed Project.

Photo showing rear play area and clothesline for apartment residents at 5248 Virginia Ave. The Project's Shade/Shadow study shows all morning winter sunlight blocked to rear of building. East-facing apartment units would lose all direct winter sunlight.

Google Street photo of apartment building at 5248 Virginia Ave. Units would lose all direct winter morning and early afternoon sunlight.

Additionally, the Mitigated Negative Declaration's conclusion that construction and operational noise impacts will be Less than Significant with mitigation is grossly incorrect. The Project's Initial Study on page 5-45 acknowledges: "***Construction noise levels would increase ambient noise levels by approximately 38.3 dBA L_{eq}. This would result in a significant impact without implementation of mitigation.***" Table 5-7 lists the existing ambient noise level at Kingsley Elementary School as 54.2 dBA, with an expected dBA increase of 34.8 to a new ambient construction noise level of 89.0 dBA. Table 5-7 lists the existing ambient noise level for both the adjacent residential apartment building and single-family homes north of the Project site as 50.7 dBA, with an expected dBA increase of 38.3 during construction. Mitigation measures N1 and N2 are estimated in the Initial Study to reduce construction noise levels to Kingsley Elementary School by 23 dBA. Mitigation Measure N1 requires that construction equipment be muffled; Measure N2 requires a 10-foot-high sound blanket next to Kingsley Elementary School. Other proposed mitigation measures would monitor noise levels.

A 23 dBA noise reduction from the Initial Study's estimated 89 dBA construction noise level is claimed by the Initial Study with implementation of Measures N1 and N2, resulting in a mitigated dBA of 66. Yet this level remains 12 dBA above the measured existing level at Kingsley Elementary School.

For adjacent residential use, Mitigation Measure N3 was initially required to provide a six-foot-tall solid wood fence estimated to reduce construction noise levels by 6 dBA. When combined with measure N1, the 9 dBA reduction in construction noise would have still resulted in a construction level of 80 dBA, or almost a 30 dBA increase from existing levels. Added condition 34-k now substitutes a ten-foot-tall sound attenuation blanket along the western portion of the site abutting 5248 Virginia Avenue, with a claim of a Sound Transmission Class Rating of 20. This presumably would result in a construction level of 66 dBA. This level, however, remains almost 16 dBA above existing levels.

As pointed out by noise consultant Giroux & Associates in their June 8, 2011 analysis of the Project (attached at **Exhibit 1**), such measures are inadequate to reduce noise impacts to a level of insignificance:

> "The noise and vibration analyses contain numerous errors, misinterpretations and omit appropriate thresholds of significance. In the final analysis, construction activity impacts from operations as close as 10 feet to sensitive receiver populations will generate noise and vibration impacts that cannot be fully mitigated to a less-than-significant level. Preparation of a focused EIR is clearly indicated for this project.
>
> "The construction noise impact analysis is based upon an equipment average reference noise level of 89 dBA included in EPA recommendations for evaluating construction noise. Use of that value has two caveats. Peak noise levels may be higher than 89 dBA and people are more disturbed by noise spikes than by steady-state conditions. Secondly, and most critically, this level occurs at 50 feet from the equipment noise source. The MND acknowledges that equipment operations may occur as close as 10 feet from the property line. Under typical geometrical spreading loss, the predicted noise level at 10 feet is 14 dBA higher than at 50 feet. That would raise the reference noise level to 103 dBA when operating close to the site boundary. The data in Table 5-7 of the MND referencing an 89 dBA maximum noise level claims to contain a distance adjustment. If the distance adjustment had been correctly applied, residential uses listed as "Adjacent" would in fact experience a 50+ dBA increase rather than the indicated 38.3 dBA. Any conclusions based upon the 89 dBA reference noise level are invalid when equipment operates near the site boundary.

"The latest iteration of Condition 34k in the barrier alternative requires a noise level reduction of 15 to 25 dBA across its depth. That's quite an impossible requirement in that Caltrans, in its Technical Noise Supplement (2009), on page 6-7, states that the theoretical limit of barrier noise reduction effectiveness for a noise wall is 20 dBA. That same process of throwing numbers around willy-nilly is reflected in the claim that a 10-foot temporary barrier at the Kingsley Elementary School property line would produce "at least 20 dBA" of noise reduction. As stated by Caltrans, the maximum noise reduction effectiveness of an exceedingly tall barrier (much higher than 10 feet) is 20 dBA. The claim that a 10-foot high barrier will achieve "at least 20 dBA" is nonsensical.

"The alternative to install dual-paned windows on units facing the construction site with an ability to reduce noise levels "a minimum of 15 dBA across their depth" would not adequately reduce noise levels to below those that are highly intrusive when equipment operates close to the existing residences. Equipment may operate as close as 20 feet from the nearest residential facades. The maximum reference exterior noise level would be 97 dBA at this set-back. The MND does not identify acceptable interior noise levels, but experience shows that levels of 65 dBA are intrusive into normal conversation. Noise level reductions of 32 dBA or more would be needed to achieve interior levels that are even marginally acceptable, and would still interfere with reading, watching television, taking a nap, etc.

"The MND asserts that vibration impacts will be less than significant based upon the methodology in FTA-VA-90-1003-06 (May, 2006). A structural damage threshold of 0.5 inches/second (ips) was selected and a maximum predicted vibration level of 0.35 ips was predicted. Table 12-3 of that document, entitled "Construction Vibration Damage Criteria," states that 0.5 ips is applicable to "Reinforced concrete, steel or timber" structures, that 0.3 ips applied to "Engineered concrete and masonry" buildings, and that 0.2 ips is the damage threshold for "non-engineered timber or masonry buildings." While 0.35 ips is the correctly predicted value for a 10-foot set-back, it rises to 1.00 ips if the equipment ever encroaches as close as 5 feet from the property line. Unless a mitigation measure is included that completely restricts equipment operation closer than 10 feet, the MND findings cannot be supported.

"The vibration analysis further fails to consider nuisance effects. Table 8-1 of the FTA Manual identifies a daytime nuisance vibration level of 80 – 83 VdB (vibration decibels based upon the root-mean-square vibration velocity) as intrusive for infrequent events. At 10 feet from the equipment, the vibration velocity is 99 VdB. The failure to include vibration nuisance impacts and only focus on structural damage is a clear flaw in the analysis. Given that there are no practical mitigation measures for vibration nuisance at this distance, the vibration nuisance impact is clearly significant. Impacts that cannot be mitigated to less-than-significant must be addressed in an EIR for CEQA clearance."

The Project site is immediately adjacent to extremely sensitive uses of an elementary school playfield and a residential apartment building occupied primarily by elderly tenants. The Planning Department has failed to respond or even address expert testimony submitted by us on behalf of the community. The members of the City Planning Commission, **during eight scheduled hearings on the proposed Project**, explicitly abused their discretion by never once even discussing the MND, or even addressing our contention that it is deficient. The Commission also supported the Project even though neither the applicant nor the Planning Dept. could show what the approved development may look like, since the approval allows the reduction in commercial space to be filled by increasing the residential component's square footage.

Dotted line delineates 10-feet above grade. First floor units at 5248 Virginia Ave. would have minimal noise mitigation with a 10-foot attenuation blanket. Second-floor units would have no mitigation. Note below photo of 10-foot height of measuring tape, replicating height of sound blanket.

The Project site formerly housed several auto repair and painting operations over a period of decades. The Initial Study performed a cursory sampling of soil on the site, and the MND acknowledges that an in-ground hydraulic hoist remains buried there. The MND also states that an underground storage tank may remain buried on the western portion of the site. Yet the MND proposes no remedial activity prior to approval of the Project, delaying further testing and containment excavation until after construction begins.

Deferred analysis and mitigation is a clear violation of CEQA. The very purpose of CEQA is to provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to "identify ways that environmental damage can be avoided or significantly reduced." Cal. Code of Regulations, Title 14, Section 15002(a)(2). Per the Courts, the purpose of CEQA "is to inform the public and its responsible officials of the environmental consequences of their decisions before they are made. Thus, the EIR protects not only the environment but also informed self-government." Citizens of Goleta Valley v. Board of Supervisors. (1990) 52 Cal. 3d 553, 564.

Steel underground storage tanks containing petroleum fuels have been a major source of environmental concern due to their potential release of fuels once corrosion of the steel occurs. Similarly, an auto service garage might have had a waste oil tank and perhaps an oil/water separator connected to the industrial sewer. Either would have had the potential to leak waste petroleum and VOC degreaser to surrounding soils.

A gasoline release from underground storage tanks would contaminate surrounding soil and groundwater with Benzene and MTBE. The California Office of Environmental Health Hazard Assessment considers each of these compounds to be potentially carcinogenic toward humans. In high concentrations, significant cancer risks may result due to inhalation exposure in indoor air, which may occur in a building located directly above detected contaminants. Any groundwater plume involving Benzene and MTBE may also migrate as a result of natural groundwater movement. Hence these potential carcinogens may pose an impending threat to not only the health and safety of future residents of the site, but also to surrounding residential occupants and school children.

A proper assessment of the project site prior to the development's approval by the City is therefore essential, since an agency may not avoid preparing an EIR by failing to gather relevant data. In Sundstrom v. County of Mendocino (1988) 202 Cal. App. 3d 296, 311, the court explained that, because "CEQA places the burden of environmental investigation on government rather than the public," an agency "should not be allowed to hide behind its own failure to gather relevant data." Sundstrom also pointed to the fallacy of deferred mitigation, stating at page 307: "By deferring environmental assessment to a future date, the conditions run counter to that policy of CEQA which requires environmental review at the earliest feasible stage in the planning process (See Public Resources Code Section 21003.1)." This opinion is consistent with the California Supreme Court's statement in No Oil, Inc. v. City of Los Angeles (1974) 13 Cal. 3d 68, that EIRs should be prepared in "doubtful case[s]," so that agencies do not make decisions "without the relevant data or a detailed study of it...One of the purposes of the impact statement is to insure that the relevant environmental data are before the agency and considered by it prior to the decision to commit...to the project" (No Oil, Inc. supra, at p. 84).

"By deferring environmental assessment to a future date, the conditions run counter to that policy of CEQA which requires environmental review at the earliest feasible stage in the planning process (See Public Resources Code Section 21003.1)...A study conducted after approval of a project will inevitably have a diminished influence on decisionmaking. Even if the study is subject to administrative approval, it is analogous to the sort of post hoc rationalization of agency actions that has been repeatedly condemned in decisions construing CEQA." Sundstrom supra, at 307.

Other potentially significant impacts, such as traffic hazards to adjacent Kingsley Elementary School students, and construction dust and operational exhaust that these children will be exposed to on a daily basis, are glossed over in the MND and necessitate further analysis. The acute dangers poised by the Project to the hundreds of school children who attend Kingsley Elementary require the extensive analysis accomplished by an Environmental Impact Report.

The major premise behind the establishment of the California Environmental Quality Act of 1970 was to require public agencies to give serious and proper consideration to activities which affect the quality of our environment, to find feasible alternatives in order to prevent damage to the environment, and to provide needed information to the public. Public Resources Code § 21061.

A strong presumption in favor of requiring preparation of an EIR is built into CEQA. This presumption is reflected in what is known as the "fair argument" standard, under which an agency must prepare an EIR whenever substantial evidence in the record supports a fair argument that a project may have a significant effect on the environment. Laurel Heights Improvement Association v. Regents of the University of California (1993) 6 Cal.4th 1112, 1123; No Oil, Inc. v. City of Los Angeles, supra, 13 Cal.3d 68, 75.

Under CEQA and CEQA Guidelines, if a project may cause a significant effect on the environment, the lead agency must prepare an EIR. Pub. Res. Code §§ 21100, 21151. A project "may" have a significant effect on the environment if there is a "reasonable probability" that it will result in a significant impact. No Oil, Inc. v. City of Los Angeles, supra, 13 Cal.3d at 83 n. 16. If any aspect of the project may result in a significant impact on the environment, an EIR must be prepared even if the overall effect of the project is beneficial. CEQA Guidelines § 15063(b)(1).

This standard sets a "low threshold" for requiring preparation of an EIR. Citizen Action To Serve All Students v. Thornley (1990) 222 Cal.App.3d 748, 754. If substantial evidence supports a "fair argument" that a project may have a significant environmental effect, the lead agency must prepare an EIR even if it is also presented with other substantial evidence indicating that the project will have no significant effect. No Oil, Inc. v. City of Los Angeles, supra; Brentwood Association for no Drilling, Inc. v. City of Los Angeles (1982) 134 Cal.App.3d 491.

The CEQA Guidelines at 14 Cal. Code Regs. § 15384(a) define "substantial evidence" as "enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached…" Under Pub. Res. Code §§ 21080(e), 21082.2(c), and CEQA Guidelines §§ 15064(f)(5) nd 15384, facts, reasonable assumptions predicated on facts, and expert opinions supported by facts can constitute substantial evidence.

"Under the fair argument approach, *any* substantial evidence supporting a fair argument that a project may have a significant environment effect would trigger the preparation of an EIR." Communities for a Better Environment v. California Resources Agency (2002) 103 Cal.App4th 98, 113 (italics in original).

Communities for a Better Environment is also significant because it clarifies that agency "thresholds of significance" are not necessarily the threshold that may be used in determining the existence of a "significant" impact. A significant impact may occur even if the particular impact does not trigger or exceed an agency's arbitrarily set threshold of significance. Id. at 114.

An agency must prepare an EIR whenever it can be fairly argued on the basis of substantial evidence that a project may have a significant environmental impact. If there is substantial evidence both for and against preparing an EIR, the agency must prepare the EIR.

The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." (City of Inyo v. Yorty (1973) 32 Cal.App.3d 795, 810 [108 Cal.Rptr. 377].)

"Under the regulatory guidelines of CEQA, an EIR is required if 'there is substantial evidence that *any aspect of the project*....may cause a significant effect on the environment....' (Cal. Code Regs., tit. 14, Section 15063, subd. (b)(1).)" Sundstrom v. County of Mendocino, supra, 202 Cal.App.3d at p. 309.

As noted previously, the Project site is immediately adjacent to Kingsley Elementary School and over 300 parents of children attending this school signed petitions demanding that the City prepare an EIR (attached at **Exhibit 2**). Under CEQA, public controversy over a proposed development is in itself one of the triggers for an EIR. "[T]he existence of serious public controversy concerning the environmental effect of a project in itself indicates that preparation of an EIR is desirable. One major purpose of an EIR is...to demonstrate to an apprehensive citizenry that the agency has in fact analyzed and considered the ecological implications of its action." No Oil, Inc. v. City of Los Angeles, supra, 13 Cal.3d 68, 85-86, fn. Deleted.

California Code of Regulations, Title 14, Section 15064, subdivision (h) provides: "In marginal cases where it is not clear whether there is substantial evidence that a project may have a significant effect on the environment, the lead agency shall be guided by the following factors: [¶] (1) If there is serious public controversy over the environment effect of a project, the lead agency shall consider the effect or effects subject to the controversy to be significant and shall prepare an EIR."

"Whether the administrative record contains a fair argument sufficient to trigger preparation of an EIR is a question of law, not a question of fact, and so under this unique test, deference to the agency's determination is not appropriate and its decision not to require an EIR can be upheld only when there is no credible evidence to the contrary." Sierra Club v. County of Sonoma, 6 Cal. App. 4th 1307, 1318 (1992).

"Testimony of area residents that are not qualified environmental experts qualifies as substantial evidence when based on relevant personal observations." City of Carmel By-the-Sea v. Board of Supervisors (1986) 183 Cal.App.3d 229, 246 n.8.

A fair argument of aesthetic impacts triggers the preparation of an EIR. Ocean View Estates Homeowners' Associations v. Montecity Water District (2004) 116 Cal.App. 4th 396 (EIR required based on subjective views of residents regarding potential aesthetic impacts of reservoir affecting private views).

We have repeatedly argued that the Project, which would be the tallest building on Santa Monica Boulevard for two miles, will have significant impacts to the aesthetics of our low-scale residential community. In Mira Mar Mobile Community v. City of Oceanside (2004) 119 Cal.App.4th 477, the City of Oceanside was required to prepare an Environmental Impact Report to examine the impacts on views by a proposed development, with the Court reaffirming that: "Aesthetic issues, such as public and private views, are properly studied in an EIR to assess the impacts of a project. (§ 21100(d); Ocean View Homeowners Ass'n, Inc. v. Montecito Water Dist. (2004) 116 Cal.App.4th 396, 402-403.)" Mira Mar, supra, 119 Cal.App.4th at 492-493.

"As on other CEQA topics, the opinions of area residents, if based on direct observation, may be relevant as to aesthetic impact and may constitute substantial evidence in support of a fair argument; no special expertise is required on this topic." The Pocket Protectors v. City of Sacramento (2004),124 Cal.App.4th at 937; (emphasis added).

The developer has received extremely generous entitlements for the Project. These entitlements include a 600% increase in the allowed FAR, averaging of parking and open space requirements, and permitting vehicular circulation from a commercial zone to a restricted residential zone. In return the Project includes only 10 units of affordable housing. As a community, we find this unacceptable.

Our neighborhood would be significantly and permanently impacted by development of the proposed Project. As residents of this community for over 35 years, my family joins with our concerned neighbors in respectfully requesting that the City Council consider the significant consequences that this development would have on our quiet neighborhood, and require the Project to undergo a more thorough and impartial environmental review through an environmental impact report.

Note below the names and addresses of some of my neighbors who wish to go on record as being a party to this appeal.

Thank you,

The Chukhuryan Family
5249 Virginia Ave.
Los Angeles, CA 90029

Doug Haines
P.O. Box 93596
Los Angeles, CA 90093-0596

VALANTEN BERBERIAN
5245 VIRGINIA AVE L.A. 90029

JOSEFINA NAZARENO
5231 VIRGINIA AVE.
L. A. CA. 90029

Exhibit 1

Giroux & Associates
Environmental Consultants

June 8, 2011

Los Angeles City Planning Commission
200 North Spring Street
Los Angeles, CA 90012

Subject: **DIR-2009-2065-DB** for
5241 to 5247 Santa Monica Blvd. and 5238 to 5246 Virginia Avenue

Honorable Commission President, William Roschen, and Honorable Members:

On behalf of concerned neighbors near the proposed project, we have been asked to review the construction noise and vibration analyses for technical accuracy and adequacy. As evidenced in the continuing evolution of Condition 34 k., the initial MND conclusions are thoroughly suspect. The noise and vibration analyses contain numerous errors, misinterpretations and omit appropriate thresholds of significance. In the final analysis, construction activity impacts from operations as close as 10 feet to sensitive receiver populations will generate noise and vibration impacts that cannot be fully mitigated to a less-than-significant level. Preparation of a focused EIR is clearly indicated for this project.

The construction noise impact analysis is based upon an equipment average reference noise level of 89 dBA included in EPA recommendations for evaluating construction noise. Use of that value has two caveats. Peak noise levels may be higher than 89 dBA and people are more disturbed by noise spikes than by steady-state conditions. Secondly, and most critically, this level occurs at 50 feet from the equipment noise source. The MND acknowledges that equipment operations may occur as close as 10 feet from the property line. Under typical geometrical spreading loss, the predicted noise level at 10 feet is 14 dBA higher than at 50 feet. That would raise the reference noise level to 103 dBA when operating close to the site boundary. The data in Table 5-7 of the MND referencing an 89 dBA maximum noise level claims to contain a distance adjustment. If the distance adjustment had been correctly applied, residential uses listed as "Adjacent" would in fact experience a 50+ dBA increase rather than the indicated 38.3 dBA. Any conclusions based upon the 89 dBA reference noise level are invalid when equipment operates near the site boundary.

1820 E. Garry Street, Santa Ana, CA 92705 - Phone (949) 387-5477 - Fax (949) 387-5478 - bgiroux@att.net

The latest iteration of Condition 34 k. in the barrier alternative requires a noise level reduction of 15 to 25 dBA across its depth. That's quite an impossible requirement in that Caltrans, in its Technical Noise Supplement (2009), on page 6-7, states that the theoretical limit of barrier noise reduction effectiveness for a noise wall is 20 dBA. That same process of throwing numbers around willy-nilly is reflected in the claim that a 10-foot temporary barrier at the Kingsley Elementary School property line would produce "at least 20 dBA" of noise reduction. As stated by Caltrans, the maximum noise reduction effectiveness of an exceedingly tall barrier (much higher than 10 feet) is 20 dBA. The claim that a 10-foot high barrier will achieve "at least 20 dBA" is nonsensical.

The alternative to install dual-paned windows on units facing the construction site with an ability to reduce noise levels "a minimum of 15 dBA across their depth" would not adequately reduce noise levels to below those that are highly intrusive when equipment operates close to the existing residences. Equipment may operate as close as 20 feet from the nearest residential facades. The maximum reference exterior noise level would be 97 dBA at this set-back. The MND does not identify acceptable interior noise levels, but experience shows that levels of 65 dBA are intrusive into normal conversation. Noise level reductions of 32 dBA or more would be needed to achieve interior levels that are even marginally acceptable, and would still interfere with reading, watching television, taking a nap, etc.

The MND asserts that vibration impacts will be less than significant based upon the methodology in FTA-VA-90-1003-06 (May, 2006). A structural damage threshold of 0.5 inches/second (ips) was selected and a maximum predicted vibration level of 0.35 ips was predicted. Table 12-3 of that document, entitled "Construction Vibration Damage Criteria," states that 0.5 ips is applicable to "Reinforced concrete, steel or timber" structures, but that 0.3 ips applied to "Engineered concrete and masonry" buildings, and that 0.2 ips is the damage threshold for "Non-engineered timber or masonry buildings." While 0.35 ips is the correctly predicted value for a 10-foot set-back, it rises to 1.00 ips if the equipment ever encroaches as close as 5 feet from the property line. Unless a mitigation measure is included that completely restricts equipment operation closer than 10 feet, the MND findings cannot be supported.

The vibration analysis further fails to consider nuisance effects. Table 8-1 of the FTA Manual identifies a daytime nuisance vibration level of 80 – 83 VdB (vibration decibels based upon the root-mean-square vibration velocity) as intrusive for infrequent events. At 10 feet from the equipment, the vibration velocity is 99 VdB. The failure to include vibration nuisance impacts and only focus on structural damage is a clear flaw in the analysis. Given that there are no practical mitigation measures for vibration nuisance at this distance, the vibration nuisance impact is clearly significant. Impacts that cannot be mitigated to less-than-significant must be addressed in an EIR for CEQA clearance.

Please feel free to contact us with any questions or comments.

Sincerely,

Hans D. Giroux
Senior Analyst
Giroux & Associates

HANS D. GIROUX

SUMMARY OF QUALIFICATIONS AND EXPERIENCE

EDUCATION:

Bachelor of Arts in Physics, University of California (Berkeley), 1965.

Bachelor of Science in Meteorology, University of Utah, 1966.

Graduate studies in Meteorology, University of Wisconsin, 1967-68.

Masters of Science in Meteorology, UCLA, 1972.

Candidacy for Doctorate in Meteorology, UCLA, 1974.

PROFESSIONAL EXPERIENCE:

Weather Forecaster, U.S. Air Force, Truax AFB, Madison, WI, 1966-67.

Staff Weather Officer/Chief Forecaster, McChord AFB, WA, 1968-69.

Teaching Assistant, Basic Meteorology/Advanced Dynamics, UCLA, 1969-71.

Research Assistant, California Marine Layer Structure, UCLA, 1971.

Research Assistant, Remote Air Pollution Sensing by Satellites, UCLA, 1972.

Research Assistant, Climate Change - Aircraft Pollution, UCLA, 1973.

Instructor, Basic Meteorology, Cal State Northridge, 1972-74.

Air Pollution Meteorologist, S-Cubed, LaJolla, CA 1973-75.

Senior Meteorologist, Meteorology Research, Inc., Altadena, CA 1975-77.

Instructor, Weather for Flight Aircrews, Orange Coast College, 1976.

Instructor, Basic Meteorology, Golden West Community College, 1976-81.

Instructor, Basic Meteorology, Orange Coast College, 1977-81.

Consultant, Atmospheric Impact Processes, Irvine, CA, 1977-present.

PRINCIPAL PROFESSIONAL RESPONSIBILITIES:

Military: Performed operational weather forecasting for jet aircrews; trained new personnel; responsible for ground safety, security, records administration, quality control, forecasting methodology research, and liaison with other base units; air defense battle staff weather officer; and deputy detachment commander.

University: Conducted laboratory sessions; instructed students in the use of meteorological instrumentation; demonstrated weather analysis techniques; supervised student weather observation programs; gave lectures and tests.

Private:
Air Quality: Prepared air quality impact assessments for coal- and oil-fired, nuclear, solar geothermal and wind energy power generation systems; prepared impact assessments for transportation systems, industrial emissions sources, wastewater treatment plants, landfills, toxic disposal sites, oil processing facilities, mining operations, commercial, residential, institutional and recreational land uses, airports and harbors; conducted atmospheric gas tracer experiments; developed numerical airflow analyses; and conducted numerous meteorological and air quality data acquisition programs with a very strong emphasis in arid environments, geothermal development, odors and nuisance and in regional pollution impacts from Southern California urbanization.

Noise: Developed impact assessments for roadways sources, construction equipment, sand and gravel plants, wineries, industrial equipment, gas recovery plants, railroads, recreational activities and oil refineries; monitored ambient noise levels from above sources, calibrated highway traffic noise model (FHWA-RD-77-108), and calculated sensitive receptor noise exposures; wrote community noise ordinances, purchased monitoring equipment and trained city staff; performed noise mitigation studies including barrier design, location, equipment noise control, and residential building retrofits.

PROFESSIONAL REFERENCES

Mr. Rich Ayala, Senior Planner, City of Ontario, 909-395-2421
Mr. Jerry Backoff, Planning Director, City of San Marcos, 760-744-1050
Mr. Albert Armijo, Planning Director, City of Aliso Viejo, 949-425-2527
Ms Alia Hokuki, Senior Planner, AECOM, Inc., 949-660-8044
Dr. Joyce Hsiao, President, Orion Environmental Associates, 415-951-9503
Ms. Valerie Geier, President, Geier & Geier Consulting, 510-644-2535
Mr. Tom Dodson, President, Tom Dodson & Associates, 909-882-3612
Mr. David Tanner, President, EARSI, 949-646-8958
Ms. Betty Dehoney, Principal Planner, HDR, Inc., 858-712-8400

Exhibit 2

To the Los Angeles City Planning Commission:
We oppose the 5-story development proposed for 5245 Santa Monica Boulevard next to Kingsley Elementary School.

A 5-story commercial/office/residential development is proposed next to Kingsley Elementary School that would be 600% larger than what the underlying zoning allows (ENV-2007-365/DIR-2009-2065-DB).

As long-time residents of this neighborhood who would be impacted by the many significant health and safety hazards created by this out-of-scale development, we ask that an Environmental Impact Report be required.

Name:	Address:
Sazkis Chuchuryan	5249 VIRGINIA AV.
MOVSES CHUKHURYAN	5253A VIRGINIA AV.
SIRANUSH GASPARIAN	5251 VIRGINIA AVE LA, CA 9002
Arev Grigoryan	5239 1/4 Virginia Ave LA, CA 90029
HRANT GEVORGYAN	5239 3/4 VIRGINIA AVE LA, CA 9002
Vache Balian	5239 1/2 Virginia Ave. LA, CA 90029
HARUTUN TAGALYAN	5239 VIRGINIA AVE. LA, CA 90029
Seta Pamosian	5254 Virginia Ave LA, CA 9002

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Name:	Address:
Fernando Lugo	5235 W Virginia Ave Los, 90029
Narciso Narciso	5235 Virginia Ave LA 90029
Quidian E. Castro	5229 W. Virginia Ave.
Vanessa Fonseca	5248 Virginia Ave #6 90029
Francisco Lemus	5248 Virginia av #4 LA 9002
Marta E. Gomez	5248 Virginia Ave #3 LA 9002
Vereje Panoslan	5252 Virginia Ave LA CA 9002
Meriam Dagesyan	5248 Virginia #5 LA 90

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Name:	Address:
Ana Martinez	5248 Virginia Ave Apt #1 LA CA 9[illegible]
Vic Pomosian	5256 Virginia Ave Los Angeles, CA 90029
Fernando Soberano	5219 3/4 Virginia Ave Los Angeles C.A 9002[illegible]
Armen Markasian	5111 Santa Monica Blvd Los Angeles 90029
Johnie Reese	1157 N Hobart Bl #1 LA LA 90029
Paul O. Hult	1166 1/2 N. Hobart Blvd
Doug Haines	P.O. Box 93596, LA 90093

To the Los Angeles City Planning Commission:

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As long-time residents of this neighborhood who would be impacted by the many significant health and safety hazards created by this out-of-scale development, we ask that an Environmental Impact Report be required.

Name:	Address:
Leon Jost	5347 Lexington Ave. Hollywood CA 90029
David Patel	5444 Fountain Ave. Hollywood, CA 90029
Amar Patel	5444 Fountain Ave Hollywood, CA 90029
Mr. & Mrs. David Chamberlain	1257 N. Normandie Ave L.A., CA. 90029
Dominador Serna	1253 N. Normandie Ave L.A. CA 90029
Julia Griswold	4848 Lexington Ave, Los Angeles 90029
Eric Moore	853 N. Edgemont, LA 90029
J.D. Brown	853 N. Edgemont st. LA CA 90029

Para la Comisión de Planificación de la Ciudad de Los Ángeles:
Nos oponemos a la creación de 5 pisos propuestos para 5245 Santa Monica Boulevard al lado de la escuela Primaria Kingsley

Se esta proponiendo un désarrollo de un edificio de 5-pisos comerciales / oficinas / residencial junto a la Escuela Primaria Kingsley que sería 600% mayor que lo que las leyes de zonas permite (ENV-2007-365/DIR-2009-2065-DB).

Como padres y maestros de niños de edad primaria que se verían afectados por la salud de muchos significativos riesgos de seguridad creados por este desarrollo fuera de escala, le pedimos que se requiere un Informe de Impacto Ambiental.

Nombre: **Dirección:**

Theresa Ochoa 4440 Burns Ave 90029

Maria G. Calderón 5219 DeLongpre ave. L.A. Ca. 90027

Adelina Yescas 967 1/4 N. Serrano LA. CA 90027

Lusine Nkrunyan 1216 N Kingsley Apt 3

Antonio Rivera 1362 N. Serrano Ave #5 L.A. CA 90027

Daniel Ramirez 5219 1/2 Virginia Ave LA, CA 90029

Ana Mejia. 1021 3/4 N Serrano Ave LA CA. 90029

Arjelia perez 5131 Delongpre Av #19
LA CA - 90027

5301 Lexington Los Angeles 90029 [illegible]

Para la Comisión de Planificación de la Ciudad de Los Angeles:
Nos oponemos a la creación de 5 pisos propuestos para 5245 Santa Monica Boulevard al lado de la escuela Primaria Kingsley

Se esta proponiendo un desarrollo de un edificio de 5-pisos comerciales / oficinas / residencial junto a la Escuela Primaria Kingsley que sería 600% mayor que lo que las leyes de zonas permite (ENV-2007-365/DIR-2009-2065-DB).

