


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**

<b>LEAD CITY AGENCY</b> City of Los Angeles	<b>COUNCIL DISTRICT</b> CD 11 - BILL ROSENDAHL	
<b>PROJECT TITLE</b> ENV-2012-2837-MND	<b>CASE NO.</b> DIR-2012-2836-DB-CDO-SPR	
<b>PROJECT LOCATION</b> 12029-12035 W WILSHIRE BLVD.		
<b>PROJECT DESCRIPTION</b> Construction of a new six-story, 75 feet in height mixed-use building of approximately 67,500 square feet of floor area containing 81 dwelling units and 7,745 square feet of retail/commercial use over two subterranean parking levels, with 126 parking spaces located within a portion of the mezzanine level and the subterranean levels. The building will include 16 studio units, 58 one-bedroom units, 7 two-bedroom units, recreation spaces at the mezzanine and first floor levels, and 7,745 square feet of commercial space on the ground level. The subject site is comprised of three lots totaling 22,500 square feet on the north side of Wilshire Blvd. between Westgate Ave. and Bundy Dr. at 12029-12035 Wilshire Blvd. The subject site is in the [Q]C4-1L-CDO zone. The project involves the demolition of three single-story, 15 feet in height commercial buildings. Requested actions include: density bonus of 35% over the allowable 60 dwelling units, parking reduction and one incentive of additional floor area up to 3:1 FAR, in exchange for providing seven dwelling units for very low income households; Design Overlay Plan Approval pursuant to the West Wilshire Boulevard Community Design Overlay District; and, Site Plan Review.		
<b>NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY</b> John Warfel, Metropolitan Pacific Real Estate Group 201 Santa Monica Boulevard, Suite 620 Santa Monica, CA 90401		
<b>FINDING:</b> 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 <p style="text-align: center;">(CONTINUED ON PAGE 2)</p>		
SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.		
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.		
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.		
<b>NAME OF PERSON PREPARING THIS FORM</b>	<b>TITLE</b>	<b>TELEPHONE NUMBER</b>
NAOMI GUTH	City Planning Associate	(213) 978-1171
<b>ADDRESS</b>	<b>SIGNATURE (Official)</b>	<b>DATE</b>
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		APRIL 10, 2013

**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.

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

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- 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.

**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.

**V-40. Cultural Resources (Human Remains)**

- Environmental impacts may result from project implementation due to discovery of unrecorded human remains.
- In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
  - a. Stop immediately and contact the County Coroner: 1104 N. Mission Road, Los Angeles, CA 90033. 323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or 323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
  - b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
  - c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
  - d. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
  - e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
  - f. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
- *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party.

**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.

**VI-20. Erosion/Grading/Short-Term Construction Impacts**

- Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measures:
  - The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
  - Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
    - a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
    - b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

**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 through 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-10. Explosion/Release (Existing Toxic/Hazardous Construction Materials)**

- Due to the age of the building(s) being demolished, toxic and/or hazardous construction materials may be located in the structure(s). Exposure to such materials during demolition or construction activities could be hazardous to the health of the demolition workers, as well as area residents, employees, and future occupants. However, these impacts can be mitigated to a less than significant level by the following measure:
- **(Asbestos)** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
- **(Lead Paint)** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
- **(Polychlorinated Biphenyl – Commercial and Industrial Buildings)** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

**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.

**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.

**XIV-20. Public Services (Police – Demolition/Construction Sites)**

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- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

**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 plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

**XIV-60. Public Services (Schools)**

- Environmental impacts may result from project implementation due to the location of the project in an area with insufficient school capacity. However, the potential impact will be mitigated to a less than significant level by the following measure:
- The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

**XIV-80. Construction Damage Bond**

- A cash bond or security ("Bond") shall be posted in accordance with terms, specifications, and conditions to the satisfaction of the Bureau of Engineering and shall remain in full force and effect to guarantee that any damage incurred to the roadway adjacent to the property, which may result from any construction activity on the site, is properly repaired by the applicant.
- Prior to the issuance of a Certificate of Occupancy, any damage incurred to the roadway adjacent to the property, which may result from any construction activity on the site, shall be properly repaired by the applicant to the satisfaction of the Bureau of Engineering. The applicant is hereby advised to obtain all necessary permits to facilitate this construction/repair.