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Nombre:	**Dirección:**
Rachael Harryman	2832 Mersh St. Los Angeles 90039
Elvia Garcia	928 N. Oxford Ave. Apt #111
Adriana Candelario	5607 Virginia ave apt. 205
Elvia Loxin	5447½ Harold Way #8
Maria Andrade	6477 3/4 Lexington Ave
Rosa Moreno	5301 W. Lexington Ave. #1 Los Angeles, CA 9
Elvia Alvarado	
5316 ½ Romaine St	Los angeles CA
Guadalupe Reyes	
5135 De longpre Av.	Los CA- 90027

Para la Comisión de Planificación de la Ciudad de Los Angeles:
Nos oponemos a la creación de 5 pisos propuestos para 5245 Santa Monica Boulevard al lado de la escuela Primaria Kingsley

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Nombre:	**Dirección:**
Maria Gomez	5303 LA MIRADA AV
Roxana Duran	5343 VIRGINIA AVE #207
Leticia Berrios	5316 Romaine St. 1
Leticia Sanchez	712 N. Hobart #302 Blvd L.A. CA 90029
Adelina Olvera	1213 N. Ardmore Ave Apt 1 - 90029.
Maria Munar	1484 N Hobart Blvd. CA. L.A. C.P. 90027
Martha Garcia	919 1/4 N Serrano Av. - 90029
Jorge Arevalo	919 1/4 N serrano Av. 90029
Vanessa Rebolledo	712 N. Hobard bl. 90029
Juan Martinez	712 N. Hobard bl 90029

To the Los Angeles City Planning Commission:

We oppose the 5-story development proposed for 5245 Santa Monica Boulevard next to Kingsley Elementary School.

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As parents and teachers of school-age children who would be impacted by the many significant health and safety hazards created by this out-of-scale development, we ask that an Environmental Impact Report be required.

Name:	Address:
Isabel Melendez	1019 N. Serrano Ave CA 90029
Lilian Sofia Zamos	946 N Mariposa Ave #304 90
Flor Maldonado	933 N. Serrano Ave A
Nery L-Rodriguez	952 Lexington Ave LA CA 900
Ericka Quinonez	955 N-Oxford Ave #5 LA 90
Mary T. Hu	1401/2 N. Hobart Blv. LA. CA. 90027
Griselda Ramirez	5359 La Mirada Ave Los Angeles CA 90029
Julia Lopez	5542 Sierra vista Ave. Los Angeles. CA.

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Name:	Address:
Reyna	1319 N. Harvard Blvd Apt #9 90027
Gladys salazar	823 1/2 N Harvard Blv 90029
Laura Portillo	923 N Oxford ave 90029
Alicia Miranda	1219 N. Ardmore Avenue L.A. CA 90029
Julia Monterroso	1213 N. Ardmore ave apt. #2 L.A. CA 90029
Karen Melendez	1212 N. Hobart Blvd. LA CA 90029
	1002 N. Ardmore AVE LA CA 90029
Nathan Luna	1119 N. Kingsley Dr. #205 Los Angeles CA. 90027

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Name:	Address:
Sonia Flores	5322 Virginia ave. 8 L.A. CA 9002
Lucrecia Avalos	5318 ½ Romaine st. CA 900
Eva Zepeda	920 N. oxford ave L.A. C.A. 90029
Edwin Consuegra	921 3/4 N. Serrano Av. LA CA 90029
Ruth Mejia	5624 Virjinia Av. LA. CA. 90029
Angel santiago	5624 Virjinia AV. LA CA 90029
Boyadjyan, Vartkes	1218 Kingsley Dr. #5 LA, CA 90029
Reina Orellana	5426 Virginia ave 900

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Name:	Address:
Lalit Panisalei	928 N Oxford Ave. LA CA 90029
Cristine Martinez	963 N Hobart LA CA 90029
Yesenia Orellana.	5432 Virginia Ave L.A, CA 90029
Rosario Benderos	866. N. oxfor av. LA CA 90029
Rosa Ma Ornelas	5225 Lexinton Av. L.A. 90029
Tong Wong	638 N. Ardmore Ave LA ca 90004
Maria Flores	922 N. Oxford Ave #6 LA. CA. 90029
Maybel Arhola	5021 Lemon Grove Ave apt #14 Los-Angeles CA 9002

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Name:	Address:
Mona Landaal / Markos Stepanian	1045 N. Ardmore Ave. #10 LA, CA
5343 Virginia Ave #17	LA CA 90029
Rish Estrada	5021/2 Romaine St LA, CA 90038
Jose A CONRADO	5607 VIRGINIA AVE #107
Armen Pelesyan	1128 1/4 N KENMORE AVE
Mauricio Ortez	1345 N. Kingsley Dr. LA, CA 90027
Elida Chun	845N. Harvard Blvd #3 L.A. CA. 90029

Para la Comisión de Planificación de la Ciudad de Los Angeles:
Nos oponemos a la creación de 5 pisos propuestos para 5245 Santa Monica Boulevard al lado de la escuela Primaria Kingsley

Se esta proponiendo un desarrollo de un edificio de 5-pisos comerciales / oficinas / residencial junto a la Escuela Primaria Kingsley que sería 600% mayor que lo que las leyes de zonas permite (ENV-2007-365/DIR-2009-2065-DB).

Como padres y maestros de niños de edad primaria que se verían afectados por la salud de muchos significativos riesgos de seguridad creados por este desarrollo fuera de escala, le pedimos que se requiere un Informe de Impacto Ambiental.

Nombre:	**Dirección:**
Blanca Nombera	5241 W Lexington AV #2 Hollywood CA. 90029
Milvia Corado	5124 3/4 De Longpre Av. L.A. CA 90
Ericelda Celis	950 N. Oxford AV #2 L.C. 9002
JOSEFA SILES	950 N EISLEA 9002
JARED MARTINEZ	5527 ROMAINE ST APT #7 CA. 900
Ana Alvarado	4811 melrose ave. #205. CA 90
Angelica Juárez	952 N. Oxford Av. #6 LA. ca. 90029
Ana Vega	5100 Romaine St LA 900
Carlos Vega	5100 Romaine St LA 900 29
Mikhel Flamenco	1634 3/4 N. Kingsley Dr. 90029

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Nombre:	**Dirección:**	
Fernandez Edith	1427 N. Kingsley Dr #201	(323) 6795580
Valentin Vargos	1427 N. Kingsley Dr #201	(323) 6667809
Blanca Romero	1132½ N. Kingsley DR SACA, 90029.	
Virginia Lopez	943½ N. OXFORD AVE. LA. CA 9002	
Blanca arqueta	5431 Sierra vista Pt 3 CA 90038	
Dina Hernandez	1167 N Serrano AV LA CA 90029	
Liechia Alexander	1612 #12 Ca. 90029	
Dinora Campos	5451½ Virginia AVE Losangeles CA 90029	(323) 345-38-5
Blanca Velasquez	548 N Oxford AVE LA CA 90029	(323) 217-2495
Bryan Montano	910 N. Serrano ave apt # 1 LA CA 90029	

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Nombre:	**Dirección:**
Arnoldo Lovendino	951 N. Oxford ave Apt #5
Nancy Bravo	1005 N. Oxford Av.
Dolores Martinez	1005 N. Oxford Av.
Maria Gutierrez	1403 N. Hobart Blvd.
Sergio Ramirez	1403 N. Hobart Blvd.
Jennifer Paz	939 N. Mariposa Blvd Apt 310
Margarita alvarado	1035 N Normandie AVE #3 L.A. CA 90029
Azucena Cabral	1344 N. Serrano AVE #205 LA CA 90027
Reyna Melchor	1354 Lexington AV #6 - LACA 90029
Christian Vasquez	4440 Burns ave # LA CA 90029

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Nombre:	**Dirección:**
Blanca Rivera	1912 Westmoreland #F
Araceli Hernandez	1344 N Serrano av apt 215 LA CA 9002
Rafaela Carrillo	1323 N Hobart blv #6 Los Angeles CA 90027
Clara Rivas	967 1/4 N. Serrano ave LA CA 9002
Veronica Duran	5322 Lexington ave #12 LA, CA. 900
Griselda Martinez	1400 N Normandie Ave Apt 32A CA
Lucio Ruiz M	1213 N. Ardmore Av #8 LA CA 9002
Guadalupe Gomez	1427 N Kingsley LA CA 90027
[signature]	928 N. Oxford Ave. LA CA. 90
Digna Campos	950 N. Oxford Ave #10 LA CA 90

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Name:	**Address:**
Matthew Fenton	945 N. KINGSLEY DR
Dorothy Phelps	945 N. Kingsley Dr, LA
Roxana Garcia	5429 Tiemis Ln
NUNE BOYADSIAN	5836 VIRGINIA AV. #8 LA CA 90038
Eswin Tenas	1245 N. Harvard #6 L.A. CA. 9002
Izabela Khukoyan	1810 N. Kingsley dr. #8A 900
Andranik Koshkaryan	1401 Kingsley dr. # 11
Mario Garcelita	16231 Rutherglen St Whittier 9060

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Name:	Address:
Noemi Gregorio	9103 1/2 N Serrano Av.
Loida Santiago	5210 W. Romaine St Apt # 2 LA. CA. 90029
Maria Rocha	5406 Lexington Ave #203 LA CA 90029
Maria Guido	922 N. Oxford Ave #1 Los Angeles, CA 90029
Leticia Bermus	5316 Romaine st LA CA 90029
Angelica Chavez	5316 Romaine st LA CA 90029
Tamar Taejoian	1045 N. Ardmore Ave. #11 LA, CA 90029
Ana Gurski	4743 Gamber st #3 LA. CA 90032

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Nos oponemos a la creación de 5 pisos propuestos para 5245 Santa Monica Boulevard al lado de la escuela Primaria Kingsley

Se esta proponiendo un desarrollo de un edificio de 5-pisos comerciales / oficinas / residencial junto a la Escuela Primaria Kingsley que sería 600% mayor que lo que las leyes de zonas permite (ENV-2007-365/DIR-2009-2065-DB).

Como padres y maestros de niños de edad primaria que se verían afectados por la salud de muchos significativos riesgos de seguridad creados por este desarrollo fuera de escala, le pedimos que se requiere un Informe de Impacto Ambiental.

Nombre:	Dirección:
Marleny Pancorer	5326 La Mirada Ap. #7 Los Angeles CA 90029
Pablo Osorio	19831 Alaska Dr Carson, CA 90746
[illegible]	1215 W Alhambra Rd, Alhambra CA 91801
Debbie Thomas	1502 W. [illegible] Place L.A. Ca. 900
Betty Cooper	3293 Malcolm LA 90034
Arquimides Contreras	1830 N. Kingsley Dr. LA CA 9002
BMContrerasR	1367 N. Hobart Blvd LA CA 90
Miguel Bladimir Montes	826 N. Wilcox APT 101 LA CA 9003
Alvart	Virginia Ave. LA, CA 9008

To the Los Angeles City Planning Commission:

We oppose the 5-story development proposed for 5245 Santa Monica Boulevard next to Kingsley Elementary School.

A 5-story commercial/office/residential development is proposed next to Kingsley Elementary School that would be 600% larger than what the underlying zoning allows (ENV-2007-365/DIR-2009-2065-DB).

As parents and teachers of school-age children who would be impacted by the many significant health and safety hazards created by this out-of-scale development, we ask that an Environmental Impact Report be required.

Name:	Address:
Elizabeth López	1019-N-Serrano AVE LA CA 90029
Alejandra Patiño	6013 ½ Kingsley LA CA. 900
Argelia cardona	952 N OXFOR ave #6 90029
Paulina Arguelo	1133 ½ 65 St. 90001
Maciel Torres	1046½ N. Kingsley Drive L.A. CA 90029
Mario Hernandez	1312 ¼ N. Serrano Ave LA CA 900
JACINTO GARROVILLAS	940½ N. OXFORD AVE. LA. CA. 900
JOSE CRUZ	1116 NORKINGSLEY

To the Los Angeles City Planning Commission:

We oppose the 5-story development proposed for 5245 Santa Monica Boulevard next to Kingsley Elementary School.

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As parents and teachers of school-age children who would be impacted by the many significant health and safety hazards created by this out-of-scale development, we ask that an Environmental Impact Report be required.

Name:	Address:
Vartetr Batoor	1045 N. Ardmore Ave. #10 LA, CA 90
Ricardo Gallegos	1515 BLAKE AVE LA CA 90031
[signature]	1309 3/4 N Hobart BLV Los Angeles 90027
Ninoska Luna	1053½ N Serrano Ave. LA. CA. 90029
Armine Pogosian	5200 Virginia Ave. Los Angeles, CA 900
BERTA-XEC	713 N. Arnold H/C 90029 Los Angeles
Yolanda Aguilar	5110½ Romaine St. Los Angeles CA. 90029
VIRGINIA D. GOMEZ	1372 N. SERRANO AVE #2 LOS ANGELES CA 90027

Para la Comisión de Planificación de la Ciudad de Los Angeles,
Nos oponemos a la creación de 5 pisos propuestos para 5245 Santa Monica Boulevard al lado de la escuela Primaria Kingsley

Se esta proponiendo un desarrollo de un edificio de 5-pisos comerciales / oficinas / residencial junto a la Escuela Primaria Kingsley que sería 600% mayor que lo que las leyes de zonas permite (ENV-2007-365/DIR-2009-2065-DB).

Como padres y maestros de niños de edad primaria que se verían afectados por la salud de muchos significativos riesgos de seguridad creados por este desarrollo fuera de escala,
le pedimos que se requiere un Informe de Impacto Ambiental.

Nombre:	**Dirección:**
Yolanda Flores	5443 Flemish Ln. Los Angeles CA. 90029
Maria Cruz	1021 N Normandie Los Angeles. CA. 90
Gregorio Gandara	1320 - W. Sunset. B. L.A. 20026
A. Judith León	5607 Virginia Ave L.A. 90038
Sandy Hernandez	962 W. Wilton pl LA, CA 90038
Claudia Caravantes	922 N. Oxford Ave. LA. CA. 90029
Gilma de León	4009 Melrose AVe. # 408 ~~967 N. Harvard~~
Raquel Vargas	1153 N. Wester A # 5
María Arriola	4720 Clinton, ST. # 8 LA 90029
Laura A Fernandez	1022 N. New Hamshire LA, CA 90

Para la Comision de Planificacion de la Ciudad de Los Angeles
Nos oponemos a la creacion de 5 pisos propuestos para 5245 Santa Monica Boulevard al lado de la escuela Primaria Kingsley

Se esta proponiendo un desarrollo de un edificio de 5-pisos comerciales / oficinas / residencial junto a la Escuela Primaria Kingsley que sería 600% mayor que lo que las leyes de zonas permite (ENV-2007-365/DIR-2009-2065-DB).

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Nombre:	**Dirección:**
Parosyan, Vardan	340 N. Western Ave. LA, CA 900
Garegin Ter-Matevosyan	916 N. Normandie Ave, # LA, CA 9
Mohamad Mustafa	5322 lexington Ave #5 LA, 900
Flor Narvaez	5322 lexington Ave. #5 LA, CA 900
Jack Saber	442 N. ComanWealth Ave LA, CA 9000
Lilit Mazaryan	8183 Wilshire Blvd. 196 C-3 LA, CA 9
Mariam Arabyan	1333 N. Kingsley Dr. #1 LA, CA 90
Armen Egarian	1333 N. Kingsley Dr. # 1 LA, CA 900
Raymundo Munoz	1418 1/4 N. Hobart Blvd. LA, CA
Soulik Sarkisian	1428 N. Serrano Ave. #6
Edgar Contreras	133 S. Manhattan ave #1 LA, CA 900
Jessica Hernandez	5542 Lexington Ave LA, CA 90038

Para la Comisión de Planificación de la Ciudad de Los Angeles:
Nos oponemos a la creación de 5 pisos propuestos para 5245 Santa Monica Boulevard al lado de la escuela Primaria Kingsley

Se esta proponiendo un desarrollo de un edificio de 5-pisos comerciales / oficinas / residencial junto a la Escuela Primaria Kingsley que sería 600% mayor que lo que las leyes de zonas permite (ENV-2007-365/DIR-2009-2065-DB).

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Nombre:	**Dirección:**
Kriker Babikian	1092 N. Serrano Ave. #6 LA CA 900
Star laca	439 S. Grande Vista Ave LA, CA 90063
David García	439 S. Grande vista Ave. LA, C 9006
Allyson Barbe	11616 Hartsook St. No. Hollywood, CA 9160
Jesse Noriega	836 E. 23rd St. LA, CA 900
M. C Balcaza	Ardmore Ave L. A. 90
Carmen Nunez	1323 N. Harvar Blvd. #4 LA, C 900
Harutyun Boyadjian	1336 N. Kingsley Dr. #8 LA, C 90038
Joy Sanchez	557 N. Kingsley dr. LA Ca 90004
NEIL LOSSLEY	3009 1/4 S. CLOVERDALE AVE, LA, CA 90
DANILO CAMPOS	950 N. OX Ford Ave #10 90029
fintzi Coreas	4431 S. Budlong Ave LA, CA 90037

Para la Comisión de Planificación de la Ciudad de Los Ángeles:
Nos oponemos a la creación de 5 pisos propuestos para 5245 Santa Monica Boulevard al lado de la escuela Primaria Kingsley

Se esta proponiendo un desarrollo de un edificio de 5-pisos comerciales / oficinas / residencial junto a la Escuela Primaria Kingsley que sería 600% mayor que lo que las leyes de zonas permite (ENV-2007-365/DIR-2009-2065-DB).

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Nombre:	Dirección:
Angie Miller	1190 Kingsley LA, CA 90029
Sima Shishmanyan	1217 N. Kingsley Dr. #5 LA, CA 9
Arsen Boyajian	1217 N. Kingsley Dr. #5 LA, CA 9
Ani Karapetyan	5313 Virginia Ave. LA, CA 90
Hasmik Martirosyan	1050 N. Kingsley Dr. #D LA, 900
Irina Davtyan	1214 N. Kingsley Dr. #19 LA, 90
Kenya Vaughn	Kingsley Elementry
Anna Maschek	726 E Orange Grove #B 91501
Hermine Taymazyan	240 N. Western Ave. LA, C 900
Anzhela Melkumyan	916 N. Normandie Ave #9 LA, CA 900
Renette McKinney	5426 Virginia Ave. #502 Hollywood 90029

Para la Comisión de Planificación de la Ciudad de Los Angeles:
Nos oponemos a la creación de 5 pisos proyectados para
5245 Santa Monica Boulevard al lado de la escuela
Primaria Kingsley

Se esta proponiendo un desarrollo de un edificio de 5-pisos comerciales / oficinas / residencial junto a la Escuela Primaria Kingsley que sería 600% mayor que lo que las leyes de zonas permite (ENV-2007-365/DIR-2009-2065-DB).

Como padres y maestros de niños de edad primaria que se verían afectados por la salud de muchos significativos riesgos de seguridad creados por este desarrollo fuera de escala, le pedimos que se requiere un Informe de Impacto Ambiental.

Nombre:	**Dirección:**
Armand Tacjoian	1045 N. Ardmore Ave. LA, CA 90029
Yesenia Orellana	5432 virginia Ave LA, CA 90029
Julio CASTRO	5533 BARTON AVE. LA 90038
Amelia Gonzalez	1625 St. Andrews PL #20 LA CA 90029
Maria Turcios	954 1/4 N Serrano ave 90029
Angel Dominguez	943 1/2 N Oxford Ave 90029
Dora Melendez	245. N. Kingsley Dr 90004
SANDIEGO –	
Ricardo LOPEZ	5248 Virginia Ave. LA, CA 900
[illegible]	923 1/2 N. Serrano Ave. LA, CA 90029

Para la Comisión de Planificación de la Ciudad de Los Angeles:
Nos oponemos a la creación de 5 pisos propuestos para 5245 Santa Monica Boulevard al lado de la escuela Primaria Kingsley

Se esta proponiendo un desarrollo de un edificio de 5-pisos comerciales / oficinas / residencial junto a la Escuela Primaria Kingsley que sería 600% mayor que lo que las leyes de zonas permite (ENV-2007-365/DIR-2009-2065-DB).

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Nombre:	**Dirección:**
CASPARIAN KAREN	1336 N. KINGSLEY DR # 10 LACA 90027
Gloria Alvarado	6708 Alejandro St. LA CA 90038
Nino Chichiashvili	5197 Fountain ave. apt 12 LA CA 90029
Jose Cruz	1108 N Kingsley Ave. 90029
Angelica Chavez	5316 Romaine St. LA CA 90029
Margarita Leal	939 N Mariposa AVE (323) 663 1020
Adelina Sanchez	5301 Lexington Ave (323) 762-6166
Veronica Rodarte	5325 Sierra Vista #C (323) 461562
FRANCISCO CORRALES	648 N. OXFORD AVE. AP#6
Claudia Tuta	5421 Lexington Av (323) 335-57-49

Para la Comisión de Planificación de la Ciudad de Los Ángeles:
Nos oponemos a la creación de 5 pisos propuestos para 5245 Santa Monica Boulevard al lado de la escuela Primaria Kingsley

Se esta proponiendo un desarrollo de un edificio de 5-pisos comerciales / oficinas / residencial junto a la Escuela Primaria Kingsley que sería 600% mayor que lo que las leyes de zonas permite (ENV-2007-365/DIR-2009-2065-DB).

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Nombre:	**Dirección:**
Lusine Movsisyan	1128 1/4 N Kenmore ave
Emilia Vega	4745 Oakwood # 4
Lusine Baghdasaryan	5407 Lexington ave
VUKIA IGNJATOVIC	1049 N. OXFORD. AVE
Guillermo Arias	1341 1/2 N. Hobart Blv
Angelika Aagumanova	1345 N. Kingsley Dr #205
MARI DEMIRCIYAN	1266 N HOBART BLVD
Irma Miranda	5306 W Lexington Ave L.A CA 90
Lilian Molina	5418 fountain ave #3 L A
Hilda	928 N oxford ave #212 L.C.C.

Para la Comisión de Planificación de la Ciudad de Los Angeles:
Nos oponemos a la creación de 5 pisos propuestos para 5245 Santa Monica Boulevard al lado de la escuela Primaria Kingsley

Se esta proponiendo un desarrollo de un edificio de 5-pisos comerciales / oficinas / residencial junto a la Escuela Primaria Kingsley que sería 600% mayor que lo que las leyes de zonas permite (ENV-2007-365/DIR-2009-2065-DB).

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Nombre:	**Dirección:**
Leslie Lopez	4720 Garfield Dr. 90032
Efraín Elias	1129 N Heimore 71½
Berenice Soso	5629 Fountain ave. 90028
Perla Vega	5200 N. Virginia Ave 90029
Sarah Ngo	1713 Keeler St. Apt. B 91504
Rachel Creed	1438 N. Gardner St. #3 LA, CA 9004
Elena Fong	1227 Elden AVE #1 LA CA 90006.
Jesenia Chavez	10604 San Juan Ave. S.G, CA 902
Armine Bogosian	11944 Saticoy St. Los Angeles, CA 91
Andra Mendez	910 N SERRANO AVE #7 LOS ANGELES 90029

Para la Comision de Planificacion de la Ciudad de Los Angeles:
Nos oponemos a la creacion de 5 pisos propuestos para 5245 Santa Monica Boulevard al lado de la escuela Primaria Kingsley

Se esta proponiendo un desarrollo de un edificio de 5-pisos comerciales / oficinas / residencial junto a la Escuela Primaria Kingsley que sería 600% mayor que lo que las leyes de zonas permite (ENV-2007-365/DIR-2009-2065-DB).

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le pedimos que se requiere un Informe de Impacto Ambiental.

Nombre:	Dirección:
Agripina Lopez Gomez	5021 Lemon Grove ave # 13
Janet Saber	447 N. Commonwealth Ave. LA. CA
Patricia Little	2009 N. Serrano Ave #B, 90029
Jenne Young	1153 N-Western A. #5 LA CA 90029
Ana Carrillo	1216 N. Kingsley Dr. #2 LA CA 90029
[illegible] R	5241 Kingsley [illegible] 90029
LUCAK BLUDYAN	1223 N. KINGSLEY Dr. #7 L.A, CA 90029
Veronica Lopez	838 N. Normandie Ave #11 LA CA 9
Eva Gonzalez	5271 ½ De longpre Ave. LA CA 9002
Corazon Sanchez	1061 N Serrano Ave LA CA 9002

Para la Comisión de Planificación de la Ciudad de Los Angeles:
Nos oponemos a la creación de 5 pisos propuestos para 5245 Santa Monica Boulevard al lado de la escuela Primaria Kingsley

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Como padres y maestros de niños de edad primaria que se verían afectados por la salud de muchos significativos riesgos de seguridad creados por este desarrollo fuera de escala, le pedimos que se requiere un Informe de Impacto Ambiental.

Nombre:	Dirección:
Kristine	1120 N. Kingsley Dr #10 / L.A, CA 90029
Francisco	1151 N Kingsley Dr Apt 7
Violeta	5219 1/2 Delongpre Ave L.A. CA 90027
Ruth Rivas	905 N. Ardmore Ave #4 Los Angeles CA 90029
RAUL TERRAZAS	1064½ Ardmore Ave Los Angeles CA 90029
Wilson Flores	1367 N. Hobart Blvd LA 90027
Milvia Ambrosio	5071 ½ Romaine st LA CA 90029
Leslie Salcedo	120 Leroy St. LA CA 90001
[illegible]	171 [illegible] St LA CA 90012
DIANE ESPINO	1319 [illegible] ave LA CA 90032

Para la Comisión de Planificación de la Ciudad de Los Angeles:
Nos oponemos a la creación de 5 pisos propuestos para 5245 Santa Monica Boulevard al lado de la escuela Primaria Kingsley

Se esta proponiendo un desarrollo de un edificio de 5-pisos comerciales / oficinas / residencial junto a la Escuela Primaria Kingsley que sería 600% mayor que lo que las leyes de zonas permite (ENV-2007-365/DIR-2009-2065-DB).

Como padres y maestros de niños de edad primaria que se verían afectados por la salud de muchos significativos riesgos de seguridad creados por este desarrollo fuera de escala,
le pedimos que se requiere un Informe de Impacto Ambiental.

Nombre:	Dirección:
Maura A. Contreras	967 N. Serrano Ave LA CA 90029
Heidi Rodriguez	1474 Dana st. Los Angeles CA 90007
[illegible]	[illegible] Way LA CA 90065
Tim Griffin	1227 Flanders Rd La Canada 91011
Kara Teach	65 Arlington Dr. #1 Pasadena, CA 9110
Dana Velasquez	4918 Range View Ave LA 90042
Araceli Moran	15507 Dalwood Ave Norwalk, CA 90650
Maria Zamorano	1259 Montecito Dr LA CA 9003
Roxana [illegible]	4977 Trent Way LA 90065
Astghik [illegible]	421 E. Acacia Ave. #E Glendale 91205

Para la Comision de Planificación de la Ciudad de Los Angeles: Nos oponemos a la creación de 5 pisos propuestos para 5245 Santa Monica Boulevard al lado de la escuela Primaria Kingsley

Se esta proponiendo un desarrollo de un edificio de 5-pisos comerciales / oficinas / residencial junto a la Escuela Primaria Kingsley que sería 600% mayor que lo que las leyes de zonas permite (ENV-2007-365/DIR-2009-2065-DB).

Como padres y maestros de niños de edad primaria que se verían afectados por la salud de muchos significativos riesgos de seguridad creados por este desarrollo fuera de escala, le pedimos que se requiere un Informe de Impacto Ambiental.

Nombre:	Dirección:
Adolfo Escobedo	109 Buckboard Cir West Covina
Fernando Galvez	2341 Coral Street LA CA 90031
Nancy Velasco	3824 E. 3rd St. LA CA 90063
Julie Olmos	3229 Montclair St. LA, CA 90018
Anne Donnellan	1027 N Ogden #8 Dr. LA CA 90046
Maryam Amir	3110 Sawtelle Blvd, LA CA 90066
Roosevelt L Cooke	445 North Rossmore #21 LA 90004
Denis Staine	3035 5th Ave LA CA 90018.
Rina Simon	608 N. Fuller Ave. LA 90036
Dorina Ruvalcaba	1131 N California St. Burbank CA 9150[illegible]

Para la Comisión de Planificación de la Ciudad de Los Angeles

Nos oponemos a la creación de 5 pisos en el proyecto para 5225 Santa Monica Boulevard al lado de la escuela Primaria Kingsley

Se esta proponiendo un desarrollo de un edificio de 5-pisos comerciales / oficinas / residencial junto a la Escuela Primaria Kingsley que sería 600% mayor que lo que las leyes de zonas permite (ENV-2007-365/DIR-2009-2065-DB).

Como padres y maestros de niños de edad primaria que se verían afectados por la salud de muchos significativos riesgos de seguridad creados por este desarrollo fuera de escala, le pedimos que se requiere un Informe de Impacto Ambiental.

Nombre:	**Dirección:**
Alicia Carta	1548 N. Tessaro Ave. L.A. Ca 90027
Raquel Villalta	Kingsley EL
Maritza Molina Escobar	705 W 46th St #4 San Pedro CA 90731
Olivia Lopez	3023 Gamble St LA CA 90063
Ana Montanille	2122 Walnonia, Montrose, CA 91020
Elizabeth Bilovsky	11225 Morrison St #103 91601
Karla Panameno	826 ½ N. Kingsley DR. LA CA 90029
MARY AVELAR	15508 Dianthus Ave Fontana, CA 92
MARIA ROJAS	3719 Lee St. LA. CA. 90023
VILMA PEREZ	3420½ S. BRONSON ave. 90018

to a 3:1 floor area ratio.

5. **Open Space.** The project shall provide any required open space required by Section 12.21 G of the LAMC.

6. **Setbacks.** A front yard setback is not required in the C2 zone pursuant to Section 12.14. C. 1 of the LAMC. All other yards for the C2 zone shall conform to the minimum required setbacks, pursuant to Section 12.14C of the LAMC. All yards for the RD1.5-1XL zone shall conform to the minimum required setbacks, pursuant to 12.09.2 of the LAMC.

7. **Automobile Parking – Residential Units.** For all residential units, the Housing Development Project shall utilize Parking Option No. 1 of Section 12.22 A 25 (d) of the LAMC. The 49 residential unit Housing Development Project shall provide a minimum of 87 parking spaces for the residential units. Parking stalls shall be designed so that no automobile is required to back into or out of any public street or sidewalk to leave the parking stall, parking bay or driveway, except where such parking stall, parking bays or driveways serve not more than two dwelling units and where the driveway access is to a street other than a major or secondary highway, LAMC Section 12.21 A-5(i).

8. **Automobile Parking – Commercial Uses.** For all other uses besides residential, including, but not limited to, medical office, restaurant, retail, and office, the project shall provide parking per LAMC 12.21 A.4 and the requirements of the Los Angeles State Enterprise Zone.

9. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a land use covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 20%, or 10 units, in the development available for rent to low income households, at a rental amount determined to be affordable to low income households by LAHD, for a period of 30 years from the date of the issuance of the Certificate of Occupancy. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD. The applicant will present a copy of the recorded covenant to the Planning Department prior to the issuance of any building permits.

10. **Subdivision.** No further lot line adjustment or any other action that may cause the Housing Development Project site to be subdivided subsequent to this grant shall be permitted.

11. **Public Improvements.** Prior to the issuance of any building permits, public improvements and dedications for streets and other rights-of-way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional, and Federal government agencies, as may be necessary).

Responsibilities/Guarantees:

Bureau of Engineering

a. Construction of sewers shall be to the satisfaction of the City Engineer. Sewers exist in Santa Monica Boulevard and Virginia Avenue. Extension of the 6-inch house connection laterals to the new property line will be required. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit. (BOE)

b. An investigation by the Bureau of Engineering Central Los Angeles District Office Sewer Counter may be necessary to determine the capacity of the existing sewers to accommodate the proposed development. Submit a request to the Central Los Angeles District Office of the Bureau of Engineering (213) 482-7050. (BOE)

c. Submit shoring and lateral support plans to the Bureau of Engineering Excavation Counter (Central District Office) for review and approval prior to excavating land adjacent to the public right-of-way (213) 482-7067. (BOE)

d. Construction of drainage facilities shall be to the satisfaction of the City Engineer. Roof and surface run-off from the project site shall be collected and treated at the site and directed to the streets via drain systems constructed under the sidewalk and through the curb drains connected to the catch basins. (BOE)

e. Santa Monica Boulevard: A 12-foot wide strip of land shall be dedicated along the property frontage on Santa Monica Boulevard to complete a 52-foot half right-of-way in accordance with Major Highway – Class II standards. (BOE)

1. Additional surfacing shall be constructed to join the existing improvements to provide a 40 -foot half roadway in accordance with Major Highway – Class II standards, including asphalt pavement, integral concrete curb, 2-foot gutter and a 12 -foot full width concrete sidewalk. These improvements should suitably transition to join the existing improvements.

f. Virginia Avenue: A 5-foot wide strip of land along the property frontage on Virginia Avenue shall be required to complete a 30-foot half right-of-way in accordance with Local Street standards. (BOE)

1. Construct additional surfacing to join the existing improvements to provide a 20-foot half roadway in accordance with Local Street standards, including asphalt pavement, integral concrete curb, 2-foot gutter and a 5-foot wide concrete sidewalk within a 10-foot landscaped parkway. These improvements should suitably transition to join the existing improvements.

g. Two copies of a parking area and driveway plan shall be submitted to the Central District Office of the Bureau of Engineering for approval or that a covenant and agreement be recorded agreeing to do the same prior to the issuance of a building permit. (BOE)

h. Submit a street tree plan pursuant to Ordinance No. 168,193 to the Department of Urban Forestry for review and approval.

1. Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services.
2. Plant two (2) 24" box size Brisbane Box trees (Tristania conferta) in the existing five (5) foot wide parkway. Trees shall be planted with two (2) minimum 2.5" diameter by ten (10) feet in height lodgepole tree stakes installed to a two (2) foot depth outside of the rootball. Trees shall be secured to tree stakes with two (2) rubber cinch ties.
3. Developer or their agent shall be responsible for street tree planting and pay fees for clerical, inspection, and maintenance for a five-year period per the LAMC Section 62.176 for each tree.

4. Contact the Urban Forestry Division, Subdivision staff, at (213) 947-3088 for site inspection prior to any street tree work. Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy of the development project, for the removal of any tree in the existing or proposed public right-of-way area associated with the improvement requirements outlined herein. The applicant should contact the Urban Forestry Division for further information (213) 847-3077. (BOE)

Bureau of Street Lighting

i. Relocate and upgrade street lights: two (2) on Santa Monica Boulevard. (BSL)

Bureau of Sanitation

j. Based on the estimated flows, it appears the sewer system may be able to accommodate the total flows for the proposed project. Further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer shall be required to construct sewer lines to appoint in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project. (BOS)

Fire Department

k. Submit plot plans to the Fire Department for review and approval. (FIRE)

Department of Transportation

l. Submit a traffic control plan to DOT's Hollywood-Wilshire District Office at (323) 957-6843 for review and approval prior to start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devises, warning signs and access to abutting properties. (DOT)

m. Submit a parking and driveway plan to DOT's Citywide Planning Coordination Section for project site access and circulation review and approval. (DOT)

Notice. Certificates of Occupancies for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.), as required herein, are completed to the satisfaction of the City Engineer.

B. ENVIRONMENTAL CONDITIONS

12. **Aesthetics (Landscape Plan).** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

13. **Aesthetics (Landscape Buffer).** A minimum five-foot wide landscape buffer shall be planted adjacent to a residential use.

14. **Aesthetics (Retaining Walls less than 8 feet in Height).** Retaining walls that can be viewed from the adjacent public right(s) –of-way shall incorporate one or more of the following to minimize their visibility: clinging vines, espaliered plants, or other vegetative screening; decorative masonry, or other varied and textured façade; or utilize a combination of methods. The method of compliance with this measure shall be noted on any required landscape plan.

15. **Aesthetics (Vandalism).**

    a. Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.

    b. The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

16. **Aesthetics (Signage).**

    a. On-site signs shall be limited to the maximum allowable under the Municipal Code.
    b. Multiple temporary signs in store windows and along building walls are not permitted.

17. **Aesthetics (Signage on Construction Barriers)**

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

18. **Aesthetics (Light).** Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen form adjacent residential properties.

19. **Aesthetics (Glare).** The exterior of the proposed building shall be constructed of materials such as but not limited to, high-performance tinted non-reflective glass (no mirror-like tints or films) and pre-cast concrete or fabricated with surfaces to minimize glare and reflected heat.

20. **Aesthetics.** The project shall incorporate step backs and articulation to transition to adjacent lower density uses.

21. **Air Pollution (Demolition, Grading, and Construction Activities)**

    a. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

b. The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
c. All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (greater than 15 mph), so as to prevent excessive amounts of dust.
d. All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
e. All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
f. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
g. Trucks having no current hauling activity shall not idle but be turned off.
h. Traffic speeds on unpaved roads shall be limited to 15 miles per hour.
i. On-site stockpiles of debris, dirt, or rusty materials shall be covered or watered at least twice per day. Tract-out shall not extend 25 feet or more form an active operation, and track-out shall be removed at the conclusion of each work day.
j. A wheel washing system shall be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.
k. All haul trucks hauling soil, sand and other loose materials shall maintain at least six inches of freeboard in accordance with California vehicle Code Section 23114.
l. All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g. with tarps or other enclosures that would reduce fugitive dust emissions).
m. Operations on unpaved surfaces shall be suspended when winds exceed 15 miles per hour.
n. Heavy equipment operations shall be suspended during first and second stage smog alerts.
o. The construction contractor shall limit the area of land disturbed during grading and excavation activity to 0.2 acres per day and shall maintain and operate construction equipment so as to minimize exhaust emissions.

22. **Air Pollution (Stationary).** An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 12, to the satisfaction of the Department of Building and Safety.

23. **Objectionable Odors (Commercial Trash Receptacles).**

a. Open trash receptacles shall be located a minimum of 50 feet from the property line of any residential zone or use.
b. Trash receptacles located within an enclosed building or structure shall not be required to observe this minimum buffer.

24. **Objectionable Odors**

a. No window openings or exhaust vents shall be permitted on the building façade which abuts a residential use or zone.
b. No window openings or exhaust vents for commercial uses shall be permitted on the building façade which abuts a residential use or zone.

25. **Cultural Resources (Archaeological)** If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:

a. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University, Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
b. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation or relocation of the resource.
c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
d. Project development activities may resume once copies of the archeological survey, study or report are submitted to: SCCIC Department of Anthropology, McCarthy Hall 477, CSU Fullerton, 800 North State College Boulevard, Fullerton, CA 92834.
e. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
f. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

26. **Cultural Resources (paleontological).** If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:

a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology – USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles county Natural History Museum – who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
e. Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
f. A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

27. Seismic

a. The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety,
b. Before basement slabs are cast, any disturbed soils shall be compacted in-lace to a relative compaction of at least 90 percent.
c. Unless otherwise specified by the City of Los Angeles, the proposed project shall demonstrate compliance with specific recommendations in the Geotechnical Investigation prepared by Advanced Geotechniques, dated October 14, 2005 and contained herein as Appendix A, to the satisfaction of the City of Los Angeles Department of Building and Safety Grading Division, prior to issuance of any grading and building permits.

d. Temporary shoring shall be required for the construction of the proposed subterranean garage. This shall include soldier piles with interior bracing or tieback anchors. One row of anchor shafts shall be required.

e. A spread footing foundation may be used to support the proposed structure. Due to the presence of shallow groundwater at the project site, interior pads shall be connected in both directions using tie-beams. Also, basement slabs shall be at least 9 inches thick and will be reinforced with # 4 bars placed at every 16 inches on center.

f. The bottom of the garage slab shall be properly waterproofed to avoid nay water entry into the garage during periods of high groundwater level.

g. A subdrain network shall be installed below the slab. This shall consist of 12-inch wide trenches extending at least 12 inches below garage level. The trenches shall be filled with free-draining gravel and will be diverted to a sump. The trenches shall have horizontal spacing of no more than 25 feet. As water level rises above a certain level, the pumps will become activated and shall pump the collected water to the curb line.

h. Dewatering may be required during construction activities and if necessary, shall be performed by an experienced contractor familiar with site conditions.

i. All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/ wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

j. Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

k. Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.

l. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

m. Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tacking of sediment into streets shall be limited.

n. All vehicle/equipment, maintenance, repair and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

28. **Geology and Soils**

a. Water shall not be allowed to flow over the top of the excavation in an uncontrolled manner. No surcharge shall be allowed within a 45-degree line drawn from the bottom of the excavation. Excavation surfaces shall be kept moist but not saturated to retard raveling and sloughing during construction. During wet season construction activities, polyethylene plastic sheeting shall be placed over slopes.

b. The tip of the piles shall be maintained above the water level to reduce the chances of caving. Al allowable passive pressure of 500 pounds per square foot per foot of depth may be used below the basement level for soldier piles having center to center spacing of at least two and one half times the pile diameter. Maximum allowable passive pressure shall be limited to 4,000 pounds per square foot. The maximum center-to-center spacing of the vertical shafts shall be maintained no greater than ten feet.

c. Interior pads shall be connected in both directions using tie-beams. Spread footings shall be at least 16 inches wide and shall be placed at a minimum depth of 24 inches below the lowest adjacent final grades. Designed and constructed spread footings shall be based on an allowable maximum bearing pressure of

1,800 pounds per square foot. Prior to the placement of foundation of the column pads, the column pads shall be excavated an additional two feet and backfield with gravel and compacted in place to 90 percent of relative compaction. Maximum concentrated loads for footings included in the Geotechnical Investigation shall be followed.

d. Where space limitations permit, unshored temporary excavation slopes may be used. Temporary excavation slopes shall be used in accordance with specific recommendations included in the Geotechnical Investigation prepared for the proposed project.

e. Cantilevered soldier piles shall be used as a means of temporary shoring where total height of excavation does not exceed 14 feet and minor lateral movements at the tops of the piles can be tolerated. In areas where total height of excavation exceeds 14 feet and minor lateral movements at the tops of the piles cannot be tolerated, soldier piles shall be held back by interior bracing or toes back by concrete anchor shafts.

f. The temporary shoring shall be designed not only for lateral earth pressure but also against the applicable surcharge from the off-site structures and loaded cranes. The location of the crane shall be determined prior to construction and shoring piles in the vicinity of the cranes shall be designed for added loads from the crane.

g. The active pressure on cantilever soldier piles shall be computed using an equivalent fluid density of 30 pounds per cubic foot. Uniform surcharge shall be computed using an equivalent fluid density of 30 pounds per cubic foot. Uniform surcharge shall be computed using an active pressure coefficient of 0.25 times the uniform load. The point of fixity for cantilevered soldier piles shall be assumed to occur at some two feet below the base of excavation.

h. Where total height of excavation exceeds 14 feet and in areas where minor lateral movement at the top of the piles cannot be tolerated, the vertical shafts shall be held back with a lateral bracing system. If internal bracing are used against the vertical piles, the footings shall be pre-loaded to the anticipated final loads.

i. Recommendations included in the Geotechnical Investigation regarding footings of bracings and associated pressure distribution and lagging shall be followed.

j. As an alternative to using internal bracing, shoring piles may be tied back with concrete anchor shafts. If tie backs are used, permissions shall be obtained to extend the anchor shafts beneath adjacent properties. The back specifications, guidelines and recommendations included in the Geotechnical Investigation conducted for the proposed project shall be followed. (This includes the construction procedure of the anchor shafts and observation and testing during the installation of the tieback anchors.)

k. A passive pressure of zero at the finished grades and increasing at a rate of 200 pounds per square foot per foot of depth to a maximum value of 2,000 pounds per square foot shall be used for footings poured against native soils.

l. Slab subgrade shall be prepared in accordance with the recommendations presented in the Geotechnical Investigation. Recommendations concerning thickness of grade slabs, vapor-barriers shall also be followed.

m. Static design of the perimeter walls of the basement garage shall be based on an equivalent fluid pressure of 45 pounds per square foot per foot of depth and the portions of the subsurface walls below a depth of about 12 feet shall be designed based on fill hydrostatic pressure (65 pounds per square foot per foot of depth.) Additional recommendations concerning basement walls included in the Geotechnical Investigation shall be followed.

n. Prior to placing any fill, the Soil Engineer shall observe the excavation bottoms. The areas to receive compacted fill shall be sacrificed to a depth of about eight

inches, as required to bring moisture content approximately three percent higher than optimum and compacted to at least 90 percent of the maximum dry density as determined by the ASTM designations.

o. All fill shall be placed under engineering observation and in accordance with the following guidelines. All backfill shall be granular in nature. Only excavated sandy oil from the project site shall be reused in the areas of wall backfill. A subdrain shall be installed prior to wall backfilling. The subdrain system specifications included in the Geotechnical Investigation shall be followed. Excavated sandy soils shall be considered satisfactory to be reused in areas of compacted fill and wall backfill provided rocks larger than six inches in diameter are removed. Fill material approved by the Soil Engineer shall be placed in controlled layers. Each layer shall be compacted at least 90 percent of the maximum unit weight as determined by ASTM designations. Fill material shall be placed in layers and shall not exceed eight inches per layer when compacted. Each layer shall be spread evenly and shall be thoroughly mixed during the spreading to insure uniformity of material in each layer. When moisture content of the fill material is too low to obtain adequate compaction, water shall be added and thoroughly dispersed material is too high to obtain adequate compaction, the fill material shall be aerated by blading or other satisfactory methods until near optimum moisture conditions is achieved. Inspection and field density tests shall be conducted by the Soil Engineer during grading work to assure that adequate compaction is attained. Where compaction of less than 90 percent is indicated, additional compaction effort shall be made with adjustment of the moisture content of layer thickness, as necessary, until at least 90 percent compaction is obtained.

p. Site drainage shall be provided to divert roof and surface waters from the project site through non-erodible drainage devices to the street. Surface waters shall not be allowed to pond adjacent to building or behind the proposed basement garage walls. A minimum slope of one and two percent shall be used for paved and unpaved areas, respectively.

q. Before reinforcing is placed, all footing excavations shall be observed by an Advanced Geotechniques representative. The depths of cantilevered soldier piles shall be confirmed by an Advanced Geotechniques representative before the concrete is placed. Additionally, site grading work shall be conducted under observation of an Advanced Geotechniques representative.

r. All backfill soils shall be properly compacted to at least 90 percent relative compaction.

29. Green House Gas Emissions

a. Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s).

b. Only low-and non-VOC – containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.

30. Hazardous Materials Site

a. All hazardous waste, as well as the in-ground hydraulic hoist at the project site shall be removed and properly disposed.

b. Prior to the issuance of any grading and building permits, the Applicant shall obtain site closure from the oversight agency, such as the Cal-EPA Department of Toxic Substances Control (DTSC). This is also known as "no further action" designation and is granted from the oversight agency when site issues are no

longer a concern for human health or the environment based on the results of site assessment, site conditions, and/or risk evaluation findings.

c. Further testing shall be completed to determine if a potential UST is located near the western portion of the project site parking area. If an UST is identified, additional subsurface investigation of that portion of the project site shall occur and removed if warranted.

31. **Standard Urban Stormwater Mitigation Plan (Hillside Residential and All 10-or-more unit Subdivisions and Multi-Family Dwellings)**

a. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, division 70 of the LAMC addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUMP) approved by Los Angeles Regional Water Quality Control Board, including the following (a copy of the SUMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4:

b. Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing ¾ inch of rainfall in a 24 hour period. The design of structural NMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.

c. Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.

d. Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.

e. Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.

f. Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.

g. Preserve riparian areas and wetlands.

h. Promote natural vegetation by using parking lot islands and other landscaped areas.

i. Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.

j. All storm drain inlets and catch basins within the project areas must be stenciled with prohibitive language (such as NO DUMPING – DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.

k. Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.

l. Legibility of stencils and signs must be maintained,

m. Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevent contact with runoff spillage to the stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes or curbs.

n. The storage area must be paved and sufficiently impervious to contain leaks and spills.

o. The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.

p. The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BNPs in accordance with the Standard Urban Stormwater Mitigation Plan and/or per manufacturer's instructions.

q. (Multiple Residential Dwellings of 10+ units of Single- or Multi-Family, incl. Subdivisions): Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.

32. **Standard Urban Stormwater Mitigation Plan (Commercial/Industrial Development lot 43,560+sf; GasiX-60. Station/Automobile Maintenance and Repair)**

a. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPS). Chapter IX, Division 70 of the LAMC addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: http://www/swrcb.ca.gov/rwqcb4/).

b. Cover loading dock areas or design drainage to minimize run-on and run-off of stormwater.

c. Direct connections to storm drains from depressed loading docks (truck wells) are prohibited.

d. Repair/maintenance bays must be indoors or designed in such a way that doesn't allow stormwater run-on or contact with stormwater runoff.

e. Design repair/maintenance bay drainage system to capture all washwater, leaks and spills. Connect drains to a standard sump for collection and disposal. Direct connection of the repair/maintenance bays to the storm drain system is prohibited. If required, obtain an Industrial Waste Discharge Permit.

f. Vehicle/equipment wash areas must be self-contained and/or covered, equipped with a clarifier, or other pretreatment facility, and properly connected to the sanitary sewer.

g. Cleaning of vehicles and equipment to be performed within designated covered or bermed wash area paved with Portland concrete, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to a property connected sanitary sewer with a CPA type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis (at least twice a year) to remove any solids; and the oil absorbent pads must be replaced regularly, once in fall just before the wet season, and in accordance with manufacturer's specifications.

h. Reduce the use of hazardous materials and waste by: using detergent-based or water-based cleaning systems, non-caustic detergents for parts cleaning, and/or non-chlorinated solvents; and avoid chlorinated compounds, petroleum distillates, phenols, and formaldehyde.

i. Store above ground liquid storage tanks (drums and dumpsters) in designated areas with impervious surfaces in order to contain leaks and spills. Install a secondary containment system such as berms, dikes, liners, vaults, and double-wall-tanks. Use drip pans or absorbent materials whenever grease containers are emptied. Where used oil or dangerous waste is stored, a dead-end sump should be installed in the drain. For all other liquids including antifreeze and radiator flush, the drain should be property connected to a sanitary sewer with a positive control such as a lock, valve, or plug to prevent release of contaminated liquids.

j. Toxic wastes must be discarded at a licensed regulated disposal site. Store trash dumpsters both under cover and with drains routed to the sanitary sewer or use non-leaking and water-tight dumpsters with lids. Use drip pans or absorbent materials whenever grease containers are emptied. Wash containers in an area with properly connected sanitary sewer.
k. Reduce and recycle wastes, including: paper; glass; aluminum; oil; and grease.
l. Convey runoff safely from the tops of slopes and stabilize disturbed slopes.
m. Utilize natural drainage systems to the maximum extent practicable.
n. Control or reduce or eliminate flow to natural drainage systems to the maximum extent practicable.
o. Stabilize permanent channel crossings.
p. Protect slopes and channels and reduce run-off by complying with Chapter IX. Division 70 of the LAMC and utilizing vegetarian (grass, shrubs, vines, ground covers, and trees) to provide long-term stabilization of soil.

33. Hydrology/Water Quality. See previous mitigation measures in Condition 28. Geology and Soils.

34. Increased Noise Levels (Demolition, Grading and Construction Activities)

a. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
b. Construction and demotion shall be restricted to the house of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
c. Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
d. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
e. A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g. starting too early, bad muffler, etc) ad would be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.
f. The construction contractor shall place a temporary sound attenuation blanket of at least ten feet in height and minimum Sound Transmission Class Rating of 20 along the eastern portion of the project site bordering the Kingsley Elementary School.
g. The construction contractor shall construct a temporary six-foot solid wall (e.g. wood) along the northern, ~~a portion of~~ the western, and southern border of the project site such that the line-of-sight is blocked from the project site to residential receptors.
h. Construction contractors shall require its construction contractor to provide advance notification to adjacent property owners and post notices adjacent to the proposed project site with regard to the schedule of construction activities.
i. Prior to initiating construction, the construction contractor shall coordinate with the site administrator for the Kingsley Elementary School to discuss construction activities that generate high noise and vibration levels. Coordination between the site administrator and the construction contractor shall continue on an as-needed basis throughout the construction phase of the proposed project to mitigate potential disruption of classroom activities.

j. Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than tract equipment).

k. ~~The construction contractor shall place a temporary sound attenuation blanket of at least ten feet in height, with a minimum Sound Transmission Class Rating of 20, along the western portion (only) of the property sharing a common property line with 5248 W. Virginia Avenue.~~

A temporary absorptive noise barrier wall shall be erected along the common property line with 5248 W Virginia Avenue. Such noise barrier shall have a minimum height equivalent to the highest portion of any fenestration in the residential building located upon 5248 W Virginia Avenue. This temporary absorptive noise barrier wall shall be capable of reducing construction related noise impacts between 15 and 25 dBA across its depth.

As an alternative, the applicant shall purchase and pay for the installation of double-paned windows in the southern and eastern elevations of the residential building located at 5248 W Virginia Avenue. The windows shall reduce noise levels a minimum of 15 dBA across their depth. The applicant shall be responsible for the securing of all applicable permits associated with the retro-fit. 100 percent participation in the retro-fit must be achieved, otherwise this measure is not effective and a construction noise barrier will be required.

35. **Increased Noise Levels (Parking Structure Ramps)**

a. Concrete, not metal, shall be used for construction of parking ramps.
b. The interior ramps shall be textured to prevent tire squeal at turning areas.
c. Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

36. **Increased Noise levels (Mixed-Use Development)** Wall and floor ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM #413.

37. **Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)**

a. All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
b. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

38. **Increased Noise levels (Residential within 500 feet of Freeway)** Wall and roof-ceiling assemblies making up the building envelope shall have an STC of at least 50,

and exterior windows shall have a minimum STC of 30, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.

39. **Increased Noise Levels.** The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.

40. **Public Services (Fire).**

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

b. All construction materials shall be stored on-site and not on the street to preserve adequate access for emergency vehicles.

c. During the project's construction phase, the applicant shall ensure adequate through access for emergency vehicles.

41. **Public Services (Police)**

a. The applicant shall provide project plans to the LAPD Crime Prevention Unit to determine any additional crime prevention and security features appropriate to the design of the project. Any additional design features identified by the LAPD Crime Prevention Unit shall be incorporated into the project's final design and to the satisfaction of LAPD, prior to issuance of a Certificate of occupancy for the project.

b. The applicant shall consult with the Police Department and comply with recommended security features for the construction site(s), including security fencing, locked entrances, lighting, and the use of a seven-day , 24-hour security patrol.

c. Upon completion of the project, the applicant shall provide the Rampart Division Commanding Officer with a diagram of each portion of the property, including access routes and other information that might facilitate police response, as requested by the LAPD.

d. The project shall incorporate design guidelines relative to security, semi-public and private spaces, which may include, but not be limited to, access control to buildings, secured parking facilities, walls/fences with key systems, well illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas and provision of security guard patrol throughout the project site if needed. The applicant is referred to Design Out Crime Guidelines; crime Prevention Through Environmental Design (CPTED) published by the Los Angeles Street, Room 818, Los Angeles, (213) 485-3134. The CPTED operates on three key concepts. Natural surveillance: The placement of physical features, activities, and people in a way that maximized visibility. Natural access control: Restricting or encouraging people to come into a space through the placement of entrances, exits, fencing, landscaping and lighting. Territorial reinforcement: The use of physical attributes to de fine ownership and separate public and private space.

42. **Transportation (Haul Route).**

a. Projects involving the import/export of 20,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
b. A construction work site traffic control plan shall be submitted to LADOT for review and approval prior to the start of any construction work. The plan should show the location of nay roadway or sidewalk closures, traffic detours, haul routes, hours of operations, protective devices, warning signs and access to abutting properties.
c. All construction related traffic shall be restricted to off-peak hours.
d. A three-foot easement shall be provided along Santa Monica Boulevard in addition to any required dedication to provide for a 15-foot sidewalk.
e. The applicant shall check with the Bureau of Engineering (BOE) land Development group to determine the highway dedication, street widening and sidewalk requirements for the project.
f. Any proposed gates shall have a 20-foot minimum reservoir space from the property line.

43. **Utilities (Local Water Supplies – Landscaping)**

a. The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation and maintenance (e.g. use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy seasons).
b. In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
    i. Weather-based irrigation controller with rain shutoff
    ii. Matched precipitation (flow) rates for sprinkler heads
    iii. Drip/micro-spray/subsurface irrigation where appropriate
    iv. Minimum irrigation system distribution uniformity of 75 percent
    v. Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
    vi. Use of landscape contouring to minimize precipitation runoff
    vii. A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 square feetF and greater.
    viii. Prior to the issuance of a building permit, the applicant shall consult with LADWP to identify feasible and reasonable measures that reduce water consumption, including but not limited to, systems to use reclaimed water for landscaping (should reclaimed water become available to the City), drip irrigation, re-circulating hot water systems, and water conserving landscape techniques.
    ix. The proposed project shall incorporate Phase 1 ESA of the City of Los Angeles Emergency Water Conservation Plan. The Plan prohibits hose watering of driveways and associated walkways, mandates decorative fountains to use recycled water, and provides that water leaks are repaired in a timely manner.
    x. The proposed project shall comply with any additional mandatory water use restrictions imposed as a result of drought conditions.

xi. Automatic sprinkler systems shall be installed to irrigate landscaping during morning hours or during the evening to reduce water losses from evaporation. Sprinklers shall be reset to water less often in cooler months and during the rainfall seasons, so that water is not wasted in excessive landscape irrigation.

44. **Utilities (Local Water Supplies – All New Construction)**
   a. Install high-efficiently toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
   b. Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
   c. Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment discharging the heated water to the sanitary wastewater system.)

45. **Utilities (Local Water Supplies – Commercial or Industrial).** All restroom faucets shall be of a self-closing design.

46. **Utilities (Local Water Supplies – New Residential)**

   a. Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
   b. Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
   c. Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. I such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

47. **Utilities (Solid Waste Recycling)**

   a. (Operational) Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as part of the project's regular solid waste disposal program.
   b. (Construction/Demotion) Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s) , to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
   c. (Construction/Demolition) to facilitate on-site separation and recycling of demolition-and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

ADMINISTRATIVE CONDITIONS

48. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review or approval, plans etc., as may be required by the subject conditions, shall be provided to the Planning Department for placement in the subject file.

49. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with LAMC, except where herein granted conditions override.

50. **Definition.** Any agency, public official, or city department referenced in these conditions shall mean that agency, public official, or city department, or its successor(s) or designee(s). "State Density Bonus Program" refers to State Government Code Section 65915. "Ordinance" refers to Ordinance 179,681 as the implementation Ordinance approved by the City Planning Commission on June 9, 2005 and August 21, 2006 and the Planning and Land Use Management Committee of the City Council on April 4, 2006, adopted by the City Council on February 20, 2008 effective on April 15, 2008.

51. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Planning Department and any designated agency or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

52. **Building Plans**. Page 1 of this grant and all the conditions of approval, shall be printed on the building plans submitted to the City Planning Department and the Department of Building and Safety.

53. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the city Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions if, in the commission's or Directors opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

54. **Indemnification.** The applicant shall defend, indemnify and hold harmless the City, its agents, officers, or employees from any claim, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval which action is brought within the applicable limitation period. The City shall promptly notify the applicant of any claim, action, or proceeding and the City shall promptly notify the applicant of any claim, action, or proceeding and the City shall cooperate fully in the defense. If the City fails to promptly notify the applicant of any claim action or proceeding, or if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

55. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heirs or assigns. Further, the agreement must be submitted to the Planning Department for approval before being recorded. After recordation, a copy bearing the Recorder's number and date must be given to the City Planning Department for attachment to the subject file.

DENSITY BONUS COMPLIANCE FINDINGS

1. The Project substantially complies with the applicable regulations, standards and provisions of the State Density Bonus Program.

As submitted, the subject project does not comply with the applicable regulations, standards, and provisions of the City's adopted Density Bonus Ordinance, LAMC 12.22.A.25. The project as submitted includes commercial floor area in excess of the permitted 0.5:1 FAR per the zoning designation of the parcel, C2-1D, and thus is denied.

The project as approved and conditioned by this determination complies with all applicable provisions of the State Density Bonus Program and the City's adopted implementation Ordinance. The project qualifies for a 35% density bonus because 20% or ten (10) of its units are set-aside as restricted for low-income households. As noted in the adopted Ordinance, the set aside units allow by-right increases in density and reduced parking requirements (based on the type and number of units).