**XV-10. Recreation (Increased Demand For Parks Or Recreational Facilities)**

- Environmental impacts may result from project implementation due to insufficient parks and/or recreational facilities. However, the potential impact will be mitigated to a less than significant level by the following measure:
- **(Apartments)** Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

**XVI-10. Increased Vehicle Trips/Congestion**

- An adverse impact may result from the project's traffic generation. An investigation and analysis conducted by the Department of Transportation has identified significant project-related traffic impacts which can be mitigated to less than significant level by the following measure:
- Implementing measure(s) detailed in said Department's communication to the Planning Department dated 10-16-12 and attached shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.

**XVI-20. Increased Vehicle Trips/Congestion (West Side Traffic Fee)**

- Environmental impacts may result from project implementation due to additional traffic generated in an area with an inadequate circulation system. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The applicant shall pay a trip fee, as required by the Department of Transportation (DOT), to a DOT fund for financing regional and local transportation improvements.

**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.

**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:
- If conditions dictate, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- 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.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- 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-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-80. Utilities (Water Treatment or Distribution)**

- Environmental impacts may result from project implementation due to the creation of additional demand for local or regional water treatment or distribution facilities. However, the potential impacts can be mitigated to a less than significant level by the following measures:
- The project shall include a holding tank large enough to hold three times the project daily wastewater flow so that the tank would hold all project wastewater during peak wastewater flow periods for discharge into the wastewater collection system during off-peak hours.
- A grey water system to reuse wastewater from the project.
- Offset excess wastewater generation by restricting the wastewater generation of other land uses within the same service area (e.g., by dedicating open space); and
- New wastewater treatment or conveyance infrastructure, or capacity enhancing alterations to existing systems.

**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.

**XVII-100. Utilities (Solid Waste Disposal)**

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- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, 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.

**XVIII-10. Cumulative Impacts**

- There may be environmental impacts which are individually limited, but significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. However, these cumulative impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

**XVIII-20. Effects On Human Beings**

- The project has potential environmental effects which cause substantial adverse effects on human beings, either directly or indirectly. However, these potential impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

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

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> CD 11 - BILL ROSENDAHL	<b>DATE:</b> 02/15/2013
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning		
<b>ENVIRONMENTAL CASE:</b> ENV-2012-2837-MND	<b>RELATED CASES:</b> DIR-2012-2836-DB-CDO-SPR	
<b>PREVIOUS ACTIONS CASE NO.:</b>	<input checked="" type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions.	
<b>PROJECT DESCRIPTION:</b> MIXED-USE PROJECT CONSISTING OF 81 APARTMENT UNITS, 7,754 SQUARE-FOOT RETAIL/COMMERCIAL, AND 126 PARKING SPACES.		
<b>ENV PROJECT DESCRIPTION:</b> Construction of a new six-story, 75 feet in height mixed-use building of approximately 67,500 square feet of floor area containing 81 dwelling units and 7,745 square feet of retail/commercial use over two subterranean parking levels, with 126 parking spaces located within a portion of the mezzanine level and the subterranean levels. The building will include 16 studio units, 58 one-bedroom units, 7 two-bedroom units, recreation spaces at the mezzanine and first floor levels, and 7,745 square feet of commercial space on the ground level. The subject site is comprised of three lots totaling 22,500 square feet on the north side of Wilshire Blvd. between Westgate Ave. and Bundy Dr. at 12029-12035 Wilshire Blvd. The subject site is in the [Q]C4-1L-CDO zone. The project involves the demolition of three single-story, 15 feet in height commercial buildings. Requested actions include: density bonus of 35% over the allowable 60 dwelling units, parking reduction and one incentive of additional floor area up to 3:1 FAR, in exchange for providing seven dwelling units for very low income households; Design Overlay Plan Approval pursuant to the West Wilshire Boulevard Community Design Overlay District; and, Site Plan Review.		
<b>ENVIRONMENTAL SETTINGS:</b> The subject site is a level, square-shaped, interior site, comprised of three lots which total 22,500 square feet and have a combined frontage of 150 feet on the north side of Wilshire Blvd. and a uniform depth of 150 feet. The site is accessed at the rear frontage from the alley that extends from Bundy Dr. to Westgate Ave., with access at each of these points as well as at a driveway approximately 300 feet to the west of the subject site. From the western alley entrance at Bundy Dr., the alley traverses a supermarket parking lot and supermarket entrance, and is fully improved at a 20-foot width. The remainder of the alley is not fully improved and the width varies at 15 feet, 17.5 feet and 20 feet, with a 15-foot width across at the subject site.  The subject site is located within the following plan areas: Brentwood-Pacific Palisades Community Plan; West Los Angeles Transportation Improvement and Mitigation Specific Plan; and, West Wilshire Boulevard Community Design Overlay District. The "Q" qualified condition of the zone requires review for conformance with the West Wilshire Boulevard Community Design Overlay District. The subject site is located within a Fire District 1 area and within a fault zone. The subject site is less than 1/4 mile from an elementary school and approximately 1/4 mile from a high school.  The subject site is developed with three single-story, 15-feet in height commercial structures, at 12029, 12033 and 12035 Wilshire Blvd., built in 1981, 1967 and 1973, respectively. The lots at 12029 and 12035 Wilshire Blvd. both include surface parking spaces at the rear, accessed from the alley.  The subject site is within the block bounded by Westgate Ave on the east, Bundy Dr. on the west, Goshen Ave. on the north and Wilshire Blvd. on the south. Wilshire Blvd., from Federal Ave. on the east to Centinela Ave. on the west and including the subject site frontage, is designated a Major Class II roadway, requiring a 12-foot wide sidewalk/parkway, and is also designated a Primary Transit Priority Arterial Street, with peak hour parking restrictions and possible installation of a bus-only curb lane. Along the north side of Wilshire Blvd. between Bundy Dr. and Westgate Ave., commercial structures vary in height from one story to three stories. Further to the east and west along both sides of Wilshire Blvd., commercial structures continue to vary in height and include several high rise buildings of 15 stories or more, including two such structures at the northwest and southwest corner of Bundy Dr. and Wilshire Blvd.		