On the C2 zoned portion of the site, one (1) dwelling unit is allowed for each 400 square feet of lot area, for a total allowable density of 74 units. On the RD1.5 zoned portion of the site, one (1) dwelling unit is allowed for each 1,500 square feet of lot area, for a total allowable density of 9 units. Utilizing the Density Bonus, 35% of the 83 residential unit base density yields 29.05 units which per the code is rounded up to 30 units. Therefore, 113 total residential units may be developed on the property. The project proposes only 49 units (39 units on the Santa Monica building and 10 units on the Virginia Avenue building), well under the maximum of 113 with the Density Bonus and even under the maximum "by right" density of 83 units. Of these 49 units, 20%, or ten (10) of its units are set aside as restricted for low-income households, qualifying the project for the 35% density bonus.

In addition, since the project sets aside at least 20% of its units for low-income residents, the applicant is eligible for two incentives and has requested two incentives from a specified menu of concessions, as described below:

Incentives/Concessions:

The following concessions are required to maximize the number of affordable units for this under-served population.

Floor Area Ratio. LAMC 12.22.A.25 permits a deviation from the permitted FAR to an FAR not to exceed 3:1 for the residential portion of the Housing Development Project because the following conditions are met:

a. **The property is in a commercial zone in Height District 1.**

As approved, the project receives an FAR increase from 0.5:1 to 3:1 for the residential component of the project on the three (3) C2-1D zoned properties fronting Santa Monica Boulevard. These three parcels comprise approximately 29,948 square feet. Without the FAR incentive, the amount of floor area allowed on these three (3) parcels would be 14,974 square feet total. When the FAR incentive is applied to the residential development on these lots for a total FAR of 3:1, the total amount of floor area allowed is 89,844 square feet. However, this allowable floor area applies only to the residential uses proposed for the lots, per the City of Los Angeles' adopted Density Bonus Ordinance. The purpose of the Density Bonus Ordinance is to

encourage the production of more affordable residences for moderate, low, and very-low income households.

As submitted and subsequently denied by this determination, the project included a floor area of 32,272 square feet for the commercial portion of the building fronting on Santa Monica Boulevard. This is 17,325 square feet in excess of the permitted FAR of 0.5:1, or 14,974. This project incorrectly requested the FAR incentive for the commercial portions of the Housing Development Project. However, as the FAR incentive may only be applied to the residential portion of the building, this project is not approved. As previously stated, the purpose of the Density Bonus Ordinance is to encourage the production of more affordable residences for moderate, low, and very-low income households, not to encourage the development of additional commercial floor area in excess of zoning regulations.

For the three (3) commercially zoned lots, the project as approved by this determination will include a maximum total floor area of 14,947 square feet of commercial uses to include medical office / retail uses. These three (3) commercially zoned lots will include approximately 46,677 square feet of residential uses. Thus, the project complies with the requirement of the incentive.

b. **The property fronts on a Major Highway as identified in the City's General Plan.**

As described above, Santa Monica Boulevard is identified in the City's General Plan as a designated Class II Major Highway.

As part of the Hollywood Community Plan update process, a Hollywood Street Standards Committee was formed to evaluate the current street designations within the Hollywood area and develop revised street standards. The Committee recommended that Santa Monica Boulevard be redesignated to a Major Highway Class II with Modified Standards providing a 37-foot half-width roadway within a 52-foot half-width right-of-way (with 15 foot sidewalk). Although the Hollywood Community Plan Update has not yet been adopted, this project is conditioned to provide improvements with the dimensions as proposed by the Hollywood Community Plan update. The required dedication is not impacted.

c. **The project includes the number of Restricted Affordable Units sufficient to qualify for a 35% Density Bonus.**

A Housing Development Project that includes 20% of the total units of the project for Low-Income Households shall be granted a Density Bonus of 35%. The project proposes 49 residential units, 10 of which (or 20%) are Restricted Affordable Units for Low-Income Households, thus complying with the requirement of the Ordinance.

d. **50% or more of the commercially zoned parcel is located in or within 1,500 feet of a Transit Stop/ Major Employment Center.**

The project site includes three parcels with C2-1D zoning designation. Per 12.22.A.25 of the LAMC, the definition of a "Transit Stop / Major Employment

Center" includes a Metro Rapid Bus stop located along a Metro Rapid Bus route. These three parcels, located on the north side of Santa Monica Boulevard are within 1,500 feet of the #704 Metro Rapid Bus stop, which is located at the northwest and southeast corners of Santa Monica Boulevard and Normandie Avenue. Thus, the project complies with the requirement of the incentive.

Averaging of Floor Area Ratio, Density, Parking or Open Space, and Permitting Vehicular Access. The project is requesting to receive the averaging of parking, open space, and permitting vehicular access from a less restrictive zone to a more restrictive zone. The project is conditioned to provide a minimum of 87 parking spaces for the residential units and code required parking spaces for the commercial floor area. Plans indicate that the project will provide code required parking spaces, which are to be averaged across all five (5) parcels. As approved, the project plans indicate that all required open space is to be averaged across all five (5) lots. The project takes its access from both Virginia Avenue and Santa Monica Boulevard, allowing vehicular access from a less restrictive zone (C2) to a more restrictive zone (RD1.5).

LAMC 12.22.A.25 permits the averaging of parking, open space, and permitting vehicular access from a less restrictive zone to a more restrictive zone, provided that certain conditions are met:

a. **The Housing Development Project includes 20% of the units for Low Income households.** The project proposes 49 residential units, 10 of which (or 20%) are Restricted Affordable Units for Low Income Households, thus complying with the requirement of the Ordinance.

b. **The proposed use is permitted by the underlying zones of each parcel.** The property is comprised of five (5) lots. Three (3) of the lots have a zoning designation of C2-1D. Permitted C2 uses include medical office, retail uses, and multi-family dwelling units (subject to the requirements of the R-4 zone), which the proposed project complies with. Two (2) of the lots are zoned RD1.5-1XL which permits multi-family dwelling units. The project proposes ten (10) multi-family dwelling units on these two parcels, thus complying with the Ordinance.

c. **No further lot line adjustment or any other action that may cause the Housing Development Project site to be subdivided subsequent to this grant shall be permitted.** As conditioned, this project shall not be allowed to be subdivided, thus complying with the condition.

2. **Environmental:** The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review which would mitigate the negative environmental effects of the project, to the extend physically feasible. In compliance with requirements of the California Environmental Quality Act (CEQA), the project was issued a Mitigated Negative Declaration (ENV-2007-0365-MND, Exhibit D) in accordance with the Los Angeles CEQA guidelines.

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

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May 18, 2012

To: Karnik Shahbazian
Shahbazian Construction
7651 Owens Street
Tujunga, CA 91042

Petros and Karine Taglyan
5326 Santa Monica Boulevard
Los Angeles, CA 90029

Philip Tate
Sheppard Mullin
333 South Hope Street
Los Angeles, CA 90405

RE: ADDENDUM (RECONSIDERATION), ENV 2007-0365-MND-REC3, 5241-5245 W. SANTA MONICA BLVD AND 5238-5246 VIRGINIA AVE

The Department of City Planning has issued an Addendum of the previously published and adopted Mitigated Negative Declaration (ENV 2007-0365-MND-REC1). The Mitigated Negative Declaration originally supplemented case No. DIR-2009-2065-DB. Subsequent to the approval of this case by the Director of Planning, the case was appealed to the Los Angeles City Planning Commission. This MND was adopted by the City Planning Commission on May 4, 2012 with the following revised and additional mitigation measures.

Underlined text was added and ~~strikeout~~ text was removed by the City Planning Commission:

Mitigation Measure XII-20

- The construction contractor shall construct a temporary six-foot solid wall (e.g. wood) along the northern, ~~a portion of~~ the western, and southern border of the project site such that the line-of-sight is blocked from the project site to residential receptors.

- ~~The construction contractor shall place a temporary sound attenuation blanket of at least ten feet in height, with a minimum Sound Transmission Class Rating of 20, along the western portion (only) of the property sharing a common property line with 5248 W. Virginia Avenue.~~

A temporary absorptive noise barrier wall shall be erected along the common property line with 5248 West Virginia Avenue. Such noise barrier shall have a minimum height equivalent to the highest portionof any fenestration in the residential building located upon 5248 West Virginia Avenue. This temporary absorptive noise barrier wall shall be capable of reducing construction related noise impacts between 15 and 25 dBA across its depth.

As an alternative, the applicant shall purchase and pay for the installation of double-paned windows in the southern and eastern elevations of the residential building located at 5248 West Virginia Avenue. The windows shall reduce noise levels a minimum of 15 dBA across their depth. The applicant shall be responsible for the securing of all applicable permits associated with the retro-fit. 100 percent participation in the retro-fit must be achieved, otherwise this measure is not effective and a construction noise barrier will be required.

The project is now being revised in order to increase the number of residential units, and reduce the amount of commercial floor area. The applicant is also requesting an additional component of the Averaging Incentive in order to allow density averaging of residential units, pursuant to the Density Bonus provisions in LAMC Section 12.22 A 25 (f) (8). An additional entitlement for Site Plan Review is also requested.

The project description is revised as follows:

The construction of a mixed-use project comprised of two buildings containing a total of 84 residential units and 14,947 square feet of commercial floor area. The building fronting Santa Monica Boulevard contains approximately 14,947 square feet of commercial floor area, 68 residential units above, and a maximum height of 60 feet. The building fronting Virginia Avenue is comprised of 16 residential units plus recreational facilities with a maximum height of 30 feet. A subterranean parking garage below both buildings will provide parking spaces per the requirements in the LAMC. Two Density Bonus Incentives are requested for setting aside at least 20% of the project's residential units for low-income residents: 1) A Floor Area increase of up to 3:1 on the commercially zoned properties fronting Santa Monica Boulevard and 2) an averaging of density, parking, open space and permitting vehicular access from a less restrictive zone to a more restrictive zone across all of the lots. Requested entitlements include a Density Bonus Compliance Review, and a Site Plan Review for the development of 50 or more new dwelling units.

The project site currently consists of cleared land. All of the previous uses on-site were demolished in January 2007. The previous uses on-site that were demolished included a 7,492 square-foot automotive repair facility.

The Los Angeles Department of Transportation (DOT) reviewed the supplemental traffic analysis in a letter dated January 20, 2012. DOT found that the updated project is expected to generate fewer trips than the previous project for all time periods. Traffic impacts have therefore been reduced.

The Department of City Planning has determined that the previously issued Mitigated Negative Declaration, including the additional mitigation measures as adopted by the City Planning Commission, serves to address the potential environmental impacts of the project. However, due to the revised project description and additional entitlement requests, pursuant to section 15073.5 of the CEQA Guidelines, a 30-day recirculation period of the MND Addendum is required to notify the public of the project.

Sincerely,

MICHAEL J. LOGRANDE
Director of Planning

Blake Lamb

Blake E. Lamb, AICP
City Planner

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

LEAD CITY AGENCY	**COUNCIL DISTRICT**
City of Los Angeles	13
PROJECT TITLE	**CASE NO.**
ENV-2007-365-MND-REC1	DIR-2009-2065-DB

PROJECT LOCATION
5245 W SANTA MONICA BLVD

PROJECT DESCRIPTION
THE CONSTRUCTION OF A MIXED USE PROJECT COMPRISED OF TWO BUILDINGS. THE BUILDING FRONTING SANTA MONICA BOULEVARD CONTAINS APPROXIMATELY 32,272 SQUARE FEET OF COMMERCIAL SPACE ON TWO FLOORS AND 39 RESIDENTIAL UNITS ABOVE (ON THREE FLOORS). THE BUILDING FRONTING VIRGINIA AVENUE IS A THREE-STORY BUILDING COMPRISED OF 10 UNITS RESIDENTIAL UNITS PLUS RECREATIONAL FACILITIES FOR A TOTAL OF 49 UNITS . TWO SUBTERRANEAN PARKING GARAGES BELOW BOTH BUILDINGS AND ONE SEMI-SUBTERRANEAN PARKING GARAGE UNDER THE VIRGINIA AVENUE BUILDING WILL PROVIDE PARKING SPACES PER THE REQUIREMENTS IN THE LAMC. TWO DENSITY BONUS INCENTIVES ARE REQUESTED: 1) A FLOOR AREA INCREASE TO 3:1 ON THE COMMERCIALLY ZONED PROPERTIES FRONTING SANTA MONICA BOULEVARD AND 2) AVERAGING OF PARKING, OPEN SPACE, AND PERMITTING VEHICULAR ACCESS.

THE PROJECT SITE CURRENTLY CONSISTS OF CLEARED VACANT LAND. ALL OF THE PREVIOUS USES ON-SITE WERE DEMOLISHED IN JANUARY 2007. THE PREVIOUS USES ON-SITE THAT WERE DEMOLISHED INCLUDED A 7,492-SQUARE-FOOT AUTOMOTIVE REPAIR FACILITY.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
ROBERT LAMISHAW JPL ZONING SERVICES, INC
6263 VAN NUYS BOULEVARD
LOS ANGELES, CA 91401

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

(CONTINUED ON PAGE 2)

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

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	**TITLE**	**TELEPHONE NUMBER**
TERESA BATSON	Planning Assistant	(213) 978-1209

ADDRESS	**SIGNATURE (Official)**	**DATE**
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	Ken D. Kell	FEBRUARY 16, 2011

I-10. **Aesthetics (Landscape Plan)**

- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.

I-20. **Aesthetics (Landscape Buffer)**

- Environmental impacts to adjacent residential properties may result due to the proposed use on the site. However, the potential impact will be mitigated to a less than significant level by the following measures:
- A minimum five-foot wide landscape buffer shall be planted adjacent to the residential use.

I-40. **Aesthetics (Retaining Walls less than 8 feet in Height)**

-
- Retaining walls that can be viewed from the adjacent public right(s)-of-way shall incorporate one or more of the following to minimize their visibility: clinging vines, espaliered plants, or other vegetative screening; decorative masonry, or other varied and textured façade; or utilize a combination of methods. The method of compliance with this measure shall be noted on any required landscape plan.

I-90. **Aesthetics (Vandalism)**

- Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a less than significant level by the following measures:
- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

I-100. **Aesthetics (Signage)**

- Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact will be mitigated to a less than significant level by the following measures:
- On-site signs shall be limited to the maximum allowable under the Municipal Code.
- Multiple temporary signs in store windows and along building walls are not permitted.

I-110. **Aesthetics (Signage on Construction Barriers)**

- Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact will be mitigated to a less than significant level by the following measures:
- The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
- Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

I-120. **Aesthetics (Light)**

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

I-130. **Aesthetics (Glare)**

- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

I-150. Aesthetics

- The project will result in aesthetic impacts. However, the impact(s) can be reduced to a less than significant level through compliance with the following measure(s):
- The project shall incorporate stepbacks and articulation to transiton to adjacent lower density uses.

III-10. Air Pollution (Demolition, Grading, and Construction Activities)

-
- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.
- Traffic speeds on unpaved roads shall be limited to 15 miles per hour.
- On-site stockpiles of debris, dirt, or rusty materials shall be covered or watered at least twice per day.
- Track-out shall not extend 25 feet or more from an active operation, and track-out shall be removed at the conclusion of each work day.
- A wheel washing system shall be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.
- All haul trucks hauling soil, sand, and other loose materials shall maintain at least six inches of freeboard in accordance with California Vehicle Code Section 23114.
- All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
- Traffic speeds on unpaved roads shall be limited to 15 miles per hour.
- Operations on unpaved surfaces shall be suspended when winds exceed 15 miles per hour.
- Heavy equipment operations shall be suspended during first and second stage smog alerts.
- The construction contractor shall limit the area of land disturbed during grading and excavation activity to 0.2 acres per day and shall maintain and operate construction equipment so as to minimize exhaust emissions.

III-50. Air Pollution (Stationary)

- Adverse impacts upon future occupants may result from the project implementation due to existing diminished ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a less than significant level by the following measure:
- An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 12, to the satisfaction of the Department of Building and Safety.

III-60. Objectionable Odors (Commercial Trash Receptacles)

- Environmental impacts may result from project implementation due to the location of trash receptacles near adjacent residences. However, these impacts will be mitigated to a less than significant level by the following measure:
- Open trash receptacles shall be located a minimum of 50 feet from the property line of any residential zone or use.
- Trash receptacles located within an enclosed building or structure shall not be required to observe this minimum buffer.

III-70. Objectionable Odors

- Environmental impacts to adjacent residential properties may result due to objectionable odors from the proposed project. However, these impacts can be mitigated to a less than significant level by the following measures:
- No window openings or exhaust vents shall be permitted on the building facade which abuts a residential use or zone.
- No window openings or exhaust vents for commercial uses shall be pmitted on the building facade which abuts a residential use or zone.

V-20. **Cultural Resources (Archaeological)**

- Environmental impacts may result from project implementation due to discovery of unrecorded archaeological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
- The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
- Project development activities may resume once copies of the archaeological survey, study or report are submitted to: SCCIC Department of Anthropology, McCarthy Hall 477, CSU Fullerton, 800 North State College Boulevard, Fullerton, CA 92834.
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

V-30. **Cultural Resources (Paleontological)**

- Environmental impacts may result from project implementation due to discovery of unrecorded paleontological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
- a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
- b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
- d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

VI-10. **Seismic**

- Environmental impacts to the safety of future occupants may result due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- Before basement slabs are cast, any disturbed soils shall be compacted in-place to a relative compaction of at least 90 percent.
- GS2 Unless otherwise specified by the City of Los Angeles, the proposed project shall demonstrate compliance with specific recommendations in the Geotechnical Investigation prepared by Advanced Geotechniques, dated October 14, 2005 and contained herein as Appendix A, to the satisfaction of the City of Los Angeles Department of Building and Safety Grading Division, prior to issuance of any grading and building permits.
- Temporary shoring shall be required for the construction of the proposed subterranean garage. This shall include soldier piles with interior bracing or tieback anchors. One row of anchor shafts shall be required.

- A spread footing foundation may be used to support the proposed structure. Due to the presence of shallow groundwater at the project site, interior pads shall be connected in both directions using tie-beams. Also, basement slabs shall be at least 8 inches thick and will be reinforced with #4 bars placed at every 16 inches on center.
- The bottom of garage slab shall be properly waterproofed to avoid any water entry into the garage during periods of high groundwater level.
- A subdrain network shall be installed below the slab. This shall consist of 12-inch wide trenches extending at least 12 inches below garage level. The trenches shall be filled with free-draining gravel and will be diverted to a sump. The trenches shall have horizontal spacing of no more than 25 feet. As water level rises above a certain level, the pumps will become activated and shall pump the collected water to the curb line.
- Dewatering may be required during construction activities and if necessary, shall be performed by an experienced contractor familiar with site conditions.
- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
- Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

VI-100. Geology and Soils

- The project will result in a geology and/or soils impact. However, the impact can be reduced to a less than significant level though compliance with the following measure(s):
- Water shall not be allowed to flow over the top of the excavation in an uncontrolled manner. No surcharge shall be allowed within a 45-degree line drawn from the bottom of the excavation. Excavation surfaces shall be kept moist but not saturated to retard raveling and sloughing during construction. During wet season construction activities, polyethylene plastic sheeting shall be placed over slopes.
- The tip of the piles shall be maintained above the water level to reduce the chances of caving. An allowable passive pressure of 500 pounds per square foot per foot of depth may be used below the basement level for soldier piles having center to center spacing of at least two and one half times the pile diameter. Maximum allowable passive pressure shall be limited to 4,000 pounds per square foot. The maximum center-to-center spacing of the vertical shafts shall be maintained no greater than ten feet.
- Interior pads shall be connected in both directions using tie-beams. Spread footings shall be at least 16 inches wide and shall be placed at a minimum depth of 24 inches below the lowest adjacent final grades. Designed and constructed spread footings shall be based on an allowable maximum bearing pressure of 1,800 pounds per square foot. Prior to the placement of foundation of the column pads, the column pads shall be excavated an additional two feet and backfield with gravel and compacted in place to 90 percent of relative compaction. Maximum concentrated loads for footings included in the Geotechnical Investigation shall be followed.
- See the Mitigation Measures for VI(C)
- Where space limitations permit, unshored temporary excavation slopes may be used. Temporary excavation slopes shall be used in accordance with specific recommendations included in the Geotechnical Investigation prepared for the proposed project.
- Cantilevered soldier piles shall be used as a means of temporary shoring where total height of excavation does not exceed 14 feet and minor lateral movements at the tops of the piles can be tolerated. In areas where total height of excavation exceeds 14 feet and minor lateral movements at the tops of the piles cannot be toferated, soldier piles shall be held back by interior bracing or toed back by concrete anchor shafts.
- The temporary shoring shall be designed not only for lateral earth pressure but also against the applicable surcharge from the off-site structures and loaded cranes. The location of the crane shall be determined prior to construction and shoring piles in the vicinity of the cranes shall be designed for added loads from the crane.

- The active pressure on cantilever soldier piles shall be computed using an equivalent fluid density of 30 pounds per cubic foot. Uniform surcharge shall be computed using an active pressure coefficient of 0.25 times the uniform load. The point of fixity for cantilevered soldier piles shall be assumed to occur at some two feet below the base of excavation.
- Where total height of excavation exceeds 14 feet and in areas where minor lateral movement at the top of the piles cannot be tolerated, the vertical shafts shall be held back with a lateral bracing system. If internal bracing are used against the vertical piles, the footings shall be pre-loaded to the anticipated final loads.
- Recommendations included in the Geotechnical Investigation regarding footings of bracings and associated pressure distribution and lagging shall be followed.
- As an alternative to using internal bracing, shoring piles may be tied back with concrete anchor shafts. If tie backs are used, permissions shall be obtained to extend the anchor shafts beneath adjacent properties. Tie back specifications, guidelines and recommendations included in the Geotechnical Investigation conducted for the proposed project shall be followed. (This includes the construction procedure of the anchor shafts and observation and testing during the installation of the tieback anchors.)
- A passive pressure of zero at the finished grades and increasing at a rate of 200 pounds per square foot per foot of depth to a maximum value of 2,000 pounds per square foot shall be used for footings poured against native soils.
- Slab subgrade shall be prepared in accordance with the recommendations presented in the Geotechnical Investigation. Recommendations concerning thickness of grade slabs, vapor-barriers shall also be followed.
- Static design of the perimeter walls of the basement garage shall be based on an equivalent fluid pressure of 45 pounds per square foot per foot of depth and the portions of the subsurface walls below a depth of about 12 feet shall be designed based on fill hydrostatic pressure (65 pounds per square foot per foot of depth.) Additional recommendations concerning basement walls included in the Geotechnical Investigation shall be followed.
- Prior to placing any fill, the Soil Engineer shall observe the excavation bottoms. The areas to receive compacted fill shall be sacrificed to a depth of about eight inches, as required to bring moisture content approximately three percent higher than optimum, and compacted to at least 90 percent of the maximum dry density as determined by the ASTM designations.
- All fill shall be placed under engineering observation and in accordance with the following guidelines: • All backfill shall be granular in nature. Only excavated sandy soil from the project site shall be reused in the areas of wall backfill. • A subdrain shall be installed prior to wall backfilling. The subdrain system specifications included in the Geotechnical Investigation shall be followed. • Excavated sandy soils shall be considered satisfactory to be reused in areas of compacted fill and wall backfill provided rocks larger than six inches in diameter are removed. • Fill material approved by the Soil Engineer shall be placed in controlled layers. Each layer shall be compacted at least 90 percent of the maximum unit weight as determined by ASTM designations. • Fill material shall be placed in layers and shall not exceed eight inches per layer when compacted. Each layer shall be spread evenly and shall be thoroughly mixed during the spreading to insure uniformity of material in each layer. • When moisture content of the fill material is too low to obtain adequate compaction, water shall be added and thoroughly dispersed until the moisture content is near optimum. • When the moisture content of the fill material is too high to obtain adequate compaction, the fill material shall be aerated by blading or other satisfactory methods until near optimum moisture condition is achieved. • Inspection and field density tests shall be conducted by the Soil Engineer during grading work to assure that adequate compaction is attained. Where compaction of less than 90 percent is indicated, additional compactive effort shall be made with adjustment of the moisture content of layer thickness, as necessary, until at least 90 percent compaction is obtained.
- Site drainage shall be provided to divert roof and surface waters from the project site through non-erodible drainage devices to the street. Surface waters shall not be allowed to pond adjacent to building or behind the proposed basement garage walls. A minimum slope of one and two percent shall be used for paved and unpaved areas, respectively.
- Before reinforcing is placed, all footing excavations shall be observed by an Advanced Geotechniques representative. The depths of cantilevered soldier piles shall be confirmed by an Advanced Geotechniques representative before the concrete is placed. Additionally, site grading work shall be conducted under observation of an Advanced Geotechniques representative.
- All backfill soils shall be properly compacted to at least 90 percent relative compaction.

VII-10. Green House Gas Emissions

- The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level though compliance with the following measure(s):

- Install a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwelling(s).
- Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.

VIII-150. Hazardous Materials Site

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- All hazardous waste, as well as the in-ground hydraulic hoist at the project site shall be removed and properly disposed of.
- Prior to the issuance of any grading and building permits, the Applicant shall obtain site closure from the oversight agency, such as the Cal-EPA Department of Toxic Substances Control (DTSC). This is also known as "no further action" designation and is granted from the oversight agency when site issues are no longer a concern for human health or the environment based on the results of site assessment, site conditions, and/or risk evaluation findings.
- Further testing shall be completed to determine if a potential UST is located near the western portion of the project site parking area. If a UST is identified, additional subsurface investigation of that portion of the project site shall occur and removed if warranted.

IX-40. Standard Urban Stormwater Mitigation Plan (Hillside Residential and All 10-or-more-unit Subdivisions and Multi-Family Dwellings)

- Environmental impacts may result from erosion carrying sediments and/or the release of toxins into the stormwater drainage channels. However, the potential impacts will be mitigated to a less than significant level by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following (a copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/):
- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Preserve riparian areas and wetlands.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevent contact with runoff spillage to the stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.

- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.
- **(Multiple Residential Dwellings of 10+ Units of Single- or Multi-Family, incl. Subdivisions):**
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.

IX-60. **Standard Urban Stormwater Mitigation Plan (Commercial/Industrial Development Lot 43,560+ sf; Gas Station/Automobile Maintenance and Repair)**

- Environmental impacts may result from erosion carrying sediments and/or the release of toxins into the stormwater drainage channels. However, the potential impacts will be mitigated to a less than significant level by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/).
- Cover loading dock areas or design drainage to minimize run-on and run-off of stormwater.
- Direct connections to storm drains from depressed loading docks (truck wells) are prohibited.
- Repair/maintenance bays must be indoors or designed in such a way that doesn't allow stormwater run-on or contact with stormwater runoff.
- Design repair/maintenance bay drainage system to capture all washwater, leaks and spills. Connect drains to a standard sump for collection and disposal. Direct connection of the repair/maintenance bays to the storm drain system is prohibited. If required, obtain an Industrial Waste Discharge Permit.
- Vehicle/equipment wash areas must be self-contained and/or covered, equipped with a clarifier, or other pretreatment facility, and properly connected to the sanitary sewer.
- Cleaning of vehicles and equipment to be performed within designated covered or bermed wash area paved with Portland concrete, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to a properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis (at least twice a year) to remove any solids; and the oil absorbent pads must be replaced regularly, once in fall just before the wet season, and in accordance with manufacturer' specifications.
- Reduce the use of hazardous materials and waste by: using detergent-based or water-based cleaning systems, non-caustic detergents for parts cleaning, and/or non-chlorinated solvents; and avoid chlorinated compounds, petroleum distillates, phenols, and formaldehyde.
- Store above ground liquid storage tanks (drums and dumpsters) in designated areas with impervious surfaces in order to contain leaks and spills. Install a secondary containment system such as berms, curbs, dikes, liners, vaults, and double-wall tanks. Use drip pans or absorbent materials whenever grease containers are emptied. Where used oil or dangerous waste is stored, a dead-end sump should be installed in the drain. For all other liquids including antifreeze and radiator flush, the drain should be properly connected to a sanitary sewer with a positive control such as a lock, valve, or plug to prevent release of contaminated liquids.
- Toxic wastes must be discarded at a licensed regulated disposal site. Store trash dumpsters both under cover and with drains routed to the sanitary sewer or use non-leaking and water-tight dumpsters with lids. Use drip pans or absorbent materials whenever grease containers are emptied. Wash containers in an area with properly connected sanitary sewer.
- Reduce and recycle wastes, including: paper; glass; aluminum; oil; and grease.
- Convey runoff safely from the tops of slopes and stabilize disturbed slopes.
- Utilize natural drainage systems to the maximum extent practicable.
- Control or reduce or eliminate flow to natural drainage systems to the maximum extent practicable.
- Stabilize permanent channel crossings.
- Protect slopes and channels and reduce run-off velocities by complying with Chapter IX, Division 70 of the Los Angeles Municipal Code and utilizing vegetation (grass, shrubs, vines, ground covers, and trees) to provide long-term stabilization of soil.

IX-130. **Hydrology/Water Quality**

- The project will result in hydrology and/or water quality impacts. However, the impact(s) will be reduced to a less than significant level through compliance with the following measure(s):
- See mitigation measures in VI(C)

XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)

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- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.
- The construction contractor shall place a temporary sound attenuation blanket of at least ten feet in height and minimum Sound Transmission Class Rating of 20 along the eastern portion of the project site bordering the Kingsley Elementary School.
- The construction contractor shall construct a temporary six-foot solid wall (e.g., wood) along the northern, western, and southern border of the project site such that the line-of-sight is blocked from the project site to residential receptors.
- Construction contractors shall require its construction contractor to provide advance notification to adjacent property owners and post notices adjacent to the proposed project site with regard to the schedule of construction activities.
- Prior to initiating construction, the construction contractor shall coordinate with the site administrator for the Kingsley Elementary School to discuss construction activities that generate high noise and vibration levels. Coordination between the site administrator and the construction contractor shall continue on an as-needed basis throughout the construction phase of the proposed project to mitigate potential disruption of classroom activities.
- Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).
- The construction contractor shall place a temporary sound attenuation blanket of at least ten feet in height, with a minimum Sound Transmission Class Rating of 20, along the western portion (only) of the project property sharing a common property line with 5248 W. Virginia Avenue.

XII-40. Increased Noise Levels (Parking Structure Ramps)

- Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.
- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

XII-60. Increased Noise Levels (Mixed-Use Development)

- Environmental impacts to proposed on-site residential uses from noises generated by proposed on-site commercial uses may result from project implementation. However, the potential impact will be mitigated to a less than significant level by the following measure:
- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficient (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

XII-170. Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)

- Environmental impacts to future occupants may result from this project's implementation due to mobile noise. However, these impacts will be mitigated to a less than significant level by the following measures:

- All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
- The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

XII-180. Increased Noise Levels (Residential within 500 feet of Freeway)

- Environmental impacts to proposed residential uses from higher ambient noise levels due to being located in close proximity to a freeway. However, this impact can be reduced to a less than significant level by the following measures:
- Wall and roof-ceiling assemblies making up the building envelope shall have an STC of at least 50, and exterior windows shall have a minimum STC of 30, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.

XII-230. Increased Noise Levels

- Environmental impacts to the adjacent residential properties may result due to noise generated on the site. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.

XIV-10. Public Services (Fire)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.
- All construction materials shall be stored on-site and not on the street to preserve adequate access for emergency vehicles.
- During the project's construction phase, the [illegible] shall ensure adequate through access and emergency access to adjacent uses.

XIV-30. Public Services (Police)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The applicant shall provide project plans to the LAPD Crime Prevention Unit to determine any additional crime prevention and security features appropriate to the design of the project. Any additional design features identified by the LAPD Crime Prevention Unit shall be incorporated into the project's final design and to the satisfaction of LAPD, prior to issuance of a Certificate of Occupancy for the project.
- The applicant shall consult with the Police Department and comply with recommended security features for the construction site(s), including security fencing, locked entrances, lighting, and the use of a seven-day, 24-hour security patrol.
- Upon completion of the project, the applicant shall provide the Rampart Division Commanding Officer with a diagram of each portion of the property, including access routes and other information that might facilitate police response, as requested by the LAPD.
- The project shall incorporate design guidelines relative to security, semi-public and private spaces, which may include, but not be limited to, access control to buildings, secured parking facilities, walls/fences with key systems, well illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas and provision of security guard patrol throughout the project site if needed. The applicant is referred to Design Out Crime Guidelines: Crime Prevention Through Environmental Design (CPTED) published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 North Los Angeles Street, Room 818, Los Angeles, (213) 485-3134. The CPTED operates on three key concepts: • Natural surveillance: The placement of physical features, activities, and people in a way that maximizes visibility. • Natural access control: Restricting or encouraging people to

come into a space through the placement of entrances, exits, fencing, landscaping, and lighting. • Territorial reinforcement: The use of physical attributes to define ownership and separate public and private space.

XVI-30. Transportation (Haul Route)

- **(Non-Hillside)**: Projects involving the import/export of 20,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
- A construction work site traffic control plan shall be submitted to LADOT fro review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operations, protective devices, warning signs and access to abutting properties.
- All construction related traffic shall be restricted to off-peak hours.
- A three-foot easement shall be provided along Santa Monica Boulevard in addition to any required dedication to provide for a 15-foot sidewalk.
- The applicant shall check with the Bureau of Engineering (BOE) Land Development group to determine the highway dedication, street widening and sidewalk requirements for the project.
- Any proposed gates shall have a 20-foot minimum reservoir space from the property line.

XVII-10. Utilities (Local Water Supplies - Landscaping)

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
- Weather-based irrigation controller with rain shutoff
- Matched precipitation (flow) rates for sprinkler heads
- Drip/microspray/subsurface irrigation where appropriate
- Minimum irrigation system distribution uniformity of 75 percent
- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
- Use of landscape contouring to minimize precipitation runoff
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.
- Prior to the issuance of a building permit, the applicant shall consult with LADWP to identify feasible and reasonable measures that reduce water consumption, including, but not limited to, systems to use reclaimed water for landscaping (should reclaimed water become available to the City), drip irrigation, re-circulating hot water systems, and water conserving landscape techniques.
- The proposed project shall incorporate Phase I ESA of the City of Los Angeles Emergency Water Conservation Plan. The Plan prohibits hose watering of driveways and associated walkways, mandates decorative fountains to use recycled water, and provides that water leaks are repaired in a timely manner.
- The proposed project shall comply with any additional mandatory water use restrictions imposed as a result of drought conditions.
- Automatic sprinkler systems shall be installed to irrigate landscaping during morning hours or during the evening to reduce water losses from evaporation. Sprinklers shall be reset to water less often in cooler months and during the rainfall season, so that water is not wasted in excessive landscape irrigation.

XVII-20. Utilities (Local Water Supplies - All New Construction)

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.

- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

XVII-30. Utilities (Local Water Supplies - New Commercial or Industrial)

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- All restroom faucets shall be of a self-closing design.

XVII-40. Utilities (Local Water Supplies - New Residential)

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

XVII-90. Utilities (Solid Waste Recycling)

- Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a less than significant level by the following measure:
- **(Operational)** Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.
- **(Construction/Demolition)** Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
- **(Construction/Demolition)** To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

CITY OF LOS ANGELES

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
and CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY:	COUNCIL DISTRICT:	DATE:
City of Los Angeles	CD 13 - ERIC GARCETTI	01/14/2011

RESPONSIBLE AGENCIES: Department of City Planning

ENVIRONMENTAL CASE:	RELATED CASES:
ENV-2007-365-MND-REC1	DIR-2009-2065-DB
PREVIOUS ACTIONS CASE NO.:	☐ Does have significant changes from previous actions. ☑ Does NOT have significant changes from previous actions.

PROJECT DESCRIPTION:
A MIXED USE PROJECT CONSISTING OF COMMERCIAL/RETAIL/ OFFICE AND 49 RESIDENTIAL UNITS

ENV PROJECT DESCRIPTION:
THE CONSTRUCTION OF A MIXED USE PROJECT COMPRISED OF TWO BUILDINGS. THE BUILDING FRONTING SANTA MONICA BOULEVARD CONTAINS APPROXIMATELY 32,272 SQUARE FEET OF COMMERCIAL SPACE ON TWO FLOORS AND 39 RESIDENTIAL UNITS ABOVE (ON THREE FLOORS). THE BUILDING FRONTING VIRGINIA AVENUE IS A THREE-STORY BUILDING COMPRISED OF 10 UNITS RESIDENTIAL UNITS PLUS RECREATIONAL FACILITIES FOR A TOTAL OF 49 UNITS . TWO SUBTERRANEAN PARKING GARAGES BELOW BOTH BUILDINGS AND ONE SEMI-SUBTERRANEAN PARKING GARAGE UNDER THE VIRGINIA AVENUE BUILDING WILL PROVIDE PARKING SPACES PER THE REQUIREMENTS IN THE LAMC. TWO DENSITY BONUS INCENTIVES ARE REQUESTED: 1) A FLOOR AREA INCREASE TO 3:1 ON THE COMMERCIALLY ZONED PROPERTIES FRONTING SANTA MONICA BOULEVARD AND 2) AVERAGING OF PARKING, OPEN SPACE, AND PERMITTING VEHICULAR ACCESS.

THE PROJECT SITE CURRENTLY CONSISTS OF CLEARED VACANT LAND. ALL OF THE PREVIOUS USES ON-SITE WERE DEMOLISHED IN JANUARY 2007. THE PREVIOUS USES ON-SITE THAT WERE DEMOLISHED INCLUDED A 7,492-SQUARE-FOOT AUTOMOTIVE REPAIR FACILITY.

ENVIRONMENTAL SETTINGS:
THE PROJECT SITE IS LOCATED IN THE HOLLYWOOD COMMUNITY OF THE CITY OF LOS ANGELES AT 5241-5253 SANTA MONICA BOULEVARD AND 5238-5246 VIRGINIA AVENUE. THE PROJECT SITE COMPRISES 45,301 SQUARE FEET OF LAND AND IS LOCATED ON THE NORTH SIDE OF SANTA MONICA BOULEVARD BETWEEN HOBART BOULEVARD AND KINGSLEY DRIVE. THE HOLLYWOOD FREEWAY (US-101) IS LOCATED APPROXIMATELY TWO BLOCKS WEST OF THE PROJECT SITE AND THE GLENDALE FREEWAY (SR-2) IS LOCATED APPROXIMATELY 2.5 MILES EAST OF THE PROJECT SITE. THE PROJECT SITE IS LOCATED WITHIN THE HOLLYWOOD COMMUNITY PLAN AREA AND THE LOS ANGELES STATE ENTERPRISE ZONE, BUT IS NOT LOCATED WITHIN ANY SPECIFIC PLAN AREA OR THE HOLLYWOOD REDEVELOPMENT PLAN AREA.

LAND USES SURROUNDING THE PROJECT SITE CONSIST OF SINGLE-FAMILY RESIDENTIAL USES TO THE NORTH OF THE PROJECT SITE ACROSS VIRGINIA AVENUE. THE KINGSLEY ELEMENTARY SCHOOL BORDERS THE PROJECT SITE TO THE EAST. SANTA MONICA BOULEVARD BORDERS THE PROJECT SITE TO THE SOUTH FOLLOWED BY COMMERCIAL AND MEDICAL OFFICE USES ALONG SANTA MONICA BOULEVARD. ADJACENT USES TO THE WEST OF THE PROJECT SITE INCLUDE AUTOMOTIVE REPAIR AND MULTI-FAMILY RESIDENTIAL USES. THE AUTOMOTIVE REPAIR USES ARE LOCATED AT THE NORTHEAST CORNER OF THE SANTA MONICA BOULEVARD/HOBART BOULEVARD INTERSECTION, AND THE MULTI-FAMILY RESIDENTIAL USES ARE LOCATED NORTH OF THE AUTO REPAIR FACILITY AT THE SOUTHEAST CORNER OF THE HOBART BOULEVARD AND VIRGINIA AVENUE. COMMERCIAL USES ARE LOCATED FURTHER WEST ACROSS HOBART BOULEVARD.

PROJECT LOCATION:
5245 W SANTA MONICA BLVD

COMMUNITY PLAN AREA: HOLLYWOOD STATUS: ✔ Does Conform to Plan ☐ Does NOT Conform to Plan	AREA PLANNING COMMISSION: CENTRAL	CERTIFIED NEIGHBORHOOD COUNCIL: EAST HOLLYWOOD
EXISTING ZONING: C2-1D & RD1.5-1XL	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 0.5:1	
GENERAL PLAN LAND USE: HIGHWAY ORIENTED COMMERCIAL & LOW MEDIUM II	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 6:1	LA River Adjacent: NO
	PROPOSED PROJECT DENSITY: 3:1 FAR	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

	Planning Assistant	**(213) 978-1209**
Signature	Title	Phone

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier 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.

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

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

Background

PROPONENT NAME:
ROBERT LAMISHAW
JPL ZONING SERVICES, INC

PHONE NUMBER:
(818) 781-0016

APPLICANT ADDRESS:
6263 VAN NUYS BOULEVARD
LOS ANGELES, CA 91401

AGENCY REQUIRING CHECKLIST:
Department of City Planning

DATE SUBMITTED:
01/24/2007

PROPOSAL NAME (If Applicable):
SANTA MONICA/VIRGINIA MIXED-USE PROJECT

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
I. AESTHETICS					
a.	Have a substantial adverse effect on a scenic vista?			✓	
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings 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?		✓		
II. AGRICULTURE AND FOREST RESOURCES					
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?				✓
III. AIR QUALITY					
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?			✓	
IV. BIOLOGICAL RESOURCES					
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 Game or U.S. Fish and Wildlife Service?			✓	
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US 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?				✓
V. CULTURAL RESOURCES					

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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?		✓		
VI. GEOLOGY AND SOILS					
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?				✓
VII. GREEN HOUSE GAS EMISSIONS					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		✓		
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		✓		
VIII. HAZARDS AND HAZARDOUS MATERIALS					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓		
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for 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	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
IX.	HYDROLOGY AND WATER QUALITY				
a.	Violate any water quality standards or waste discharge requirements?			✓	
b.	Substantially deplete groundwater supplies or interfere 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?				✓
X.	LAND USE AND PLANNING				
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?				✓
XI.	MINERAL RESOURCES				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
XII.	NOISE				
a.	Exposure of persons to or generation of noise 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	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
XIII. POPULATION AND HOUSING					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
XIV. PUBLIC SERVICES					
a.	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 facilites?			✓	
XV. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	
XVI. TRANSPORTATION/TRAFFIC					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		✓		

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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. 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?			✓	
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓	
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-2007-365-MND-REC1** and the associated case(s), **DIR-2009-2065-DB**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project 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/ 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:
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	Impact?	Explanation	Mitigation Measures

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS			
a.	LESS THAN SIGNIFICANT IMPACT	THERE ARE NO UNIQUE SCENIC VISTAS OR FOCAL POINT VIEWS AVAILABLE FROM THE PROJECT SITE. VIEWS IN THE PROJECT VICINITY, INCLUDING THOSE FROM ADJACENT SIDEWALKS AND STREET CORRIDORS ARE LARGELY CONSTRAINED BY THE EXISTING LOW- TO MID-RISE BUILDINGS AROUND THE PROJECT SITE AND THE PROJECT AREA'S RELATIVELY FLAT TOPOGRAPHY. THE PROPOSED FIVE-STORY MIXED-USE PROJECT WOULD NOT BE SUBSTANTIALLY TALLER THAN OTHER EXISTING BUILDINGS IN THE VICINITY OF THE PROJECT SITE. IN ADDITION, THE DESIGN OF THE PROPOSED PROJECT WOULD BE GENERALLY COMPATIBLE WITH THE KINGSLEY ELEMENTARY SCHOOL LOCATED IMMEDIATELY EAST OF THE PROJECT SITE, AS WELL AS THE OTHER BUILDINGS IN THE VICINITY OF THE PROPOSED PROJECT. THE DISTANCE BETWEEN THE PROJECT SITE AND THE CITY'S DOWNTOWN SKYLINE WOULD CONTINUE TO ALLOW ACCESS TO VIEWS THROUGH STREET CORRIDORS AND FREEWAYS. AS SUCH, THE PROPOSED PROJECT WOULD NOT BLOCK VIEWS OR STRONGLY CONTRAST WITH ANY PANORAMIC VIEWS OF THE CITY SKYLINE FROM ADJACENT SIDEWALKS, STREET CORRIDORS, FREEWAYS AND OTHER LOW- AND MID-RISE DEVELOPMENTS IN THE AREA SINCE EXISTING DEVELOPMENT IN THE PROJECT AREA IS IN THE SAME LINE-OF-SIGHT AS THE PROPOSED PROJECT. THEREFORE, THE IMPACT OF THE PROPOSED PROJECT RELATIVE TO SCENIC VISTAS WOULD BE LESS THAN SIGNIFICANT.	

	Impact?	Explanation	Mitigation Measures
b.	NO IMPACT	A SIGNIFICANT IMPACT WOULD OCCUR IF THE PROPOSED PROJECT WOULD SUBSTANTIALLY DAMAGE SCENIC RESOURCES WITHIN A STATE HIGHWAY. THE NEAREST OFFICIALLY DESIGNATED STATE SCENIC HIGHWAY IS STATE ROUTE 2 (ANGELES CREST HIGHWAY), WHICH IS LOCATED APPROXIMATELY 12 MILES NORTHEAST OF THE PROJECT SITE AND EXTENDS FROM LA CAÑADA TO THE SAN BERNARDINO COUNTY LINE. IN ADDITION, NO VALUED SCENIC RESOURCES, SUCH AS TREES, ROCK OUTCROPPINGS, OR HISTORIC BUILDINGS ARE IDENTIFIED IN THE AREA THAT WOULD WARRANT DESIGNATION OF SURROUNDING STREETS OR HIGHWAYS AS A SCENIC HIGHWAY BY EITHER THE STATE OR THE CITY. THE PROJECT SITE CANNOT BE VIEWED FROM ANY STATE SCENIC HIGHWAY. SINCE NO STREETS OR FREEWAYS WITHIN THE VICINITY OF THE PROPOSED PROJECT ARE CITY- OR STATE-DESIGNATED SCENIC HIGHWAYS, THE PROPOSED PROJECT WOULD HAVE NO ENVIRONMENTAL IMPACT RELATIVE TO SCENIC RESOURCES WITHIN A STATE SCENIC HIGHWAY.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE VISUAL CHARACTER OF THE AREA SURROUNDING THE PROJECT SITE IS PREDOMINANTLY TWO- TO THREE-STORY COMMERCIAL/INDUSTRIAL BUILDINGS ALONG SANTA MONICA BOULEVARD, AND ONE- TO FOUR-STORY MULTI-FAMILY RESIDENTIAL BUILDINGS ON SURROUNDING NEIGHBORHOOD STREETS SUCH AS HOBART BOULEVARD, VIRGINIA AVENUE, AND KINGSLEY DRIVE. ALONG SANTA MONICA BOULEVARD, THERE IS A FAIRLY WELL DEFINED "STREET WALL" OF BUILDINGS BUILT OUT TO THE EDGE OF THE PUBLIC SIDEWALK WITH NO SET-BACKS. THE STEPPED BACK DESIGN OF THE MIXED-USE PROJECT TAKES THE SIZE AND SCALE OF THE ADJACENT ONE-STORY RESIDENTIAL UNITS ON THE NORTH SIDE OF VIRGINIA AVENUE. SURROUNDING USES THAT MAY BE CONSIDERED SHADOW**	**I-10, I-20, I-40, I-90, I-100, I-110, I-120, I-130, I-150**

	Impact?	Explanation	Mitigation Measures
		SENSITIVE USES WITHIN THE VICINITY OF THE PROJECT SITE INCLUDE THE FRONT YARDS OF SINGLE-FAMILY RESIDENCES TO THE NORTH OF THE PROJECT SITE ACROSS VIRGINIA AVENUE, AND THE OUTDOOR PLAY AREAS ASSOCIATED WITH THE KINGSLEY ELEMENTARY SCHOOL LOCATED ADJACENT TO THE PROJECT SITE TO THE EAST. OTHER SHADOW-SENSITIVE USES WOULD INCLUDE USEABLE OUTDOOR SPACES ASSOCIATED WITH THE MULTI-FAMILY RESIDENTIAL USES ADJACENT TO THE PROJECT SITE TO THE NORTHWEST AT THE CORNER OF THE HOBART BOULEVARD AND VIRGINIA AVENUE. THE FRONT YARDS OF SINGLE-FAMILY RESIDENCES TO THE NORTH OF THE PROJECT SITE ACROSS VIRGINIA AVENUE, AND THE OUTDOOR PLAY AREAS ASSOCIATED WITH THE KINGSLEY ELEMENTARY SCHOOL ADJACENT TO THE PROJECT SITE TO THE EAST WOULD NOT BE SHADED FOR MORE THAN THREE CONSECUTIVE HOURS DURING THE WINTER, SPRING/FALL AND SUMMER PERIODS. SINCE THE MULTI-FAMILY RESIDENTIAL BUILDINGS ADJACENT TO THE PROJECT SITE TO THE NORTHWEST DO NOT HAVE ANY OUTDOOR USEABLE SPACES AND NO OTHER SHADOW-SENSITIVE USES WOULD BE AFFECTED FOR MORE THAN THREE CONSECUTIVE HOURS, WITH IMPLEMENTATION OF THE MITIGATION MEASURES, THE IMPACTS TO SHADE SENSITIVE USES BE LESS-THAN-SIGNIFICANT. REFER TO THE INTITIAL STUDY FOR ADDITIONAL INFORMATION.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT SITE IS LOCATED IN A DENSELY URBAN AREA WITH VERY HIGH LEVELS OF AMBIENT LIGHTING AND GLARE ASSOCIATED WITH SITE/SECURITY LIGHTING, AUTOMOBILE/VEHICLE LIGHTING, AND STREET LIGHTING. SURFACE PARKING ALSO CREATES A LARGE SOURCE OF GLARE FROM SUNLIGHT BEING REFLECTED OFF WINDSHIELDS AND BUILDING SURFACES. EXISTING NIGHT LIGHTING ALONG SANTA MONICA	I-20, I-120

Impact?	Explanation	Mitigation Measures
	BOULEVARD INCLUDES STREETLIGHTS LOCATED APPROXIMATELY EVERY 150 FEET AND AUTOMOBILE HEADLIGHTS FROM THE CONSISTENT HIGH VOLUME OF CARS THAT TRAVEL ALONG THE BUSY CORRIDOR. THE RESIDENTIAL NEIGHBORHOOD TO THE NORTH OF THE PROJECT SITE GENERALLY HAS LOWER LEVELS OF NIGHTTIME ILLUMINATION FROM REDUCED NUMBER OF STREETLIGHTS, HEADLIGHTS FROM AUTOMOBILES, AND TREES THAT LINE VIRGINIA AVENUE, FURTHER REDUCING ILLUMINATION LEVELS.THE PROPOSED PROJECT WOULD ILLUMINATE THE MIXED-USE DEVELOPMENT FROM WITHIN THE RESIDENTIAL, OFFICE, AND COMMERCIAL/RETAIL USES AND WITH SECURITY LIGHTING AND OUTDOOR LIGHTING OF COMMON AREAS. ALL LIGHTING WOULD BE FOCUSED ON THE PROJECT SITE AND DIRECTED AWAY FROM THE NEIGHBORING RESIDENTIAL USES. HOWEVER, BECAUSE DEVELOPMENT OF THE PROPOSED PROJECT WOULD RESULT IN INCREASED DENSITY AND MASSING ON THE PROJECT SITE, THE PROPOSED PROJECT MAY INCREASE AMBIENT LIGHTING LEVELS IN THE PROJECT AREA. THIS INCREASE WOULD BE CONSIDERED NOMINAL SINCE THE PROJECT AREA IS ALREADY ILLUMINATED BY STREETLIGHTS, SECURITY LIGHTING, PASSING AUTOMOBILES, AND LIGHTS EMANATING FROM THE INTERIOR OF THE RESIDENTIAL AND COMMERCIAL USES IN THE PROJECT AREA. CONSEQUENTLY, THE PROPOSED PROJECT WOULD NOT RESULT IN A SUBSTANTIAL AMOUNT OF NEW LIGHTING THAT WOULD ADVERSELY AFFECT THE DAY OR NIGHTTIME VIEWS IN THE PROJECT AREA. AS SUCH, THE CHANGE IN THE LEVELS OF AMBIENT ILLUMINATION. AS A RESULT OF THE IMPOSED MITIGATION MEASURES,THE IMPACTS ON THE PROPOSED PROJECT WOULD BE LESS THAN SIGNIFICANT.REFER TO THE INTITIAL STUDYFOR ADDITIONAL INFORMATION.	

	Impact?	Explanation	Mitigation Measures
II. AGRICULTURE AND FOREST RESOURCES			
a.	NO IMPACT	NO PORTION OF THE PROJECT SITE IS CURRENTLY OR HAS EVER BEEN USED FOR AGRICULTURAL PURPOSES. THE PROPOSED PROJECT WOULD NOT CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE TO NONAGRICULTURAL USES. THEREFORE, NO IMPACT WOULD OCCUR.	
b.	NO IMPACT	THE PROJECT SITE IS NOT ZONED FOR AGRICULTURAL PURPOSES. FURTHERMORE, NO AGRICULTURAL ZONING IS PRESENT IN THE SURROUNDING AREA, AND NO NEARBY LANDS ARE ENROLLED UNDER THE WILLIAMSON ACT. THEREFORE, NO CONFLICT EXISTS WITH AGRICULTURAL ZONING OR WILLIAMSON ACT CONTRACTS, AND NO IMPACT RELATED TO THE AGRICULTURAL ZONING OR THE WILLIAMSON ACT WOULD OCCUR.	
c.	NO IMPACT	THE PROJECT SITE IS CURRENTLY VACANT. RESIDENTIAL, RETAIL, AND OFFICE USES WOULD BE DEVELOPED UNDER THE PROPOSED PROJECT. THE PROPOSED PROJECT WOULD NOT RESULT IN CHANGES TO THE EXISTING ENVIRONMENT THAT WOULD CONVERT ANY FARMLAND TO NON-AGRICULTURAL USES. THEREFORE, NO IMPACT WOULD OCCUR.	
d.	NO IMPACT	DEVELOPMENT OF THE PROPOSED PROJECT IN COMBINATION WITH THE RELATED PROJECTS WOULD NOT RESULT IN THE CONVERSION OF STATE-DESIGNATED AGRICULTURAL LAND FROM AGRICULTURAL USE TO A NON-AGRICULTURAL USE. THE PROJECT SITE AND THE RELATED PROJECT SITES HAVE NEVER BEEN USED FOR AGRICULTURAL PURPOSES. ADDITIONALLY, THE PROPOSED PROJECT AND THE RELATED PROJECTS WOULD NOT CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE TO NON-AGRICULTURAL USES, OR AFFECT LANDS THAT ARE SUBJECT TO WILLIAMSON ACT CONTRACTS. THEREFORE, NO CUMULATIVELY	

	Impact?	Explanation	Mitigation Measures
		CONSIDERABLE IMPACT RELATED TO AGRICULTURE RESOURCES WOULD OCCUR.	
e.	NO IMPACT	DEVELOPMENT OF THE PROPOSED PROJECT IN COMBINATION WITH THE RELATED PROJECTS WOULD NOT RESULT IN THE CONVERSION OF STATE-DESIGNATED AGRICULTURAL LAND FROM AGRICULTURAL USE TO A NON-AGRICULTURAL USE. THE PROJECT SITE AND THE RELATED PROJECT SITES HAVE NEVER BEEN USED FOR AGRICULTURAL PURPOSES. ADDITIONALLY, THE PROPOSED PROJECT AND THE RELATED PROJECTS WOULD NOT CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE TO NON-AGRICULTURAL USES, OR AFFECT LANDS THAT ARE SUBJECT TO WILLIAMSON ACT CONTRACTS. THEREFORE, NO CUMULATIVELY CONSIDERABLE IMPACT RELATED TO AGRICULTURE RESOURCES WOULD OCCUR.	
III. AIR QUALITY			
a.	LESS THAN SIGNIFICANT IMPACT	A PROJECT IS CONSIDERED CONSISTENT WITH THE AQMP IF (1) THE PROPOSED PROJECT WILL NOT RESULT IN AN INCREASE IN THE FREQUENCY OR SEVERITY OF EXISTING AIR QUALITY VIOLATIONS OR CAUSE OR CONTRIBUTE TO NEW VIOLATIONS, OR DELAY THE TIMELY ATTAINMENT OF AIR QUALITY STANDARDS OR THE INTERIM EMISSIONS REDUCTIONS SPECIFIED IN THE AQMP, AND (2) THE PROPOSED PROJECT WILL NOT EXCEED THE ASSUMPTIONS IN THE AQMP IN 2010 OR INCREMENTS BASED ON THE YEAR OF PROJECT BUILD-OUT PHASE. THE PROPOSED PROJECT COMPLIES WITH CONSISTENCY CRITERIA NO. 1 AND NO. 2 AND IS CONSISTENT WITH THE AQMP. THEREFORE, A LESS-THAN-SIGNIFICANT IMPACT WOULD OCCUR.REFER TO THE INTITIAL STUDY FOR ADDITIONAL INFORMATION.	