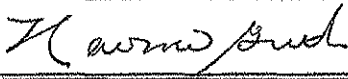
some of these structures include residential units, including the six-story structure across from the subject site at 12026 Wilshire Blvd. Properties to the north, fronting Goshen Ave., have an R3-1 zone classification and are developed with multi-family structures of three stories or more.

<b>PROJECT LOCATION:</b> 12029 W WILSHIRE BLVD.		
<b>COMMUNITY PLAN AREA:</b> BRENTWOOD - PACIFIC PALISADES <b>STATUS:</b> <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	<b>AREA PLANNING COMMISSION:</b> WEST LOS ANGELES	<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> NONE
<b>EXISTING ZONING:</b> [Q]C4-1L-CDO	<b>MAX. DENSITY/INTENSITY ALLOWED BY ZONING:</b> One unit/400 sq. ft. of lot; 75 feet, 6 stories in height; 1.5:1 FAR	<b>LA River Adjacent:</b> NO
<b>GENERAL PLAN LAND USE:</b> COMMUNITY COMMERCIAL	<b>MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:</b> One unit/400 sq. ft. of lot; 75 feet, 6 stories in height; 1.5:1 FAR	
	<b>PROPOSED PROJECT DENSITY:</b> One unit/400 sq. ft. of lot area	

**Determination (To Be Completed By Lead Agency)**

On the basis of this initial evaluation:

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

	City Planning Associate	(213) 978-1171
Signature	Title	Phone

**Evaluation Of Environmental Impacts:**

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

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

**Environmental Factors Potentially Affected:**

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

<input checked="" type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input checked="" type="checkbox"/> AIR QUALITY <input type="checkbox"/> BIOLOGICAL RESOURCES <input checked="" type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> PUBLIC SERVICES <input checked="" type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC <input checked="" type="checkbox"/> UTILITIES AND SERVICE SYSTEMS <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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<p><b>INITIAL STUDY CHECKLIST</b> (To be completed by the Lead City Agency)</p> <p><i>Background</i></p> <p><b>PROPONENT NAME:</b> John Warfel, Metropolitan Pacific Real Estate Group</p> <p><b>APPLICANT ADDRESS:</b> 201 Santa Monica Boulevard, Suite 620 Santa Monica, CA 90401</p> <p><b>AGENCY REQUIRING CHECKLIST:</b> City of Los Angeles/Department of City Planning</p> <p><b>PROPOSAL NAME (if Applicable):</b> Picasso Brentwood</p>		<p><b>PHONE NUMBER:</b> (310) 395-7300</p> <p><b>DATE SUBMITTED:</b> 10/15/2012</p>
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Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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<b>I. AESTHETICS</b>			
a.	Have a substantial adverse effect on a scenic vista?		✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?		✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?		✓
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	✓	
<b>II. AGRICULTURE AND FOREST RESOURCES</b>			
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?		✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?		✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?		✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?		✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?		✓
<b>III. AIR QUALITY</b>			
a.	Conflict with or obstruct implementation of the applicable air quality plan?	✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	✓	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓
d.	Expose sensitive receptors to substantial pollutant concentrations?	✓	
e.	Create objectionable odors affecting a substantial number of people?		✓
<b>IV. BIOLOGICAL RESOURCES</b>			
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and 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?		✓
<b>V. CULTURAL RESOURCES</b>			