	Impact?	Explanation	Mitigation Measures
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**LONG-TERM PROJECT EMISSIONS WOULD BE GENERATED BY AREA SOURCES, SUCH AS NATURAL GAS COMBUSTION AND CONSUMER PRODUCTS (E.G., AEROSOL SPRAYS), AND MOBILE SOURCES. MOTOR VEHICLE TRIPS GENERATED BY THE PROPOSED PROJECT WOULD BE THE PREDOMINATE SOURCE OF LONG-TERM PROJECT EMISSIONS. MITIGATION MEASURES WOULD ENSURE COMPLIANCE WITH SCAQMD RULE 403 AND CONTROL FUGITIVE DUST EMISSIONS BY LIMITING THE AREA OF LAND DISTURBED PER DAY TO 0.2 ACRES.ACCORDING TO THE TRAFFIC REPORT, THE PROPOSED PROJECT WOULD GENERATE 965 NET DAILY VEHICLE TRIPS. DAILY CONSTRUCTION REGIONAL EMISSIONS WOULD NOT EXCEED THE SCAQMD REGIONAL THRESHOLDS, AND, AS SUCH, REGIONAL CONSTRUCTION EMISSIONS WOULD RESULT IN A LESS-THAN-SIGNIFICANT IMPACT. REFER TO THE INTITIAL STUDY FOR ADDITIONAL INFORMATION.**	III-10, III-50, III-60, III-70
c.	LESS THAN SIGNIFICANT IMPACT	BASED ON SCAQMD'S METHODOLOGY, A PROJECT WOULD HAVE A SIGNIFICANT CUMULATIVE AIR QUALITY IMPACT IF THE RATIO OF DAILY PROJECT-RELATED POPULATION OR EMPLOYMENT VEHICLE MILES TRAVELED (VMT) TO DAILY COUNTYWIDE VMT EXCEEDS THE RATIO OF PROJECT-RELATED POPULATION OR EMPLOYMENT TO COUNTYWIDE POPULATION OR EMPLOYMENT. THE PROPOSED PROJECT TO COUNTYWIDE VMT RATIO IS NOT GREATER THAN THE PROPOSED PROJECT TO COUNTYWIDE POPULATION OR EMPLOYMENT RATIO. A LOCALIZED CO IMPACT ANALYSIS WAS ALSO COMPLETED FOR CUMULATIVE TRAFFIC (I.E., RELATED PROJECTS AND AMBIENT GROWTH THROUGH 2009). WHEN CALCULATING FUTURE TRAFFIC IMPACTS, THE TRAFFIC CONSULTANT TOOK 29 ADDITIONAL PROJECTS INTO CONSIDERATION. THUS, THE FUTURE TRAFFIC RESULTS WITHOUT AND WITH THE PROPOSED PROJECT ALREADY	

	Impact?	Explanation	Mitigation Measures
		ACCOUNT FOR THE CUMULATIVE IMPACTS FROM THESE OTHER PROJECTS. THE PROPOSED PROJECT WITH CUMULATIVE TRAFFIC WOULD NOT VIOLATE CO STANDARDS AT LOCAL INTERSECTIONS. AS SUCH, THE PROPOSED PROJECT WOULD NOT CONTRIBUTE TO CUMULATIVELY CONSIDERABLE AIR QUALITY IMPACTS.REFER TO THE INTITIAL STUDY FOR ADDITIONAL INFORMATION.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**A SIGNIFICANT IMPACT WOULD OCCUR IF THE PROPOSED PROJECT EXPOSED SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS. THE GREATEST POTENTIAL FOR TOXIC AIR CONTAMINANT (TAC) EMISSIONS DURING CONSTRUCTION WOULD BE DIESEL PARTICULATE EMISSIONS ASSOCIATED WITH HEAVY-DUTY CONSTRUCTION EQUIPMENT. THERE WOULD NOT BE RESIDUAL EMISSIONS AFTER CONSTRUCTION OR ANY CORRESPONDING INDIVIDUAL CANCER RISK. AS SUCH, PROJECT-RELATED TAC EMISSION IMPACTS DURING CONSTRUCTION WOULD BE LESS THAN SIGNIFICANT ONCE THE MITIGATION MEASURES ARE IMPLEMENTED. REFER TO THE INTITIAL STUDY FOR ADDITIONAL INFORMATION.**	III-10, III-70
e.	LESS THAN SIGNIFICANT IMPACT	PROJECT CONSTRUCTION WOULD NOT CAUSE AN ODOR NUISANCE, AND ODOR IMPACTS WOULD BE LESS THAN SIGNIFICANT.THE RESIDENTIAL USE OF THE PROPOSED PROJECT WILL NOT CREATE OBJECTIONABLE ODORS THAT WOULD AFFECT SUBSTANTIAL NUMBER OF PEOPLE.REFER TO THE INTITIAL STUDY FOR ADDITIONAL INFORMATION.	
IV. BIOLOGICAL RESOURCES			
a.	LESS THAN SIGNIFICANT IMPACT	NO RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITIES EXIST ON-SITE. THE PROJECT SITE IS NOT IN OR ADJACENT TO ANY RIPARIAN AREA OR SIGNIFICANT ECOLOGICAL AREA (SEA), AS DETERMINED BY THE COUNTY OF LOS ANGELES. NO BODIES OR COURSES OF WATER TO PROVIDE	

	Impact?	Explanation	Mitigation Measures
		HABITAT FOR FISH EXIST ON OR ADJACENT TO THE PROJECT SITE. THEREFORE, NO SIGNIFICANT IMPACTS TO ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY WOULD OCCUR.	
b.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT SITE CURRENTLY CONSISTS OF CLEARED VACANT LAND, BUT WAS PREVIOUSLY DEVELOPED WITH AN AUTOMOTIVE REPAIR FACILITY WITH THREE TENANTS. THE PROJECT SITE IS LOCATED IN A HIGHLY URBANIZED AREA OF HOLLYWOOD IN THE CITY OF LOS ANGELES. NO WETLAND FEATURES EXIST ON OR ADJACENT TO THE PROJECT SITE. THE PROJECT SITE DOES NOT CONTAIN ANY FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT. THEREFORE, NO IMPACT TO ANY FEDERALLY PROTECTED WETLANDS WOULD OCCUR.	
c.	NO IMPACT	THE PROJECT SITE CURRENTLY CONSISTS OF CLEARED VACANT LAND, BUT WAS PREVIOUSLY DEVELOPED WITH AN AUTOMOTIVE REPAIR FACILITY WITH THREE TENANTS. THE PROJECT SITE IS LOCATED IN A HIGHLY URBANIZED AREA OF HOLLYWOOD IN THE CITY OF LOS ANGELES. NO WETLAND FEATURES EXIST ON OR ADJACENT TO THE PROJECT SITE. THE PROJECT SITE DOES NOT CONTAIN ANY FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT. THEREFORE, NO IMPACT TO ANY FEDERALLY PROTECTED WETLANDS WOULD OCCUR.	
d.	NO IMPACT	THE PROJECT SITE AND SURROUNDING AREA IS IN A HIGHLY URBANIZED, DEVELOPED CONDITION AND DOES NOT CONTAIN ANY SIGNIFICANT NATURAL AREAS, WILDLIFE CORRIDORS, OR WILDLIFE NURSERY SITES. THE PROJECT SITE CURRENTLY CONSISTS OF CLEARED VACANT LAND, BUT WAS PREVIOUSLY DEVELOPED WITH AN AUTOMOTIVE REPAIR FACILITY WITH THREE TENANTS. THE PROJECT SITE DOES NOT FUNCTION AS A WILDLIFE CORRIDOR. THEREFORE, THE PROPOSED PROJECT WOULD NOT	

	Impact?	Explanation	Mitigation Measures
		INTERFERE WITH THE MOVEMENT OF ANY NATIVE RESIDENT, MIGRATORY FISH, OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS. THE PROPOSED PROJECT WOULD NOT IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES. THEREFORE, THE IMPACT OF THE PROPOSED PROJECT RELATIVE TO THE MOVEMENT OF RESIDENT OR MIGRATORY WILDLIFE SPECIES WOULD BE LESS THAN SIGNIFICANT.	
e.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT SITE IS LOCATED IN A HIGHLY DEVELOPED AREA IN THE COMMUNITY OF HOLLYWOOD. IN ITS EXISTING CONDITION, THE PROJECT SITE IS VACANT AND CONTAINS NO TREES OR VEGETATION. NO IMPACT RELATED TO CONFLICT WITH LOCAL POLICIES PROTECTING BIOLOGICAL RESOURCES WOULD OCCUR.	
f.	NO IMPACT	THE PROJECT SITE AND SURROUNDING AREA ARE NOT LOCATED IN OR ADJACENT TO AN EXISTING SEA. ADDITIONALLY, NO ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN IS IN PLACE THAT INCLUDES THE PROJECT SITE OR SURROUNDING PROPERTIES. THE PROPOSED PROJECT WOULD NOT CONFLICT WITH ANY HABITAT CONSERVATION PLANS AND, THEREFORE, NO IMPACT WOULD OCCUR.	
V. CULTURAL RESOURCES			
a.	NO IMPACT	THERE ARE NO EXISTING BUILDINGS, OBJECTS OR STRUCTURES ON THE PROJECT SITE. ACCORDINGLY, THE PROJECT SITE IS NOT LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES OR ON THE CALIFORNIA REGISTER OF HISTORIC PLACES. FURTHERMORE, THE PROJECT SITE DOES NOT CONTAIN ELEMENTS THAT ARE ASSOCIATED WITH SIGNIFICANT EVENTS, IMPORTANT PERSONS, OR DISTINCTIVE CHARACTERISTICS OF A TYPE, PERIOD OR METHOD OF CONSTRUCTION; REPRESENTING THE WORK OF AN IMPORTANT CREATIVE INDIVIDUAL; OR	

	Impact?	Explanation	Mitigation Measures
		POSSESSING HIGH ARTISTIC VALUES. THEREFORE, NO IMPACT RELATED TO THE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE WOULD OCCUR.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT SITE IS LOCATED WITHIN A HEAVILY URBANIZED AREA, WHICH HAS BEEN SUBJECTED TO DISTURBANCE FOR DECADES. HISTORICALLY, THE PROJECT SITE WAS DEVELOPED WITH AUTOMOTIVE REPAIR USES. ANY SURFICIAL ARCHAEOLOGICAL RESOURCES THAT MAY HAVE EXISTED ON THE PROJECT SITE AND IN THE SURROUNDING AREA ARE LIKELY TO HAVE BEEN PREVIOUSLY DISTURBED OR REMOVED. THE APPLICANT PROPOSES TO CONSTRUCT TWO LEVELS OF SUBTERRANEAN PARKING. BUILDING FOUNDATIONS WOULD ALSO REQUIRE DEEP EXCAVATIONS. THE POTENTIAL EXISTS THAT ARCHAEOLOGICAL RESOURCES MAY BE ENCOUNTERED AT DEEP LEVELS DURING SITE EXCAVATION. SINCE ANY UNKNOWN RESOURCES COULD BE ALTERED OR DESTROYED BY SITE EXCAVATION OR OTHER CONSTRUCTION ACTIVITIES, DISCOVERY OF ARCHEOLOGICAL RESOURCES DURING CONSTRUCTION SHALL BE TREATED IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE AND LOCAL GUIDELINES. WITH THE IMPLEMENTATION OF MITIGATION MEASURES THE IMPACT OF THE PROPOSED PROJECT ON ARCHAEOLOGICAL RESOURCES WOULD BE LESS THAN SIGNIFICANT.	V-20
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	ALTHOUGH THE POSSIBILITY OF DISCOVERING PALEONTOLOGICAL RESOURCES ON THE PROJECT SITE REMAINS LOW, THE POTENTIAL FOR ACCIDENTAL DISCOVERY DURING GRADING AND EXCAVATION ACTIVITIES ALWAYS EXISTS. WITH IMPLEMENTATION OF MITIGATION MEASURES, RECOVERY PROCEDURES WOULD REDUCE THE POTENTIAL IMPACT TO A LESS-THAN-SIGNIFICANT LEVEL IN THE UNLIKELY EVENT OF A PALEONTOLOGICAL FIND.	V-30

	Impact?	Explanation	Mitigation Measures
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	A SIGNIFICANT IMPACT WOULD OCCUR IF PREVIOUSLY INTERRED HUMAN REMAINS WERE DISTURBED DURING EXCAVATION OF THE PROJECT SITE. THE PROJECT SITE IS NOT PART OF A FORMAL CEMETERY AND, THEREFORE, IT IS HIGHLY UNLIKELY THAT HUMAN REMAINS EXIST ON OR IN THE VICINITY OF THE PROJECT SITE. HOWEVER, IN THE EVENT THAT HUMAN REMAINS ARE ENCOUNTERED DURING CONSTRUCTION ACTIVITIES (E.G. EXCAVATION, GRADING, ETC.), IMPLEMENTATION OF THE MITIGATION MEASURES WOULD REDUCE THE IMPACT OF THE PROPOSED PROJECT TO A LESS-THAN-SIGNIFICANT LEVEL.	V-20
VI. GEOLOGY AND SOILS			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	ACCORDING TO THE CITY OF LOS ANGELES, SAFETY ELEMENT, THE PROJECT SITE IS NOT LOCATED WITHIN AN ALQUIST-PRIOLO STUDY ZONE. AS THE PROJECT SITE IS NOT LOCATED WITHIN A DESIGNATED FAULT ZONE, NO GROUND RUPTURE IS EXPECTED TO OCCUR. HOWEVER, DUE TO THE INTENSE SEISMIC ENVIRONMENT OF SOUTHERN CALIFORNIA, THERE IS ALWAYS A POTENTIAL FOR BLIND TRUST FAULTS, OR OTHERWISE UNMAPPED FAULTS THAT DO NOT HAVE A SURFACE TRACE, TO BE PRESENT. THE PROPOSED PROJECT WOULD BE REQUIRED TO COMPLY WITH THE SEISMIC SAFETY REQUIREMENTS IN THE UNIFORM BUILDING CODE (UBC) AND THE CALIFORNIA GEOLOGICAL SURVEY SPECIAL PUBLICATION 117 (GUIDELINES FOR EVALUATING AND MITIGATING SEISMIC HAZARDS IN CALIFORNIA [1997]), WHICH PROVIDE GUIDANCE FOR EVALUATING AND MITIGATING EARTHQUAKE-RELATED HAZARDS. COMPLIANCE WITH SUCH REQUIREMENTS WOULD REDUCE IMPACTS ATTRIBUTABLE TO FAULT RUPTURE TO THE MAXIMUM EXTENT PRACTICABLE WITH CURRENT ENGINEERING PRACTICES. WITH IMPLEMENTATION OF MITIGATION MEASURES, THE IMPACT OF THE PROPOSED PROJECT RELATED TO THE RUPTURE OF A KNOWN EARTHQUAKE FAULT WOULD BE	VI-10

	Impact?	Explanation	Mitigation Measures
		LESS THAN SIGNIFICANT.SIMILAR TO THE MAJORITY OF SOUTHERN CALIFORNIA, THE PROJECT SITE IS LOCATED WITHIN SEISMIC ZONE 4, THE HIGHEST HAZARD ZONE, AND IS, THEREFORE, SUSCEPTIBLE TO STRONG GROUND SHAKING AND ASSOCIATED SEISMIC HAZARDS. NUMEROUS REGIONAL AND LOCAL FAULTS ARE CAPABLE OF PRODUCING SEVERE EARTHQUAKES OF MAGNITUDE 6.0 OR GREATER. THE HOLLYWOOD FAULT IS THE NEAREST ACTIVE FAULT TO THE PROJECT SITE, APPROXIMATELY 0.68 MILES AWAY. THE PROPOSED PROJECT WOULD BE REQUIRED TO COMPLY WITH THE SEISMIC SAFETY REQUIREMENTS IN THE UBC. COMPLIANCE WITH SUCH REQUIREMENTS WOULD REDUCE SEISMIC GROUND SHAKING IMPACTS TO THE MAXIMUM EXTENT PRACTICABLE WITH CURRENT ENGINEERING PRACTICES. WITH IMPLEMENTATION OF MITIGATION MEASURES, IMPACTS RELATED SEISMIC GROUND SHAKING WOULD BE LESS THAN-SIGNIFICANT.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE NEAREST ACTIVE FAULT TO THE PROJECT SITE, APPROXIMATELY 0.68 MILES AWAY. THE PROPOSED PROJECT WOULD BE REQUIRED TO COMPLY WITH THE SEISMIC SAFETY REQUIREMENTS IN THE UBC. COMPLIANCE WITH SUCH REQUIREMENTS WOULD REDUCE SEISMIC GROUND SHAKING IMPACTS TO THE MAXIMUM EXTENT PRACTICABLE WITH CURRENT ENGINEERING PRACTICES. WITH IMPLEMENTATION OF MITIGATION MEASURES, IMPACTS RELATED SEISMIC GROUND SHAKING WOULD BE LESS THAN-SIGNIFICANT.	VI-10
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	A GEOTECHNICAL INVESTIGATION WAS COMPLETED IN ORDER TO EVALUATE LIQUEFACTION POTENTIAL AT THE PROJECT SITE. TWO BORINGS TO A MAXIMUM OF 65.5 FEET WERE DRILLED AT THE PROJECT SITE, AND ACCORDING TO THE GEOTECHNICAL INVESTIGATION (APPENDIX A), MAPS INDICATE THAT THE PROJECT SITE IS LOCATED WITHIN THE ZONE OF HISTORICAL LIQUEFACTION. HISTORICALLY, THE	VI-10, VI-100

	Impact?	Explanation	Mitigation Measures
		GROUNDWATER LEVEL AT THE PROJECT SITE HAS BEEN ESTIMATED TO BE WITHIN 10 FEET FROM THE GROUND SURFACE. STATIC WATER TABLE WAS ENCOUNTERED AT A DEPTH OF APPROXIMATELY 15 FEET DURING THE FIELD EXPLORATION. BOTH A SEISMIC EVALUATION AND LIQUEFACTION ANALYSIS WERE PERFORMED AS PART OF THE GEOTECHNICAL INVESTIGATION. THE POTENTIAL FOR SURFACE EFFECTS OF LIQUEFACTION (SAND BOILS, GROUND FISSURE) WAS EVALUATED. DUE TO THE COVER OF NON-LIQUEFIABLE, COHESIVE MATERIAL, THE POTENTIAL FOR SAND BOILS OR GROUND FISSURE IS CONSIDERED MINIMAL. THE GEOTECHNICAL INVESTIGATION CONCLUDED THAT SOIL LIQUEFACTION POTENTIAL WOULD BE REDUCED WITH THE PROPOSED STRUCTURAL DESIGN MITIGATION MEASURES. RECOMMENDATIONS ACCOUNT FOR THE PRESENCE OF SHALLOW GROUNDWATER AND WOULD ALLEVIATE THE EFFECTS OF POSSIBLE LIQUEFACTION. ADDITIONALLY, THE PROPOSED PROJECT WOULD COMPLY WITH THE REQUIREMENTS OF THE UBC, THE CITY OF LOS ANGELES MUNICIPAL CODE, AND VARIOUS CITY DEPARTMENTS, INCLUDING BUT NOT LIMITED TO, THE FIRE DEPARTMENT AND THE DEPARTMENT OF PUBLIC WORKS' STANDARD CODE SPECIFICATIONS. WITH IMPLEMENTATION OF MITIGATION MEASURES, IMPACTS RELATED TO SEISMIC RELATED GROUND FAILURE WOULD BE LESS-THAN-SIGNIFICANT.	
d.	NO IMPACT	THE PROJECT SITE IS LOCATED IN A RELATIVELY FLAT AREA IN A HIGHLY DEVELOPED AREA OF THE COMMUNITY OF HOLLYWOOD. ACCORDING TO THE CITY OF LOS ANGELES SAFETY ELEMENT, THE PROJECT SITE AND THE SURROUNDING AREA ARE NOT LOCATED IN OR ON A HILLSIDE OR IDENTIFIED AS SUSCEPTIBLE TO LANDSLIDES. THEREFORE, THE PROBABILITY OF SEISMICALLY-INDUCED LANDSLIDES	

	Impact?	Explanation	Mitigation Measures
		IS CONSIDERED UNLIKELY, AND NO IMPACT RELATED TO LANDSLIDES WOULD OCCUR AT THE PROJECT SITE.	
e.	LESS THAN SIGNIFICANT IMPACT	EROSION COULD OCCUR DURING THE GRADING AND EXCAVATION PHASE OF THE PROPOSED PROJECT. HOWEVER, ALL GRADING AND EXCAVATION ACTIVITIES WOULD REQUIRE GRADING PERMITS FROM THE CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY, WHICH WOULD BE CONDITIONED TO INCLUDE REQUIREMENTS AND BEST MANAGEMENT PRACTICES (BMPS) DESIGNED TO LIMIT THE POTENTIAL EROSION IMPACTS TO ACCEPTABLE LEVELS. BMPS INCLUDE SCHEDULING EXCAVATION AND GRADING ACTIVITIES DURING DRY WEATHER, AS FEASIBLE, AND COVERING STOCKPILES OF EXCAVATED SOILS WITH TARPS OR PLASTIC SHEETING TO HELP REDUCE SOIL EROSION DUE TO GRADING AND EXCAVATION ACTIVITIES. WITH IMPLEMENTATION OF APPLICABLE BMPS, IMPACTS RELATED TO SOIL EROSION OR LOSS OF TOPSOIL WOULD BE LESS THAN SIGNIFICANT.	
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT SITE IS NOT LOCATED IN A HILLY AREA SUSCEPTIBLE TO LANDSLIDES. THE POTENTIAL FOR LATERAL SPREADING DUE TO LIQUEFACTION WAS ALSO EVALUATED AS PART OF THE GEOTECHNICAL INVESTIGATION. THE ANALYSIS YIELDED NO POTENTIAL FOR LATERAL MOVEMENT DUE TO THE RELATIVELY FLAT NATURE OF THE EXISTING GRADE. A LIQUEFACTION ANALYSIS WAS ALSO PERFORMED FOR THE PROJECT SITE UNDER THE GEOTECHNICAL INVESTIGATION. ACCORDING TO THIS REPORT, SOIL LIQUEFACTION IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH THE IMPLEMENTATION OF MITIGATION MEASURES, AS PREVIOUSLY STATED IN RESPONSE TO CHECKLIST QUESTION VI(C). WITH IMPLEMENTATION OF THE MITIGATION MEASURES, IMPACTS RELATED TO AN UNSTABLE GEOLOGIC UNIT WOULD BE A LESS	VI-100

	Impact?	Explanation	Mitigation Measures
		THAN SIGNIFICANT.	
g.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	IN THE GEOTECHNICAL INVESTIGATION, THE PROJECT SITE WAS FOUND TO BE COVERED BY SURFICIAL FILL UNDERLAIN BY NATURAL DEPOSITS OF, SILTY AND/OR SANDY CLAY, SANDY AND/OR CLAYEY SILT AND SILTY SAND SOILS. THICKNESS OF THE SURFICIAL FILL WAS FOUND TO BE LESS THAN TWO FEET AT THE LOCATION OF THE BORINGS. FILL SOILS WOULD BE REMOVED BY THE PLANNED BASEMENT GARAGE EXCAVATIONS. THE UPPER NATIVE SOILS THROUGH WHICH THE BASEMENT GARAGE EXCAVATIONS WOULD BE MADE, WERE FOUND TO CONSIST OF SANDY AND/OR CLAYEY SILT SOIL. THESE SOILS WERE FOUND TO BE GENERALLY FIRM TO STIFF IN-PLACE, ACCORDING TO THE GEOTECHNICAL INVESTIGATION. THESE MATERIALS WERE CONSIDERED TO BE OF MODERATE STRENGTH. THE SOILS ENCOUNTERED NEAR THE PLANNED FOUNDATION WERE FOUND TO BE GENERALLY STIFF SANDY AND/OR CLAYEY SILT SOILS. THESE MATERIALS WERE CONSIDERED TO BE OF HIGH STRENGTHS AND LOW COMPRESSION. THE FINE GRAINED SOILS AT THE GARAGE GRADE WERE FOUND TO BE LOW TO MODERATELY EXPANSIVE. ACCORDING TO THE GEOTECHNICAL INVESTIGATION, THE PROJECT SITE IS CONSIDERED TO BE SUITABLE FOR THE PROPOSED PROJECT. CONSTRUCTION OF THE PROPOSED PROJECT WOULD BE REQUIRED TO COMPLY WITH THE UBC, THE CITY OF LOS ANGELES MUNICIPAL CODE, AND VARIOUS CITY DEPARTMENTS, INCLUDING, BUT NOT LIMITED TO, THE FIRE DEPARTMENT, DEPARTMENT OF BUILDING AND SAFETY, AND THE DEPARTMENT OF PUBLIC WORKS' STANDARD CODE SPECIFICATIONS. IMPLEMENTATION OF THE MITIGATION MEASURES IDENTIFIED ABOVE IN VI(C) WOULD REDUCE IMPACTS RELATED TO EXPANSIVE SOILS TO A LESS-THAN-SIGNIFICANT LEVEL.	VI-100

	Impact?	Explanation	Mitigation Measures
h.	NO IMPACT	THE PROPOSED PROJECT'S WASTEWATER DISPOSAL SYSTEM WOULD TIE INTO THE EXISTING SEWER LINE WHICH RUNS ALONG THE NORTHERN PROPERTY LINE OF THE PROJECT SITE THAT HAS BEEN PREVIOUSLY INSTALLED FOR FUTURE DEVELOPMENT, INCLUDING THE PROJECT SITE. SEPTIC TANK AND OTHER ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS ARE NOT REQUIRED OR NECESSARY FOR THE PROPOSED PROJECT AND, THEREFORE, NO IMPACT WOULD OCCUR.	
VII. GREEN HOUSE GAS EMISSIONS			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROPOSED PROJECT WILL DIRECTLY AND INDIRECTLY GENERATE ADDITIONAL GREENHOUSE GASES THAN WHAT IS OTHERWISE PRESENT ON-SITE TODAY. THE REFERENCED MITIGATION MEASURES WILL REDUCE ANY NEGATIVE IMPACTS TO LESS THAN SIGNIFICANT.**	VII-10
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROPOSED PROJECT WILL DIRECTLY AND INDIRECTLY GENERATE ADDITIONAL GREENHOUSE GASES THAN WHAT IS OTHERWISE PRESENT ON-SITE TODAY. THE REFERENCED MITIGATION MEASURES WILL REDUCE THE RATE AT WHICH HUMAN ACTIVITIES CREATE SUCH EMISSIONS TO LESS THAN SIGNIFICANT AND TO COINCIDE WITH THE ADOPTED REGULATIONS REGARDING GREENHOUSE GAS EMISSIONS.**	VII-10
VIII. HAZARDS AND HAZARDOUS MATERIALS			
a.	LESS THAN SIGNIFICANT IMPACT	THE RESIDENTIAL, RETAIL, AND OFFICE USES ASSOCIATED WITH THE PROPOSED PROJECT WOULD UTILIZE MINIMAL AMOUNTS OF HAZARDOUS MATERIALS FOR ROUTINE CLEANING AND, AS SUCH, WOULD NOT POSE A SUBSTANTIAL RISK INVOLVING THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS. THEREFORE, LESS-THAN-SIGNIFICANT IMPACTS WOULD OCCUR.	

	Impact?	Explanation	Mitigation Measures
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	A PHASE I ENVIRONMENTAL SITE ASSESSMENT (PHASE I ESA) WAS PREPARED FOR THE PROJECT SITE AND ADJACENT PROPERTIES IN JUNE 1996, BY AMI ADIMI & ASSOCIATES. THE PHASE I ESA RECOMMENDED THAT 1) SOIL SAMPLES BE COLLECTED TO DETERMINE THE IMPACT OF AUTOMOTIVE REPAIR ACTIVITIES ON THE PROJECT SITE; 2) A SUBSURFACE GEOPHYSICAL SURVEY BE CONDUCTED AT THE CONCRETE AND ASPHALT PATCH AREA TO DETERMINE THE PRESENCE OF AN UNDERGROUND STORAGE TANK; 3) A COMPREHENSIVE ASBESTOS SURVEY OF THE BUILDING MATERIALS BE CONDUCTED; AND 4) WATER SAMPLING FOR LEAD CONTENT BE PERFORMED.A PHASE II ESA, PREPARED BY EP ASSOCIATES IN MARCH 2005 (SEE APPENDIX B), ADDRESSED THE RECOMMENDATIONS OF THE PHASE I ESA. SPECIFICALLY, THE PURPOSE OF THE PHASE II ESA WAS TO ASSESS THE PRESENCE OF PETROLEUM HYDROCARBONS, VOLATILE ORGANIC COMPOUNDS (VOCS), AND METALS IN SUBSURFACE SOILS AT HIGH RISK LOCATIONS, INCLUDING THE STAINED CONCRETE NEAR THE CENTER OF THE PROJECT SITE, THE UNDERGROUND HYDRAULIC HOIST, AN AREA OF STAINED CONCRETE ADJACENT TO WASTE OIL STORAGE CONTAINERS, AND THE AREA IDENTIFIED IN THE PHASE I ESA AS A POSSIBLE WASTE OIL UNDERGROUND STORAGE TANK.ALTHOUGH THE PHASE I ESA INDICATED THAT NO ABOVEGOUND OR UNDERGROUND FUEL STORAGE TANKS WERE OBSERVED AT THE PROJECT SITE, THE PHASE II ESA STATED THAT A WASTE OIL UST MAY BE OR MAY HAVE BEEN PRESENT NEAR THE WESTERN PORTION OF THE PROJECT SITE PARKING AREA. WITH IMPLEMENTATION OF THE MITIGATION MEASURES, IMPACTS RELATED TO CREATING A SIGNIFICANT HAZARD INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT	VIII-150

	Impact?	Explanation	Mitigation Measures
		WOULD BE A LESS THAN SIGNIFICANT. REFER TO THE INTITIAL STUDY FOR ADDITIONAL INFORMATION.	
c.	LESS THAN SIGNIFICANT IMPACT	THE KINGSLEY ELEMENTARY SCHOOL BORDERS THE PROJECT SITE TO THE EAST. AS STATED EARLIER, PREVIOUS USES ON THE PROJECT SITE INCLUDED AUTOMOTIVE REPAIR USES. AS DISCUSSED IN RESPONSES TO CHECKLIST QUESTION H&HM(b), A PHASE I ESA AND PHASE II ESA WERE PERFORMED FOR THE PROJECT SITE. IN ITS EXISTING CONDITION, THE PROJECT SITE IS VACANT. THE ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS, SUBSTANCES, OR WASTES IS NOT REASONABLY ANTICIPATED DURING THE CONSTRUCTION OR OPERATION OF THE MIXED-USE PROJECT. AS SUCH, NO SIGNIFICANT EXPOSURE OF ANY EXISTING OR PROPOSED SCHOOL WITHIN ONE-QUARTER MILE OF THE PROJECT SITE IS REASONABLY EXPECTED. THE IMPACT OF THE PROPOSED PROJECT RELATED TO HAZARDOUS EMISSIONS OR HANDLING OF ACUTELY HAZARDOUS MATERIALS WITHIN ONE-QUARTER MILE OF A SCHOOL WOULD BE LESS THAN SIGNIFICANT.	
d.	NO IMPACT	THE PROJECT SITE IS NOT IDENTIFIED ON ANY REGULATORY HAZARDOUS MATERIALS SITES. CONSEQUENTLY, THE PROPOSED PROJECT WOULD NOT BE DEVELOPED ON SUCH A SITE THAT COULD CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT. THEREFORE, NO IMPACT RELATED TO THE PROPOSED PROJECT BEING LOCATED ON AN IDENTIFIED HAZARDOUS MATERIALS SITE WOULD OCCUR.	
e.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN AN AIRPORT PLAN BOUNDARY, AND THE NEAREST PUBLIC AIRPORT TO THE PROJECT SITE IS THE BOB HOPE AIRPORT LOCATED APPROXIMATELY TEN MILES NORTHWEST OF THE PROJECT SITE IN THE CITY OF BURBANK. THE PROPOSED PROJECT WOULD NOT POSE A HAZARD TO APPROACHING	

	Impact?	Explanation	Mitigation Measures
		AIRPLANES AND, THUS, NO HAZARD TO THE RESIDENTS OR WORKERS WOULD OCCUR.	
f.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN THE VICINITY OF ANY PRIVATE AIRSTRIPS. AS STATED ABOVE, THE PROPOSED PROJECT WOULD NOT POSE A HAZARD TO APPROACHING AIRPLANES AND, THUS, NO HAZARD TO THE RESIDENTS OR WORKERS WOULD OCCUR.	
g.	LESS THAN SIGNIFICANT IMPACT	ACCORDING TO THE CITY OF LOS ANGELES GENERAL PLAN SAFETY ELEMENT, THE CLOSEST DESIGNATED DISASTER ROUTE IS SANTA MONICA BOULEVARD, WHICH BORDERS THE PROJECT SITE TO THE SOUTH. DISASTER ROUTES FUNCTION AS PRIMARY THOROUGHFARES FOR THE MOVEMENT OF EMERGENCY RESPONSE TRAFFIC AND ACCESS TO CRITICAL FACILITIES IN THE CITY OF LOS ANGELES. THE PROPOSED PROJECT WOULD INCLUDE THE DEVELOPMENT OF 49 RESIDENTIAL UNITS, RETAIL, MEDICAL OFFICE, AND OFFICE USES. CONSTRUCTION AND OPERATION OF THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY IMPEDE PUBLIC ACCESS OR TRAVEL UPON PUBLIC RIGHT-OF-WAY AND WOULD NOT INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN. THEREFORE, THE PROPOSED PROJECT WOULD RESULT IN A LESS-THAN-SIGNIFICANT IMPACT RELATED TO IMPLEMENTATION OF AN EMERGENCY RESPONSE PLAN OR EVACUATION PLAN.	
h.	NO IMPACT	THE PROJECT SITE IS LOCATED IN THE CITY OF LOS ANGELES IN AN AREA SURROUNDED BY A BUILT URBAN ENVIRONMENT. ACCORDING TO THE CITY OF LOS ANGELES SAFETY ELEMENT, THE PROJECT SITE IS NOT LOCATED NEAR ANY POTENTIAL WILDLAND FIRE AREAS. THE PROPOSED PROJECT WOULD NOT SUBJECT PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY, OR DEATH AS A RESULT OF EXPOSURE TO WILDLAND FIRES. THEREFORE, NO IMPACT	

	Impact?	Explanation	Mitigation Measures
		RELATED TO EXPOSURE OF PERSONS AND PROPERTY TO WILDFIRE WOULD OCCUR.	
IX. HYDROLOGY AND WATER QUALITY			
a.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WOULD INCLUDE THE DEVELOPMENT OF 49 RESIDENTIAL UNITS, RETAIL USES, AND MEDICAL OFFICE USES. THE CONSTRUCTION PHASE OF THE PROPOSED PROJECT MAY RESULT IN EROSION AND RUNOFF. HOWEVER, PROJECT CONSTRUCTION AND OPERATIONS WOULD BE REQUIRED TO COMPLY WITH APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS, AS WELL AS CODE AND PERMIT PROVISIONS IN ORDER PREVENT VIOLATION OF WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS. SUCH REGULATIONS INCLUDE THE CITY OF LOS ANGELES MUNICIPAL CODE (CHAPTER IX, DIVISION 70), THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) REGULATIONS, AND GRADING PERMITS FROM THE CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY. WITH COMPLIANCE WITH THE AFOREMENTIONED STANDARDS, THE PROPOSED PROJECT WOULD RESULT IN A LESS-THAN-SIGNIFICANT IMPACT RELATED TO VIOLATION OF WATER QUALITY STANDARDS.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROPOSED PROJECT WOULD NOT REQUIRE THE USE OF GROUNDWATER. POTABLE WATER WOULD BE SUPPLIED BY THE LOS ANGELES DEPARTMENT OF WATER AND POWER, WHICH DRAWS ITS WATER SUPPLIES FROM DISTANT SOURCES FOR WHICH IT CONDUCTS ITS OWN ASSESSMENT AND MITIGATION OF POTENTIAL ENVIRONMENTAL IMPACTS. THEREFORE, THE PROPOSED PROJECT WOULD NOT REQUIRE DIRECT ADDITIONS OR WITHDRAWALS OF GROUNDWATER. THE GEOLOGIC INVESTIGATION CONDUCTED AT THE PROJECT SITE INVOLVED FIVE EXPLORATORY BORINGS TO A MAXIMUM DEPTH OF 50 FEET BELOW EXISTING GRADES. GROUNDWATER WAS ENCOUNTERED AT A DEPTH OF 15**	IX-130

	Impact?	Explanation	Mitigation Measures
		TO 18 FEET IN THE BORINGS. CONSTRUCTION OF THE PROPOSED PROJECT WOULD REQUIRE GRADING AND EXCAVATION FOR THE SUBTERRANEAN PARKING. MAXIMUM HEIGHT OF EXCAVATION, INCLUDING THE FOOTING DEPTHS, ARE EXPECTED TO BE APPROXIMATELY 18 FEET. EXCAVATIONS TO ACCOMMODATE THE SUBTERRANEAN PARKING LEVELS COULD RESULT IN THE INTERCEPTION OF EXISTING AQUIFERS OR PENETRATION OF THE EXISTING WATER TABLE. WITH IMPLEMENTATION OF THE MITIGATION MEASURES NOTED IN SECTION VI-C , IMPACTS RELATED TO THE SUBSTANTIAL DEPLETION OR INTERFERENCE OF GROUNDWATER WOULD BE LESS THAN SIGNIFICANT.	
c.	NO IMPACT	THE PROJECT SITE IS LOCATED IN A HIGHLY DEVELOPED AREA IN THE COMMUNITY OF HOLLYWOOD IN THE CITY OF LOS ANGELES. 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 THE REQUIRED PROVISIONS DESCRIBED ABOVE (A) WOULD ELIMINATE 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. ALTERATIONS TO EXISTING DRAINAGE PATTERNS WITHIN THE PROJECT SITE AND SURROUNDING AREA WOULD NOT OCCUR. THEREFORE, NO IMPACT RELATED TO THE ALTERATION OF DRAINAGE PATTERNS AND ON- OR OFF-SITE EROSION OR SILTATION WOULD OCCUR.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT SITE IS LOCATED IN A HIGHLY DEVELOPED AREA IN THE COMMUNITY OF HOLLYWOOD. THE SURROUNDING AREA HAS AN EXISTING RAIN AND CURB GUTTER SYSTEM TO HANDLE RUNOFF. THE PROPOSED PROJECT WOULD	IX-40, IX-60

	Impact?	Explanation	Mitigation Measures
		INTRODUCE A MIXED-USE DEVELOPMENT ONTO A VACANT SITE. RUNOFF FROM THE PROJECT SITE WOULD BE COLLECTED IN RAIN GUTTERS AND DIRECTED TO ADJOINING CURB GUTTER SYSTEMS. THE PROPOSED PROJECT WOULD NOT SIGNIFICANTLY INCREASE RUNOFF VOLUMES OR ALTER EXISTING DRAINAGE PATTERNS ON OR OFF THE PROJECT SITE. ACCORDING TO THE CITY OF LOS ANGELES GENERAL PLAN, THE PROJECT SITE DOES NOT LIE WITHIN A 100-YEAR FLOOD ZONE. THEREFORE, THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE PROJECT SITE THROUGH THE ALTERATION OF A COURSE OR STREAM OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER, WHICH WOULD RESULT IN FLOODING. THEREFORE, WITH IMPLEMENTATION OF MITIGATION MEASURE IMPACTS RELATED TO THE ALTERATION OF DRAINAGE PATTERNS AND INCREASE IN SURFACE RUNOFF WOULD BE LESS THAN SIGNIFICANT.	
e.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WOULD INCLUDE A COMPREHENSIVE DRAINAGE SYSTEM DESIGNED TO ENSURE THAT POST DEVELOPMENT PEAK STORMWATER RUNOFF DISCHARGE RATES WOULD NOT RESULT IN INCREASED POTENTIAL FOR EROSION. RUNOFF FROM THE PROJECT SITE WOULD ALSO BE COLLECTED THROUGH THE CURBS AND GUTTERS AND BE DIRECTED TO THE EXISTING SYSTEM IN THE AREA. STORMWATER WOULD BE DIRECTED TOWARDS THE ADJOINING STORM DRAINAGE SYSTEM, WHICH IS CONSIDERED ADEQUATE TO ACCOMMODATE ANY ADDITIONAL RUNOFF DUE TO AN INCREASE THE AMOUNT OF IMPERVIOUS SURFACES ON THE PROJECT SITE. ALTHOUGH THE PROPOSED PROJECT WOULD INTRODUCE IMPERVIOUS SURFACES TO THE PROJECT SITE, RUNOFF FROM THE PROJECT SITE IS NOT ANTICIPATED TO EXCEED THE	

	Impact?	Explanation	Mitigation Measures
		CAPACITY OF THE PLANNED AND EXISTING STORMWATER DRAINAGE SYSTEM. FURTHERMORE, BMPS WOULD BE IMPLEMENTED DURING CONSTRUCTION TO REDUCE POLLUTION IN STORMWATER DISCHARGE TO LEVELS THAT COMPLY WITH APPLICABLE WATER QUALITY STANDARDS. THEREFORE, IMPACTS RELATED TO THE CONTRIBUTION OF RUNOFF WATER WOULD BE LESS THAN SIGNIFICANT.	
f.	LESS THAN SIGNIFICANT IMPACT	CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE MIXED-USE DEVELOPMENT WOULD HAVE THE POTENTIAL TO RESULT IN ADVERSE EFFECTS ON SURFACE WATER QUALITY AS A RESULT OF SOIL EROSION, SUBSEQUENT SILTATION, AND CONVEYANCE OF OTHER POLLUTANTS INTO THE STORM DRAINS DURING CONSTRUCTION. HOWEVER, ALL GRADING AND EXCAVATION ACTIVITIES WOULD REQUIRE GRADING PERMITS FROM THE CITY OF LOS ANGELES DEPARTMENT OF BUILDING AND SAFETY, WHICH INCLUDE REQUIREMENTS AND BMPS DESIGNED TO LIMIT THE POTENTIAL EROSION IMPACTS TO ACCEPTABLE LEVELS. THEREFORE, IMPACTS RELATED TO DEGRADATION OF WATER QUALITY WOULD BE LESS THAN SIGNIFICANT.	
g.	NO IMPACT	THE PROJECT SITE IS NOT WITHIN A 100-YEAR FLOOD HAZARD AREA. THEREFORE, NO IMPACT WOULD OCCUR.	
h.	NO IMPACT	THE PROPOSED PROJECT WOULD NOT PLACE A STRUCTURE WITHIN A 100-YEAR FLOOD HAZARD AREA AND, THEREFORE, NO IMPACT WOULD OCCUR.	
i.	LESS THAN SIGNIFICANT IMPACT	REVIEW OF THE COUNTY OF LOS ANGELES FLOOD AND INUNDATION HAZARDS MAP INDICATES THE PROJECT SITE, LIKE MUCH OF THE HOLLYWOOD AREA, IS LOCATED WITHIN THE MAPPED INUNDATION BOUNDARIES DUE TO A SEICHE OR A BREACHED UP GRADIENT RESERVOIR. SPECIFICALLY, THE PROJECT SITE IS LOCATED DOWNSLOPE FROM THE HOLLYWOOD RESERVOIR.	

	Impact?	Explanation	Mitigation Measures
		MITIGATION OF POTENTIAL SEICHE ACTION HAS BEEN IMPLEMENTED BY THE DEPARTMENT OF WATER AND POWER THROUGH REGULATION OF THE LEVEL OF WATER IN ITS STORAGE FACILITIES AND PROVIDING WALLS OF EXTRA HEIGHT TO CONTAIN SEICHES AND PREVENT OVERFLOW. IN ADDITION, THE DEPARTMENT OF WATER AND POWER ALSO PERFORMS INSPECTIONS TO ENSURE THAT THE STRUCTURAL INTEGRITY OF THE DAM IS MAINTAINED. IN ADDITION, DAMS AND RESERVOIRS ARE MONITORED DURING STORMS AND MEASURES ARE INSTITUTED IN THE EVENT OF POTENTIAL OVERFLOW. THEREFORE, THE IMPACT OF THE PROPOSED PROJECT RELATED TO FLOODING AS A RESULT OF DAM OR LEVEE FAILURE WOULD BE LESS THAN SIGNIFICANT.	
j.	NO IMPACT	THE PROJECT SITE IS LOCATED APPROXIMATELY 12 MILES NORTHEAST OF THE PACIFIC OCEAN AND DOES NOT LIE WITHIN THE MAPPED TSUNAMI INUNDATION BOUNDARIES. IN ADDITION, THE PROJECT SITE, WHICH IS NOT LOCATED WITHIN A HILLY AREA OR POSITIONED DOWNSLOPE FROM ANY UNPROTECTED SLOPES OR LANDSLIDE AREAS, IS NOT POSITIONED IN AN AREA OF POTENTIAL MUDFLOW. HOWEVER, AS DISCUSSED ABOVE, THE PROJECT SITE, LIKE MUCH OF THE HOLLYWOOD AREA, IS LOCATED DOWNSLOPE FROM THE HOLLYWOOD RESERVOIR. MITIGATION OF POTENTIAL SEICHE ACTION HAS BEEN IMPLEMENTED BY THE DEPARTMENT OF WATER AND POWER THROUGH REGULATION OF THE LEVEL OF WATER IN ITS STORAGE FACILITIES AND PROVIDING WALLS OF EXTRA HEIGHT TO CONTAIN SEICHES AND PREVENT OVERFLOW. IN ADDITION, THE PROJECT SITE IS LOCATED FAR ENOUGH AWAY SO THAT A POTENTIAL SEICHE WOULD BE UNLIKELY TO IMPACT THE PROPOSED PROJECT. THEREFORE, THE PROPOSED NO IMPACT RELATED TO INUNDATION BY	

	Impact?	Explanation	Mitigation Measures
		SEICHE, TSUNAMI, OR MUDFLOW WOULD OCCUR.	
X. LAND USE AND PLANNING			
a.	NO IMPACT	THE PROJECT SITE COMPRISES APPROXIMATELY 45,301 SQUARE FEET OF LAND AND IS LOCATED ON THE NORTH SIDE OF SANTA MONICA BOULEVARD BETWEEN HOBART BOULEVARD AND KINGSLEY DRIVE. THE PROJECT SITE CURRENTLY CONSISTS OF CLEARED VACANT LAND. ALL OF THE PREVIOUS USES ON-SITE WERE DEMOLISHED IN JANUARY 2007. THE PREVIOUS USES ON-SITE THAT WERE DEMOLISHED INCLUDED A 7,492-SQUARE-FOOT AUTOMOTIVE REPAIR FACILITY. LAND USES SURROUNDING THE PROJECT SITE CONSIST OF SINGLE-FAMILY RESIDENTIAL USES TO THE NORTH OF THE PROJECT SITE ACROSS VIRGINIA AVENUE. THE KINGSLEY ELEMENTARY SCHOOL BORDERS THE PROJECT SITE TO THE EAST. SANTA MONICA BOULEVARD BORDERS THE PROJECT SITE TO THE SOUTH FOLLOWED BY COMMERCIAL AND MEDICAL OFFICE USES ALONG SANTA MONICA BOULEVARD. ADJACENT USES TO THE WEST OF THE PROJECT SITE INCLUDE AUTOMOTIVE REPAIR AND MULTI-FAMILY RESIDENTIAL USES. THE AUTOMOTIVE REPAIR USES ARE LOCATED AT THE NORTHEAST CORNER OF THE SANTA MONICA BOULEVARD/HOBART BOULEVARD INTERSECTION, AND THE MULTI-FAMILY RESIDENTIAL USES ARE LOCATED NORTH OF THE AUTO REPAIR FACILITY AT THE SOUTHEAST CORNER OF THE HOBART BOULEVARD/VIRGINIA AVENUE INTERSECTION. COMMERCIAL USES ARE LOCATED FURTHER WEST ACROSS HOBART BOULEVARD. THE PROPOSED PROJECT WOULD RESULT IN FURTHER INFILLING OF URBAN LAND USES IN A DENSELY DEVELOPED AND POPULATED PART OF THE CITY. THE PROPOSED PROJECT WOULD NOT CAUSE THE SEPARATION OF SURROUNDING LAND USES FROM THEIR ANCILLARY FACILITIES. THE PROPOSED PROJECT WOULD ALSO MEET REQUIRED SIDEWALK	

	Impact?	Explanation	Mitigation Measures
		DEDICATIONS TO ALLOW IMPROVED PEDESTRIAN ACCESS THROUGH THE AREA. THEREFORE, IMPACTS RELATED TO THE DIVISION OF AN ESTABLISHED COMMUNITY WOULD BE LESS THAN SIGNIFICANT.	
b.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS CONSISTENT WITH APPLICABLE PLANS, POLICIES, AND ZONING DESIGNATIONS INCLUDING THE HOLLYWOOD COMMUNITY PLAN, THE CITY OF LOS ANGELES GENERAL PLAN FRAMEWORK, AND THE LOS ANGELES MUNICIPAL CODE (LAMC). REFER TO THE INTITIAL STUDY, PREPARED BY TERRY A. HAYES ASSOCIATES LLC ON OCTOBER 22, 2008, FOR ADDITIONAL INFORMATION.	
c.	NO IMPACT	THE PROJECT SITE IS LOCATED IN A HIGHLY URBANIZED AREA OF THE HOLLYWOOD COMMUNITY IN THE CITY OF LOS ANGELES. NO HABITAT CONSERVATION PLANS ARE CURRENTLY APPLICABLE TO THE PROJECT SITE AND, THEREFORE, NO IMPACT WOULD OCCUR.	
XI. MINERAL RESOURCES			
a.	NO IMPACT	THE PROJECT SITE IS LOCATED IN A DESIGNATED COMMERCIAL ZONE AND IS NOT KNOWN TO CONTAIN ANY SIGNIFICANT MINERAL RESOURCES. FURTHERMORE, THE PROJECT SITE IS NOT LOCATED IN AN OIL FIELD OR AN OIL DRILLING AREA AND HAS NOT HISTORICALLY BEEN USED FOR OIL DRILLING. THEREFORE, NO IMPACT RELATED TO THE LOSS OF A KNOWN MINERAL RESOURCE WOULD OCCUR.	
b.	NO IMPACT	FURTHERMORE, AS STATED ABOVE, ACCORDING TO THE SAFETY ELEMENT OF THE CITY OF LOS ANGELES GENERAL PLAN, THE PROJECT SITE IS NOT LOCATED IN AN OIL FIELD OR AN OIL DRILLING AREA AND HAS NOT HISTORICALLY BEEN USED FOR OIL DRILLING. THEREFORE, NO IMPACT RELATED TO THE LOSS OF A LOCALLY-IMPORTANT MINERAL RESOURCES WOULD OCCUR.	
XII. NOISE			

	Impact?	Explanation	Mitigation Measures
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	A NOISE ANALYSIS IS PRESENTED IN THE INITIAL STUDY/MND DOCUMENT PREPARED BY TAHA ON COTOBERBER 22, 2008. THE CITY OF LOS ANGELES HAS ESTABLISHED POLICIES AND REGULATIONS CONCERNING THE GENERATION AND CONTROL OF NOISE THAT COULD ADVERSELY AFFECT ITS CITIZENS AND NOISE SENSITIVE LAND USES. THE LAMC ALSO SPECIFIES THE MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS. A SIGNIFICANT CONSTRUCTION NOISE IMPACT WOULD RESULT IF:• CONSTRUCTION ACTIVITIES WOULD EXCEED THE AMBIENT NOISE LEVEL BY 5 DBA AT A NOISE SENSITIVE USE BETWEEN THE HOURS OF 9:00 P.M. AND 7:00 A.M. MONDAY THROUGH FRIDAY, BEFORE 8:00 A.M. OR AFTER 6:00 P.M. ON SATURDAY, OR ANYTIME ON SUNDAY UNLESS MITIGATED TO THE GREATEST EXTENT FEASIBLE.A SIGNIFICANT OPERATIONAL NOISE IMPACT WOULD RESULT IF:• THE PROPOSED PROJECT CAUSES THE AMBIENT NOISE LEVEL MEASURED AT THE PROPERTY LINE OF RESIDENTIAL OR SCHOOL LAND USES TO INCREASE BY 3 DBA TO 70 DBA CNEL OR GREATER OR ANY 5-DBA OR MORE INCREASE IN NOISE LEVEL.NOISE- AND VIBRATION-SENSITIVE LAND USES ARE LOCATIONS WHERE PEOPLE RESIDE OR WHERE THE PRESENCE OF UNWANTED SOUND COULD ADVERSELY AFFECT THE USE OF THE LAND. RESIDENCES, SCHOOLS, HOSPITALS, GUEST LODGING, LIBRARIES, AND SOME PASSIVE RECREATION AREAS WOULD EACH BE CONSIDERED NOISE- AND VIBRATION-SENSITIVE AND MAY WARRANT UNIQUE MEASURES FOR PROTECTION FROM INTRUDING NOISE. SENSITIVE RECEPTORS NEAR THE PROJECT SITE INCLUDE THE FOLLOWING: • A MULTI-FAMILY RESIDENCE LOCATED ADJACENT AND TO THE WEST OF THE PROJECT SITE• KINGSLEY ELEMENTARY SCHOOL LOCATED ADJACENT AND TO THE EAST OF THE PROJECT SITE• SINGLE-FAMILY RESIDENCES LOCATED APPROXIMATELY 40 FEET	XII-20, XII-40, XII-60, XII-170, XII-230

	Impact?	Explanation	Mitigation Measures
		NORTH OF THE PROJECT SITE• A SINGLE-FAMILY RESIDENCE LOCATED APPROXIMATELY 200 FEET SOUTHWEST OF THE PROJECT SITETHE ABOVE SENSITIVE RECEPTORS REPRESENT THE NEAREST RESIDENTIAL USES WITH THE POTENTIAL TO BE IMPACTED BY THE PROPOSED PROJECT. ADDITIONAL SENSITIVE RECEPTORS ARE LOCATED IN THE SURROUNDING COMMUNITY, WITHIN ONE-QUARTER MILE OF THE PROJ	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT WOULD RESULT IN A SIGNIFICANT VIBRATION IMPACT IF IT WOULD EXPOSE BUILDINGS TO THE FEDERAL RAILWAY ADMINISTRATION (FRA) FRAGILE BUILDING DAMAGE THRESHOLD LEVEL OF 0.5 INCHES PER SECOND PEAK PARTICLE VELOCITY (PPV). THE PROPOSED PROJECT WOULD NOT INCLUDE PILE DRIVING. HEAVY-DUTY EQUIPMENT UTILIZED DURING CONSTRUCTION ACTIVITY (E.G., CAISSON DRILLING OR LARGE BULLDOZERS) WOULD GENERATE VIBRATION LEVELS OF APPROXIMATELY 0.089 INCHES PER SECOND PPV AT A DISTANCE OF 25 FEET. THE NEAREST SENSITIVE RECEPTORS TO CONSTRUCTION ACTIVITY ARE ADJACENT MULTI-FAMILY RESIDENCE AND KINGSLEY ELEMENTARY SCHOOL. THE MULTI-FAMILY RESIDENCE IS LOCATED APPROXIMATELY TEN FEET WEST OF CONSTRUCTION ACTIVITY. AT THIS DISTANCE, VIBRATION LEVELS GENERATED BY HEAVY-DUTY CONSTRUCTION EQUIPMENT WOULD BE APPROXIMATELY 0.35 INCHES PER SECOND PPV. THIS VIBRATION LEVEL WOULD BE LESS THAN THE 0.5 INCHES PER SECOND PPV SIGNIFICANCE THRESHOLD. THE NEAREST KINGSLEY ELEMENTARY SCHOOL CLASSROOM TO CONSTRUCTION ACTIVITY IS LOCATED APPROXIMATELY 50 FEET TO THE EAST. AT THIS DISTANCE, VIBRATION LEVELS GENERATED BY HEAVY-DUTY CONSTRUCTION EQUIPMENT WOULD BE APPROXIMATELY 0.03 INCHES PER SECOND PPV. THIS VIBRATION	

	Impact?	Explanation	Mitigation Measures
		LEVEL WOULD BE LESS THAN THE 0.5 INCHES PER SECOND PPV SIGNIFICANCE THRESHOLD. THEREFORE THE PROPOSED PROJECT WOULD RESULT IN A LESS-THAN-SIGNIFICANT IMPACT RELATED TO CONSTRUCTION VIBRATION.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	AS DISCUSSED IN RESPONSE TO CHECKLIST QUESTION XI(A), THE PROPOSED PROJECT WOULD NOT PERMANENTLY INCREASE AMBIENT NOISE LEVELS BY 3 DBA TO 70 DBA OR GREATER AT SENSITIVE LAND USES, OR BY MORE THAN 5 DBA AT AREAS WITH AMBIENT NOISE LEVELS THAT ARE BELOW 70 DBA. THEREFORE THE PROPOSED PROJECT WOULD RESULT IN A LESS-THAN-SIGNIFICANT IMPACT RELATED TO INCREASES IN AMBIENT NOISE LEVELS.	XII-20, XII-170, XII-180
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	AS DISCUSSED IN RESPONSE TO CHECKLIST QUESTION XI(A), TEMPORARY AND INTERMITTENT NOISE FROM CONSTRUCTION EQUIPMENT MAY INCREASE THE AMBIENT NOISE LEVELS IN THE VICINITY. WITH IMPLEMENTATION OF THE MITIGATION MEASURES, SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS CREATED BY THE PROPOSED PROJECT WOULD BE REDUCED AND A LESS-THAN-SIGNIFICANT IMPACT WOULD OCCUR.	XII-20
e.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT AND IS NOT LOCATED WITHIN AN ADOPTED AIRPORT LAND USE PLAN. THE PROPOSED PROJECT WOULD NOT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS RELATED TO AIRPORT NOISE AND, THEREFORE, NO IMPACT WOULD OCCUR.	
f.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED IN THE VICINITY OF A PRIVATE AIRSTRIP. THE PROPOSED PROJECT WOULD NOT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS RELATED TO THE	

	Impact?	Explanation	Mitigation Measures
		OPERATION OF AN AIRSTRIP AND, THEREFORE, NO IMPACT WOULD OCCUR.	
XIII. POPULATION AND HOUSING			
a.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WOULD INTRODUCE 49 RESIDENTIAL UNITS IN ADDITION TO RETAIL AND MEDICAL OFFICE, AND WOULD BE CONSIDERED AN INFILL PROJECT, BRINGING DEVELOPMENT ONTO A VACANT SITE THAT IS SURROUNDED BY URBAN DEVELOPMENT IN THE COMMUNITY OF HOLLYWOOD. ACCORDING TO THE CITY OF LOS ANGELES PLANNING DEPARTMENT, THE 2007 POPULATION ESTIMATE FOR THE HOLLYWOOD COMMUNITY PLANNING AREA IS 224,900. UTILIZING THE HOLLYWOOD COMMUNITY HOUSEHOLD SIZE OF 2.21 PERSONS PER UNIT, IT IS ESTIMATED THAT THE PROPOSED PROJECT WOULD GENERATE APPROXIMATELY 108 NEW RESIDENTS. THIS WOULD NOT INDUCE SUBSTANTIAL POPULATION GROWTH IN THE HOLLYWOOD AREA, EITHER DIRECTLY OR INDIRECTLY. THEREFORE, THE PROPOSED PROJECT WOULD RESULT IN A LESS-THAN-SIGNIFICANT IMPACT RELATED TO THE INDUCTION OF SUBSTANTIAL POPULATION GROWTH.	
b.	NO IMPACT	THE PROJECT SITE INCLUDED AN AUTOMOTIVE REPAIR FACILITY. THESE USES WERE REMOVED IN JANUARY 2007. IMPLEMENTATION OF THE PROPOSED PROJECT WOULD INCLUDE A MIXED-USE DEVELOPMENT CONSISTING OF RESIDENTIAL AND OFFICE USES. THIS WOULD NOT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE AND, THEREFORE, NO IMPACT WOULD OCCUR.	
c.	NO IMPACT	AS DISCUSSED ABOVE, THE PROJECT SITE IS CURRENTLY VACANT AND THE PREVIOUS USES ON-SITE WERE REMOVED IN JANUARY 2007. THE PREVIOUS USES ON-SITE INCLUDED AN AUTOMOTIVE REPAIR FACILITY. NO PEOPLE CURRENTLY RESIDE ON THE PROJECT SITE, AND, AS SUCH,	

	Impact?	Explanation	Mitigation Measures
		THE PROPOSED PROJECT WOULD NOT DISPLACE ANY ON-SITE RESIDENTS. THEREFORE, NO IMPACT RELATED TO DISPLACEMENT WOULD OCCUR.	
XIV. PUBLIC SERVICES			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**LAFD FIRE STATION NO. 52, WHICH IS LOCATED AT 4957 MELROSE AVENUE, WOULD BE THE FIRST RESPONDENT TO THE PROJECT SITE IN THE EVENT OF AN EMERGENCY. FIRE STATION NO. 52 IS LOCATED LESS THAN ONE MILE NORTHEAST OF THE PROJECT SITE. THIS FIRE STATION IS STAFFED WITH SIX PERSONS AND PROVIDES FIRE ENGINE SERVICES AND PARAMEDIC RESCUE AMBULANCE SERVICES. AS THE PROJECT SITE IS LESS THAN ONE MILE FROM LAFD FIRE STATION NO. 52, THE PROPOSED PROJECT IS WITHIN THE ALLOWABLE RESPONSE DISTANCE OF ONE AND A HALF MILES FOR AN ENGINE COMPANY TO RESIDENTIAL LAND USES AS SPECIFIED BY LAMC SECTION 57.09.07. IN ADDITION, THE PROJECT SITE IS NOT LOCATED IN A HIGH FIRE HAZARD AREA, AS DESIGNATED BY THE CITY AND WOULD BE REQUIRED TO COMPLY WITH ALL APPLICABLE STATE AND LOCAL CODES AND ORDINANCE AND GUIDELINES AS SET FORTH IN THE FIRE PROTECTION AND FIRE PREVENTION PLAN AND THE SAFETY PLAN. FURTHERMORE, THE PROPOSED PROJECT WOULD BE SUBJECT TO THE SITE PLAN REVIEW REQUIREMENTS OF THE LAFD TO ENSURE THAT ALL ACCESS ROADS, DRIVEWAYS AND PARKING AREAS WOULD REMAIN ACCESSIBLE TO EMERGENCY SERVICE VEHICLES. WITH IMPLEMENTATION OF MITIGATION MEASURES , POTENTIAL IMPACTS RELATED TO FIRE PROTECTION SERVICES WOULD BE LESS THAN SIGNIFICANT.**	XIV-10
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROPOSED PROJECT WOULD BE SERVED BY THE LAPD HOLLYWOOD COMMUNITY POLICE STATION LOCATED AT 1358 WILCOX AVENUE, APPROXIMATELY TWO MILES NORTHWEST OF THE PROJECT SITE. THE HOLLYWOOD COMMUNITY POLICE STATION SERVES THE COMMUNITIES OF**	XIV-30

Impact?	Explanation	Mitigation Measures
	HOLLYWOOD, MOUNT OLYMPUS, FAIRFAX DISTRICT (NORTH OF BEVERLY BOULEVARD), MELROSE DISTRICT, ARGYLE AVENUE AND LOS FELIZ ESTATES. THE HOLLYWOOD AREA IS ROUGHLY 17.2 SQUARE MILES AND HAS A POPULATION OF ABOUT 300,000 PEOPLE. THE AVERAGE RESPONSE TIME TO EMERGENCY CALLS IN THE HOLLYWOOD AREA DURING 2005 WAS 5.9 MINUTES. THIS IS IN CONTRAST TO THE CITYWIDE AVERAGE RESPONSE TIME, WHICH WAS 6.8 MINUTES. THERE ARE APPROXIMATELY 338 SWORN POLICE OFFICERS AND 26 CIVILIAN SUPPORT PERSONNEL DEPLOYED OVER THREE WATCHES IN THE HOLLYWOOD AREA. THE DEVELOPMENT OF ASSISTED LIVING RESIDENTIAL, RETAIL AND OFFICE USES WOULD INCREASE THE DEMAND FOR POLICE PROTECTION. HOWEVER, DUE TO THE LOW PERCENTAGE INCREASE IN SERVICE POPULATION, THE PROJECT IS NOT EXPECTED TO EXCEED THE CAPABILITIES OF THE HOLLYWOOD COMMUNITY POLICE STATION. THE PROPOSED PROJECT WOULD BE DESIGNED WITH FEATURES, SUCH AS CONTROLLED ACCESS TO THE BUILDING, SECURED PARKING FACILITIES, AND ILLUMINATION OF PUBLIC AND SEMI-PUBLIC SPACES TO MINIMIZE OPPORTUNITIES FOR CRIMINAL ACTIVITY, THEREBY REDUCING THE DEMANDS PLACED UPON POLICE SERVICES. CONSTRUCTION OF THE PROPOSED PROJECT WOULD RESULT IN CONSTRUCTION-RELATED TRAFFIC AND POSSIBLE INTERRUPTION OF TRAFFIC LANES. THIS MAY NECESSITATE POLICE INVOLVEMENT UNLESS ADEQUATE SAFETY AND SECURITY MEASURES ARE IMPLEMENTED. WITH IMPLEMENTATION OF MITIGATION MEASURES , POTENTIAL IMPACTS RELATED TO POLICE PROTECTION SERVICES WOULD BE LESS THAN SIGNIFICANT.	