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		✓		
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		
d.	Disturb any human remains, including those interred outside of formal cemeteries?		✓		

#### 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
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?		✓	
<b>IX. HYDROLOGY AND WATER QUALITY</b>				
a.	Violate any water quality standards or waste discharge requirements?		✓	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?		✓	
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		✓	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		✓	
f.	Otherwise substantially degrade water quality?			✓
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓
j.	Inundation by seiche, tsunami, or mudflow?			✓
<b>X. LAND USE AND PLANNING</b>				
a.	Physically divide an established community?			✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		✓	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?			✓
<b>XI. MINERAL RESOURCES</b>				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			✓
<b>XII. NOISE</b>				
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓	
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?		✓	
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓	

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

**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 facilities?		✓		

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

**XVII. 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-2012-2837-MND** and the associated case(s), **DIR-2012-2836-DB-CDO-SPR DIR-2012-2836-DB-CDO-SPR**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

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

ADDITIONAL INFORMATION:

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

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) [cityplanning.lacity.org/](http://cityplanning.lacity.org/) or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://grw.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:
NAOMI GUTH	City Planning Associate	(213) 978-1171	03/15/2013

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

<b>I. AESTHETICS</b>		
a.	LESS THAN SIGNIFICANT IMPACT	The project design with regard to the site will not have a substantial adverse effect on any scenic vista.
b.	LESS THAN SIGNIFICANT IMPACT	The project is in a built-up neighborhood in transition from industrial/manufacturing/retail to multiple family residential.
c.	LESS THAN SIGNIFICANT IMPACT	The proposed project is designed with massing appropriate to the context and will fit the character of the immediate neighborhood.
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project involves the new construction of a 75-foot, 6-story mixed-use building. Facade materials and exterior lighting may be sources of glare. Mitigation that requires shielding of exterior lighting and use of materials that reduce glare will reduce the impact to less than significant.
<b>II. AGRICULTURE AND FOREST RESOURCES</b>		
a.	LESS THAN SIGNIFICANT IMPACT	This is an urban in-fill residential project. No agriculture or forest resources will be impacted
b.	NO IMPACT	This is an urban-fill residential project. No agriculture or forest resources will be impacted.
c.	NO IMPACT	This is an urban infill residential project. No agriculture or forest resources will be impacted.
d.	NO IMPACT	This is an urban infill residential project. No agricultural or forest resources will be impacted.
e.	NO IMPACT	This is an urban infill residential project. No agriculture and forest resources will be impacted.
<b>III. AIR QUALITY</b>		
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p data-bbox="607 1559 1080 1925">The proposed project for 81 dwelling units and 7,745 square feet of commercial area is below the SCAQMD thresholds of potential significant air quality impact for apartments and commercial space (261 dwelling units and 22,000 square feet, respectively) and therefore would not conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan. Construction-related activities may generate emissions and fugitive</p> <p data-bbox="1080 1559 1557 1925"> <b>III-10</b>            The non-attainment status of the South Coast Air Basin for airborne particulate matter requires that Best Available Control Measures be used where feasible. Mitigation measure will require an aggressive dust control program to control fugitive dust.         </p>

Impact?	Explanation	Mitigation Measures
	dust, but is below thresholds of potential significant air quality impacts. Mitigation measures will ensure that air quality impacts are less than significant.	
b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project for 81 dwelling units and 7,745 square feet of commercial area is below the SCAQMD thresholds of potential significant air quality impact for apartments and commercial space (261 dwelling units and 22,000 square feet, respectively) and therefore would not conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan. Construction-related activities may generate emissions and fugitive dust, but is below thresholds of potential significant air quality impacts. Mitigation measures will ensure that air quality impacts are less than significant.	III-10 The non-attainment status of the South Coast Air Basin for airborne particulate matter requires that Best Available Control Measures be used where feasible. Mitigation measure will require an aggressive dust control program to control fugitive dust.
c. LESS THAN SIGNIFICANT IMPACT	The proposed project will not violate any air quality standard, nor will it contribute to an existing air quality violation.	
d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project is located less than 1/4 mile from an elementary school, 1/4 mile from a high school, and 1/2 mile from another elementary school. Mitigation measures will ensure that any potential exposure to substantial pollutant concentrations is reduced to less than significant.	III-10
e. NO IMPACT	The proposed project will not emit any objectionable odors that would affect a significant number of people.	
<b>IV. BIOLOGICAL RESOURCES</b>		
a. NO IMPACT	The project site currently contains three commercial buildings and is located in an urbanized area. There are no sensitive or special status species. The proposed project will not have a substantial adverse impact on any sensitive and ecologically endangered species.	
b. NO IMPACT	The project site currently contains three commercial buildings and is located in an urbanized area. There are no riparian habitats or sensitive natural communities. The proposed project will not have any substantial, adverse impact upon any riparian habitat or other sensitive natural community identified in local or regional plans.	