	Impact?	Explanation	Mitigation Measures
c.	LESS THAN SIGNIFICANT IMPACT	A SIGNIFICANT IMPACT MAY OCCUR IF A PROJECT WOULD INCLUDE SUBSTANTIAL EMPLOYMENT OR POPULATION GROWTH, WHICH COULD GENERATE A DEMAND FOR SCHOOL FACILITIES THAT WOULD EXCEED THE CAPACITY OF THE LOS ANGELES UNIFIED SCHOOL DISTRICT (LAUSD). THE PROPOSED PROJECT WOULD INCLUDE THE DEVELOPMENT OF LESS THAN 75 RESIDENTIAL UNITS AND LESS THAN 100,000 S.F. OF COMMERCIAL FLOOR AREA ON THE PROJECT SITE. A LESS THAN SIGNIFICANT IMPACT TO SCHOOLS WOULD OCCUR.	
d.	LESS THAN SIGNIFICANT IMPACT	A SIGNIFICANT IMPACT WOULD OCCUR IF THE PROPOSED PROJECT EXCEEDED THE CAPACITY OR CAPABILITY OF DEPARTMENT OF RECREATION AND PARKS TO SERVE THE PROPOSED DEVELOPMENT. THERE ARE SEVERAL LOCAL PARK AND PUBLIC RECREATIONAL FACILITIES WITHIN THE SURROUNDING AREA, INCLUDING: LEMON GROVE RECREATION CENTER LOCATED APPROXIMATELY 0.4 MILE EAST OF THE PROJECT SITE, BELLVUE PARK, LOCATED APPROXIMATELY TWO MILES SOUTHEAST OF THE PROJECT SITE, BARNSDALL PARK LOCATED APPROXIMATELY 1.25 MILES NORTHEAST OF THE PROJECT SITE, ROBERT BURNS PARK LOCATED APPROXIMATELY TWO MILES TO THE SOUTHWEST, AND HOLLYWOOD RECREATION CENTER LOCATED APPROXIMATELY 1.25 MILES TO THE WEST. SECTION 12.21 OF THE LAMC REQUIRES THAT ALL BUILDINGS CONTAINING SIX OR MORE DWELLING UNITS MUST PROVIDE A MINIMUM SQUARE FOOTAGE OF USABLE OPEN SPACE PER DWELLING UNIT. THE PROPOSED PROJECT WOULD INCLUDE APPROXIMATELY 9,041 SQUARE FEET OF OPEN SPACE. THE PROPOSED PROJECT POPULATION OF APPROXIMATELY 100 RESIDENTS WOULD BE EXPECTED TO UTILIZE EXISTING NEIGHBORHOOD AND REGIONAL PARKS. THE CONSTRUCTION OF 49 RESIDENTIAL UNITS AND MEDICAL OFFICE SPACE WOULD NOT	

	Impact?	Explanation	Mitigation Measures
		SIGNIFICANTLY INCREASE DEMAND FOR PARK FACILITIES, AND THE AVAILABLE RECREATION AND PARK FACILITIES COULD ACCOMMODATE THE PROPOSED PROJECT. THEREFORE, A LESS-THAN-SIGNIFICANT IMPACT RELATED TO RECREATION AND PARKS WOULD OCCUR.	
e.	LESS THAN SIGNIFICANT IMPACT	THE CONSTRUCTION OF 49 RESIDENTIAL UNITS, RETAIL SPACES, AND MEDICAL OFFICE SPACE WOULD NOT SIGNIFICANTLY INCREASE DEMAND ON AVAILABLE PUBLIC FACILITIES, AND THE EXISTING PUBLIC FACILITIES. THEREFORE, LESS-THAN-SIGNIFICANT IMPACTS RELATED TO OTHER PUBLIC FACILITIES WOULD OCCUR.	
XV. RECREATION			
a.	LESS THAN SIGNIFICANT IMPACT	THE INCREASED DEMAND ON PARKLAND AND RECREATIONAL FACILITIES GENERATED BY THE PROPOSED PROJECT IS NOT EXPECTED TO RESULT IN SUBSTANTIAL ADVERSE IMPACTS. THE PROPOSED PROJECT WOULD PROVIDE RECREATIONAL OPPORTUNITIES. SPECIFICALLY, THE PROPOSED PROJECT WOULD INCLUDE A GYM, AN ACTIVITY/RECREATION ROOM, AND A COMMON OPEN SPACE AREA. THEREFORE, A LESS-THAN-SIGNIFICANT IMPACT RELATED TO RECREATION WOULD OCCUR.	
b.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WOULD INCLUDE AN OPEN SPACE AREA, A GYM AND AN ACTIVITY AND RECREATION ROOM. BASED ON THE ESTIMATED NUMBER RESIDENTS, NO MAJOR PARK DEVELOPMENT PROJECTS OR EXPANSIONS ARE ANTICIPATED THAT WOULD REQUIRE THE SCALE OF CONSTRUCTION THAT WOULD RESULT IN A SIGNIFICANT IMPACT TO THE ENVIRONMENT. THEREFORE, A LESS-THAN-SIGNIFICANT IMPACT RELATED TO RECREATIONAL FACILITIES WOULD OCCUR.	
XVI. TRANSPORTATION/TRAFFIC			

	Impact?	Explanation	Mitigation Measures
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**A TRAFFIC STUDY FOR THE PROPOSED PROJECT WAS CONDUCTED BY RAJU ASSOCIATES, INC. FOR REVIEW BY THE LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT) DATED JUNE 2007 INCLUDED IN THIS IS/MND BY REFERENCE (APPENDIX C) AND AVAILABLE FOR REVIEW IN THE ADMINISTRATIVE RECORD. LADOT ISSUED AN INTER-DEPARTMENTAL CORRESPONDENCE DATED OCTOBER 5, 2007 APPROVING THE TRAFFIC STUDY. AFTER REVISIONS TO THE PROJECT DESCRIPTION THE LADOT ISSUES ANOTHER INTER-DEPARTMENTAL CORRESPONDENCE DATED JULY 2, 201 APPROVING THE SUPPLEMENTAL ANALYSIS PREPARED BY RAJU ASSOCIATES DATED JUNE 17, 2010. THE REVISED TRAFFIC STUDY ARRIVED AT THE SAME CONCLUSION - NONE OF THE INTERSECTIONS ARE EXPECTED TO BE SIGNIFICANTLY IMPACTED BY PROJECT RELATED TRAFFIC.**	XVI-30
b.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT IS EXPECTED TO GENERATE APPROXIMATELY 1,031 NET DAILY TRIPS, 42 NET TRIPS IN THE A.M. PEAK HOUR AND 89 NET TRIPS IN THE P.M. PEAK HOUR AT THIS LOCATION. THE TRAFFIC STUDY CONCLUDED THAT NONE OF THE 10 INTERSECTIONS WOULD BE SIGNIFICANTLY IMPACTED BY THE PROJECT RELATED TRAFFIC.	
c.	NO IMPACT	THE PROJECT SITE IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN AND DOES NOT INCLUDE ANY STRUCTURES THAT WOULD CHANGE AIR TRAFFIC PATTERNS OR USES THAT WOULD GENERATE AIR TRAFFIC. THEREFORE, NO IMPACTS RELATED TO A CHANGE IN AIR TRAFFIC PATTERNS WOULD OCCUR.	
d.	NO IMPACT	THE PROPOSED PROJECT WOULD INCLUDE THE DEVELOPMENT OF A MIXED-USE PROJECT THAT WOULD BE ACCESSIBLE FROM SANTA MONICA BOULEVARD. ACCORDING TO THE TRAFFIC STUDY PREPARED FOR THE PROPOSED PROJECT, THE PROJECT'S ACCESS AND CIRCULATION SYSTEM WOULD BE ADEQUATE AND WOULD FUNCTION	

	Impact?	Explanation	Mitigation Measures
		SATISFACTORILY. THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO A DESIGN FEATURE AND, THEREFORE, NO IMPACT WOULD OCCUR.	
e.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WOULD BE SUBJECT TO THE SITE PLAN REVIEW REQUIREMENTS OF THE LAFD TO ENSURE THAT ALL ACCESS ROADS, DRIVEWAYS AND PARKING AREAS WOULD REMAIN ACCESSIBLE TO EMERGENCY SERVICE VEHICLES. THE PROPOSED PROJECT WOULD NOT INVOLVE ANY ACTIVITIES THAT WOULD INTERFERE WITH OR CREATE AN IMPEDIMENT TO THE IMPLEMENTATION OF AN EXISTING EMERGENCY RESPONSE PLAN. MITIGATION MEASURE IMPOSED ABOVE WOULD REQUIRE THE FIRE DEPARTMENT TO REVIEW ACCESS DRIVEWAYS, ROADS AND TURNING AREAS RELATIVE TO EMERGENCY ACCESS; THE APPLICANT TO MAINTAIN CLEAR AND UNOBSTRUCTED EMERGENCY ACCESS TO THE PROJECT SITE DURING CONSTRUCTION; THE APPLICANT TO ENSURE ADEQUATE THROUGH ACCESS AND EMERGENCY ACCESS TO ADJACENT USES DURING PROJECT CONSTRUCTION. WITH IMPLEMENTATION OF THE PREVIOUSLY IDENTIFIED MITIGATION MEASURES, THE PROPOSED PROJECT WOULD RESULT IN A LESS-THAN-SIGNIFICANT IMPACT RELATED TO EMERGENCY ACCESS.	
f.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WOULD COMPLY WITH THE LOS ANGELES MUNICIPAL CODE (LAMC) PARKING REQUIREMENTS AS SPECIFIED FOR THE PROPOSED USES. (THE COMMERCIAL PARKING WILL BE PROVIDED PER LAMC ENTERPRISE ZONE STANDARDS.) PARKING FOR THE PROPOSED PROJECT WOULD INCLUDE A TOTAL OF 191 PARKING SPACES THAT WOULD BE LOCATED IN A SUBTERRANEAN GARAGE. THIS WOULD EXCEED THE NUMBER (152) OF PARKING REQUIRED BY THE CITY OF LOS ANGELES. THEREFORE, WITH IMPLEMENTATION OF THE MITIGATION MEASURES NOTED ABOVE, A LESS-THAN-SIGNIFICANT	

	Impact?	Explanation	Mitigation Measures
		IMPACT RELATED TO PARKING WOULD OCCUR.	
XVII. UTILITIES AND SERVICE SYSTEMS			
a.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WOULD BE SERVED BY SANITARY SEWERS CONVEYING EFFLUENT TO THE HYPERION TREATMENT PLANT (HTP) LOCATED AT 12000 VISTA DEL MAR IN PLAYA DEL REY. THE HTP SERVES THE ENTIRE CITY OF LOS ANGELES (EXCEPT AREAS NEAR THE HARBOR AND THE SAN FERNANDO VALLEY) AS WELL AS SEVERAL CONTRACT CITIES. THE HTP HAS A DRY WEATHER CAPACITY OF 450 MILLION GALLONS PER DAY (MGD) AND A WET WEATHER CAPACITY OF 850 MILLION GALLONS PER DAY (MGD) AND CURRENTLY TREATS 340 MGD. WASTEWATER GENERATED BY THE PROPOSED PROJECT IS ESTIMATED TO BE 10,150 GALLONS PER DAY. AS SUCH, THE DEVELOPMENT OF THE MIXED-USE PROJECT WOULD NOT CONTRIBUTE TO A VIOLATION OF THE WASTEWATER TREATMENT REQUIREMENTS OF THE LARWQCB. THEREFORE, A LESS-THAN SIGNIFICANT IMPACT RELATED TO WASTEWATER TREATMENT WOULD OCCUR.	
b.	LESS THAN SIGNIFICANT IMPACT	AS THE PROJECT SITE WAS HISTORICALLY USED FOR AUTOMOTIVE REPAIR USES, WATER AND WASTEWATER CONNECTIONS EXIST AT THE PROJECT SITE. THE PROPOSED PROJECT WOULD TIE INTO THE EXISTING SEWERLINE SYSTEM. THE PROPOSED PROJECT WOULD NOT RESULT IN THE NEED FOR THE CONSTRUCTION OR EXPANSION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES. THEREFORE, A LESS-THAN-SIGNIFICANT IMPACT RELATED TO CONSTRUCTION OR EXPANSION OF WASTEWATER TREATMENT FACILITIES WOULD OCCUR.	
c.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT SITE IS CURRENTLY VACANT. THE PROPOSED PROJECT WOULD INCLUDE THE DEVELOPMENT OF A FIVE-STORY STRUCTURE CONTAINING RESIDENTIAL AND OFFICE USES. RUNOFF FROM THE PROJECT SITE WOULD BE	

	Impact?	Explanation	Mitigation Measures
		COLLECTED THROUGH THE CURBS AND GUTTERS AROUND THE PROJECT SITE, AND BE DIRECTED TOWARDS THE ADJOINING STORM DRAINAGE SYSTEMS. THE PROPOSED PROJECT WOULD INCLUDE DRAINAGE CONTROLS AND IMPLEMENTATION OF BMPS IN ACCORDANCE WITH CITY REQUIREMENTS. IT IS ALSO ANTICIPATED THAT THE EXISTING STORM DRAINS HAVE ADEQUATE CAPACITY TO ABSORB THE EXISTING STORM WATER RUNOFF FROM THE PROJECT SITE, AS WELL AS STORMWATER PIPES AND CONNECTIONS LINKING THE PROPOSED PROJECT TO THE REGIONAL CONVEYANCE SYSTEM. ANY CHANGE IN THE AMOUNT OF STORMWATER RUNOFF DUE TO AN INCREASE IN THE AMOUNT OF IMPERVIOUS SURFACES ON THE PROJECT SITE WOULD NOT BE SIGNIFICANT. THEREFORE, A LESS-THAN-SIGNIFICANT IMPACT RELATED TO CONSTRUCTION OR EXPANSION OF STORMWATER TREATMENT FACILITIES WOULD OCCUR.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROPOSED PROJECT'S DAILY WATER CONSUMPTION IS ESTIMATED TO BE 12,180 GALLONS PER DAY. THE PROPOSED PROJECT WOULD NOT REQUIRE A WATER SUPPLY ASSESSMENT, AND THE CITY OF LOS ANGELES DEPARTMENT OF WATER AND POWER'S URBAN WATER MANAGEMENT PLAN, WHICH USES SCAG PROJECTIONS, INDICATES ADEQUATE WATER SUPPLY TO SERVE EXISTING AND FUTURE CUSTOMERS ACCOUNTED FOR IN THE SCAG PROJECTIONS. EXISTING WATER SUPPLIES SERVING THE PROJECT AREA WILL BE ADEQUATE TO HANDLE THE WATER DEMANDS OF THE PROPOSED PROJECT. WITH IMPLEMENTATION OF MITIGATION MEASURES US1 THROUGH US9, IMPACTS TO WATER SUPPLIES AND APPLICABLE ENTITLEMENTS WOULD BE LESS THAN SIGNIFICANT.**	**XVII-10, XVII-20, XVII-30, XVII-40**

	Impact?	Explanation	Mitigation Measures
e.	LESS THAN SIGNIFICANT IMPACT	AS DESCRIBED IN RESPONSE TO CHECKLIST QUESTION XVI(A), THE HYPERION TREATMENT PLANT WOULD HAVE ADEQUATE CAPACITY TO SERVE THE PROPOSED PROJECT. THEREFORE, IMPACTS RELATED TO WASTEWATER TREATMENT WOULD BE LESS THAN SIGNIFICANT.	
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**TOTAL SOLID WASTE GENERATED BY THE PROPOSED PROJECT WOULD BE 44,685 POUNDS (22.3 TONS) OF SOLID WASTE PER DAY. THIS ESTIMATED INCREASE WOULD CONSTITUTE LESS THAN 0.09 PERCENT OF THE 9.11 MILLION TONS OF TOTAL SOLID WASTE (BEFORE DIVERSION) GENERATED WITHIN THE CITY OF LOS ANGELES ANNUALLY AND DISPOSED OF DAILY AT MAJOR LANDFILLS IN THE REGION. THE AMOUNT OF PROJECT-RELATED WASTE DISPOSED OF AT AREA LANDFILLS WOULD BE REDUCED THROUGH RECYCLING AND WASTE DIVERSION PROGRAMS. SOLID WASTE DISPOSAL FROM PROJECT OPERATIONS WOULD NOT EXCEED THE AVAILABLE CAPACITY OF THE EXISTING AND/OR PLANNED LANDFILLS. WITH IMPLEMENTATION OF MITIGATION MEASURES, THE PROPOSED PROJECT WOULD HAVE A LESS-THAN-SIGNIFICANT IMPACT ON SOLID WASTE DISPOSAL DURING OPERATIONS, AS WELL AS DURING THE CONSTRUCTION PHASE.REFER TO THE INTITIAL STUDY, PREPARED BY TERRY A. HAYES ASSOCIATES LLC ON OCTOBER 28, 2008, FOR ADDITIONAL INFORMATION.**	XVII-90
g.	LESS THAN SIGNIFICANT IMPACT	THE SOLID WASTE GENERATED DURING THE CONSTRUCTION AND OPERATION OF THE PROPOSED PROJECT WOULD BE DISPOSED OF IN ACCORDANCE WITH ALL APPLICABLE STATUTES AND CONSERVATION MEASURES REGARDING SOLID WASTE. THE LANDFILLS WHICH WOULD SERVE THE PROPOSED PROJECT WOULD HAVE THE CAPACITY TO ACCEPT THE AMOUNT OF NON-RECYCLABLE SOLID WASTE THAT IS GENERATED BY THE PROPOSED PROJECT BOTH DURING CONSTRUCTION AND OPERATION. THEREFORE, THE IMPACT OF THE PROPOSED PROJECT ON SOLID	

	Impact?	Explanation	Mitigation Measures
		WASTE SERVICES WOULD BE LESS THAN SIGNIFICANT.	
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	LESS THAN SIGNIFICANT IMPACT	THE EXISTING SITE IS VACANT, CONTAINS NO LANDSCAPING, AND DOES NOT SUPPORT SENSITIVE SPECIES. PREVIOUS USES THAT OCCUPIED THE PROJECT SITE INCLUDED AUTOMOTIVE REPAIR USES. THE PROPOSED PROJECT WOULD NOT HAVE THE POTENTIAL TO 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. AS DISCUSSED IN RESPONSE TO CHECKLIST QUESTION V(A), POTENTIAL IMPACTS TO ADJACENT HISTORICAL RESOURCES WOULD BE REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL AFTER MITIGATION. THEREFORE, IMPACTS RELATED TO DEGRADATION OF NATURAL HABITAT AND CALIFORNIA HISTORY WOULD BE LESS THAN SIGNIFICANT.	
b.	LESS THAN SIGNIFICANT IMPACT	ALTHOUGH [illegible] PROJECTS MAY BE CONSTRUCTED IN THE PROJECT VICINITY, THE CUMULATIVE IMPACTS TO WHICH THE PROPOSED PROJECT WOULD CONTRIBUTE WOULD BE LESS THAN SIGNIFICANT AS DISCUSSED IN THE PREVIOUS SECTIONS. ALL POTENTIAL IMPACTS OF THE PROPOSED PROJECT WOULD BE REDUCED TO LESS-THAN-SIGNIFICANT LEVELS WITH IMPLEMENTATION OF THE MITIGATION MEASURES PROVIDED IN THE PREVIOUS SECTIONS. NONE OF THESE POTENTIAL IMPACTS ARE CONSIDERED CUMULATIVELY CONSIDERABLE, AND IMPLEMENTATION OF THE MITIGATION MEASURES IDENTIFIED IN THIS INITIAL STUDY WOULD ENSURE THAT NO CUMULATIVE IMPACTS WOULD OCCUR AS A RESULT OF THE PROPOSED PROJECT. REFER TO THE INTITIAL STUDY, PREPARED BY TERRY A. HAYES ASSOCIATES LLC ON	

	Impact?	Explanation	Mitigation Measures
		OCTOBER 22, 2008, FOR ADDITIONAL INFORMATION.	
c.	LESS THAN SIGNIFICANT IMPACT	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, THE PROPOSED PROJECT WOULD NOT HAVE THE POTENTIAL TO RESULT IN SUBSTANTIAL ADVERSE IMPACTS ON HUMAN BEINGS EITHER DIRECTLY OR INDIRECTLY.	

The conditioned project is consistent with the CDO Design Guidelines.
Façade Improvements

- **GUIDELINE 1:** *Retain the building's original appearance and all character defining features.*
- **Standard 1a:** Character defining features as shown in Appendix B, which articulate a building facade, should be repaired using in-kind materials.
- **Standard 1b:** When a character defining feature is determined by review to be too deteriorated to be repaired, but the overall form and detailing are still apparent, replace them in-kind (identical form and materials) or with substitute material that conveys the same form, design and overall visual appearance as the original.
- ***Building Form***
- **GUIDELINE 2:** *Preserve, repair and replace, as appropriate, building elements and features that are important in defining historic character (see "rehabilitation" in Section 2: Definitions for more details). Retain the original building continuity, rhythm and form created by these features, such as storefront pattern, structural bays, windows and doors, decorative metalwork, transom windows, glazing systems, clearstory windows, cornices etc. Also retain the traditional three-part configuration of most historic buildings-base, middle and top. Restore or reconstruct the building base in cases where alterations have modified this important element of the design.*
- **GUIDELINE 5:** *Retain and preserve the existing roof lines and/or cornice(s) and any other decorative features of historic buildings.*
- **Standard 5a:** Existing roof lines and cornices should not be altered. Whenever possible rehabilitate and/or restore the original roof line of altered structures.
- **Standard 5f:** Use of existing roof tops for active uses or open spaces is encouraged. However, this reuse should not alter the existing roofline or any decorative feature of the historic roof.
- **GUIDELINE 6:** *Retain and preserve entryways and their character defining features such as doors, transoms, integral signage, bases, pilasters, and entablatures as shown in Appendix B.*
- **Standard 6a:** Entryways should be repaired by using in-kind materials or through limited replacement using in-kind materials or a compatible substitute material, when there is extensive damage or missing parts of key features.
- **Standard 6d:** Features of theater entrances, including ticket kiosks and poster display cases, should be retained; in-filling of theater entrances is inappropriate. Adaptation of existing public assembly places and/or theaters for live performances is strongly encouraged. If such use of a theater is not viable, then other uses are encouraged, as long as all associated physical characteristics are retained. Ticket kiosks can be adapted for other uses, including, display windows, restaurant busing stations, flower stands or newsstands, to be consistent with corridor-wide rehabilitation and preservation efforts.
- **Standard 6e:** Highlighting historic building main entrances with canopies or awnings, lighting, planters, or other distinguishing enhancements is encouraged.
- **Standard 6f:** Locate new service areas and loading docks on secondary facades whenever feasible.
- **GUIDELINE 7:** *Preserve, repair and highlight storefronts and their character defining features such as doors, transoms, sidelights, windows, pilasters, entablatures, bay divisions and bases.*
- **Standard 7a:** Retain or reconstruct the historic storefront configuration: door location, display window dimensions, transoms windows, historic signage (where applicable and appropriate), historic materials and details.
- **Standard 7b:** Repair or reconstruct deteriorated storefront elements: broken or missing glazing, metal windows, doors and their frames, wood windows, decorative

metalwork, ornamental plaster, terra cotta, and cast stone. Replace in-kind (identical form and material) repetitive elements or portions of elements are that are too deteriorated to repair, as determined by review.

- **Standard 7c:** When a storefront is too deteriorated to repair, as determined by review, but the overall form and detailing are still apparent, the replacement of a storefront using compatible substitute material is encouraged when in-kind materials are infeasible.
- **Standard 7g:** The transparency of first floor storefront and transom windows shall be maintained. Painting or mirroring storefront or transom windows or entry glazing is prohibited.
- **GUIDELINE 8:** *Repair and maintain windows and character defining features such as the window frame, sash, muntin, glazing, hood mold, paneled or decorated jamb and molding.*
- **Standard 8a:** Windows should be repaired whenever possible rather than replaced.
- **Standard 8b:** Windows should be repaired by reinforcing historic materials and through limited replacement using compatible substitute material when there is extensive deterioration or missing parts of key features. Compatible alternatives that help attenuate noise and improve energy efficiency may also be considered (see note following this section and cross reference with Section VII: Sustainability).
- **Standard 8c:** When replacement is necessary, the window(s) should be replaced using compatible substitute materials and a design similar to that of the original window. If an exact match is not possible, then the window's color, finish, mullion and muntin configuration and profile, glass-to-frame ratio, and its frame depth, width, and details should be considered in selecting a replacement. Compatible alternatives that help attenuate noise and improve energy efficiency may also be considered (see note following this section and cross reference with Section VII: Sustainability).
- **Standard 8d:** Filling in or altering the size of historic windows is strongly discouraged particularly on primary facades. If the alteration is to create a new entryway, refer to Standard 6c.
- **Standard 8e:** Window vents, fans, air conditioning units or any other equipment installed into a window should not project beyond the window on any facade and their number should be minimized.
- **Standard 8f:** Windows should be comprised of non-tinted or reflective clear glass, which is free of temporary signage and/or other types of materials that may obstruct visibility. For new windows, low-E glazing for ultraviolet light control is encouraged. Clear mylar on ground floor windows is encouraged to protect against graffiti.
- **GUIDELINE 9:** *Retain and preserve building exterior materials which contribute to the overall historic character of the building.*
- **Standard 9a:** Exterior materials that have been historically unpainted should not be painted to create a new look. Unpainted masonry, brick, tile or terra cotta should not be painted (see Maintenance Section under Section 1 Design Principles).
- **Standard 9c:** Colors used for an exterior building finish, plaster or paint should be consistent with the original color of the building based on historical documentation.
- **Standard 9e:** Exterior materials should be repaired by patching, piecing-in or consolidating the original material or by limited replacement with a compatible substitute material.
- **Standard 9f:** If the overall form and detailing are still apparent and exterior materials are too deteriorated for repair, as determined by review, they should be replaced with a compatible substitute material.

- *to accentuate character defining features and provide a safe pedestrian environment (refer to the Historic Downtown Lighting Guidelines for suggestions for individual buildings).*
- **Standard 10b:** New lighting fixtures should be compatible with the architectural design of the building.
- **Standard 10d:** Storefront illumination from within is encouraged both during and after business hours to the extent possible.
- **Standard 10e:** All exterior lighting should be directed onto the lot, and all flood lighting should be designed to eliminate glare and/or be shielded so as to not spill light on adjoining properties.
- **Standard 10i:** Architectural details should be highlighted with washlights or other appropriate lighting fixtures.
- **Standard 10l:** Architectural elements above pediments should be highlighted with accent lights on ledges below to uplight the top of the building façade.
- **Standard 10m:** Downlights should be installed above entryways to accent main entries and doors and enhance pedestrian safety.
- **GUIDELINE 11:** *Retain and preserve historic canopies or add new canopies or awnings, which do not detract from the historic character of a building. Awnings should be integrated with the architecture of the building (also see Signage Simplicity and Quality standards under Signs Section).*
- **Standard 11c:** Canopies and awnings that span an entire building are discouraged. The careful spacing of awnings that highlight certain features of a storefront or entryway is encouraged.
- **Standard 11d:** The valance on an awning may not be more than 16 inches tall.
- **Standard 13b:** Window vents, fans, air conditioning units or any other equipment installed into a window should not project beyond any window on any facade and their number should be minimized.
- **GUIDELINE 14:** *Support an open and safe physical environment by designing enclosures for outdoor eating areas that do not detract from the quality of the pedestrian experience along the sidewalk.*
- **Standard 14a:** Enclosures must utilize an open framework of transparent or lattice design elements. The materials and design should be decorative and coordinated with the structures on the site without detracting from the character defining features of the building.
- **Standard 14b:** No enclosures abutting a public street shall be taller than 42 inches.
- **Standard 14d:** Furnishings are limited to moveable chairs, tables, umbrellas, tarps and heaters. Plant material may be placed in moveable planting boxes.
- **Standard 14f:** When installing sidewalk dining enclosures, the pedestrian path of travel on the sidewalk shall not be less than 7 feet in width and shall not include any border hardware such as parking meters, street lights, signs, news racks, posts, or any other obstruction.
- **Standard 14g:** Sidewalk dining facilities shall be free standing, unattached to the sidewalk and shall be removed from the sidewalk when the dining facility is not open for business.

DETERMINATION LETTER
DIR-2009-2065-DB-1A
MAILING DATE: 05/04/12

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Office: Downtown
Applicant Copy
Application Invoice No: 6980

City of Los Angeles
Department of City Planning

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City Planning Request

NOTICE: The staff of the Planning Department will analyze your request and accord the same full and impartial consideration to your application, regardless of whether or not you obtain the services of anyone to represent you.

This filing fee is required by Chapter 1, Article 9, L.A.M.C.

Applicant: PANOSIAN, SETA (B:323-4284828)
Representative:
Project Address: 5238 W VIRGINIA AVE , 90029

NOTES: Appeal of 5241 - 47 Santa Monica Blvd & 5238 - 46 Virginia Avenue, ENV 2007-365(MND)(1A)

ENV-2007-365-MND

Item	Fee	%	Charged Fee
Other	$105.02	100%	$105.02
		Case Total	$105.02

***Plan & Land Use Total Subject to Surcharges**	$0.00
Plan & Land Use Total Not Subject to Surcharges	$105.02
Expediting Fee	$0.00
OSS Surcharge (2%)	$0.00
Development Surcharge (6%)	$0.00
Operating Surcharge (7%)	$0.00
General Plan Maintenance Surcharge (3%)	$0.00
Grand Total	$105.02
Total Credit	$0.00
Total Invoice	$105.02
Total Overpayment Amount	$0.00
Total Paid (this amount must equal the sum of all checks)	$105.02

Council District: 13
Plan Area: Hollywood
Processed by PEREZ, ALFREDO on 05/11/2012
Signature: _____

TO IRIS

Printed by PEREZ, ALFREDO on 06/13/2012