Impact?	Explanation	Mitigation Measures	
c.	NO IMPACT	The project site currently contains three commercial buildings and is located in an urbanized area. There are no wetlands. The proposed project will not have any substantial adverse impact upon any Federally protected wetlands.	
d.	NO IMPACT	The project site currently contains three commercial buildings and is located in an urbanized area. The project site does not provide the environment or corridor for resident or migratory wildlife species. The proposed project will not significantly interfere with the movement of any negative resident or any migratory species or with any established native resident or any migratory wildlife corridors or impede the use of native wildlife nursery site.	
e.	NO IMPACT	The project site currently contains three commercial buildings and is located in an urbanized area. There are no biological resources on the site. The proposed project will not conflict with any local policies or ordinances that protect biological resources.	
f.	NO IMPACT	The project site currently contains three commercial buildings and is located in an urbanized area. There are no biological resources on the site. The proposed project will not conflict or impede the implementation of any local conservation programs.	
<b>V. CULTURAL RESOURCES</b>			
a.	NO IMPACT	The project site currently contains three commercial buildings, none of which is a significant historical resource.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project is not known to be located in an area with archeological resources, however, in excavating the subject site, if the developer or building official discovers evidence of archeological resources, the selected mitigation measures shall apply. Source: Zimas Data Files; Environmental and public Facilities Maps, 1996, City of Los Angeles Planning Department.	V-20
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project is not known to be located in an area with Paleontological resources; however, in excavating the subject site; the developer or building official discovers evidence of paleontological resources, the selected mitigation measures shall apply. Source: Zimas Data Files;	V-30

Impact?	Explanation	Mitigation Measures
	Environmental and public Facilities Maps, 1996, City of Los Angeles Planning Department.	
d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project is not known to be located in an area of human remains, however, should the developer or building official discover evidence of human remains, the selected mitigation measures shall apply. Source: Zimas Data Files; Environmental and public Facilities Maps, 1996, City of Los Angeles Planning Department.	V-40
<b>VI. GEOLOGY AND SOILS</b>		
a. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project site is located near the Santa Monica Fault, within a Alquist-Priolo Fault Zone. The project site is also within a fault rupture study area because it is within 1/8 mile of a known fault. Source: Zimas Data Files; Environmental and Public Facilities Maps, 1996, City of Los Angeles Planning Department.	VI-10
b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project site is located in a seismically active region. Source: Zimas Data Files; Environmental and Public Facilities Maps, 1996, City of Los Angeles Planning Department.	VI-10
c. LESS THAN SIGNIFICANT IMPACT	The project is not located in an area susceptible to liquefaction. Source: Zimas Data Files; Environmental and Public Facilities Maps, 1996, City of Los Angeles Planning Department.	
d. LESS THAN SIGNIFICANT IMPACT	The project is not located in a landslide area. Source: Zimas Data Files; Environmental and Public Facilities Maps, 1996, City of Los Angeles Planning Department.	
e. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project involves the excavation and export of approximately 10,000 cubic yards of soil. Therefore, the proposed project may result in soil erosion or loss of topsoil. Mitigation measures requiring approval of excavation and grading plans by the Department of Building and Safety and requiring implementation of Best Management Practices will reduce short-term, construction-related impacts regarding soil erosion and loss of topsoil to less than significant.	VI-20

Impact?	Explanation	Mitigation Measures	
f.	LESS THAN SIGNIFICANT IMPACT	The project is not located in an area that is susceptible to liquidfaction. Source: Zimas Data Files; Environmental and Public Facilities Maps, 1996, City of Los Angeles Planning Department.	
g.	LESS THAN SIGNIFICANT IMPACT	The project site is not known to contain expansive soil. The Department of Building and Safety Grading Section, requires a test for expansive soils on a case by case basis. Therefore, any potential impacts will be less than significant.	
h.	NO IMPACT	The proposed project does not require the use of septic tanks or alternative waste water disposal system.	
<b>VII. GREEN HOUSE GAS EMISSIONS</b>			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project may have the potential to directly and indirectly generate additional green house gases other than what is otherwise present on-site today.	VII-10
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project has the potential to directly and indirectly generate additional greenhouse gases other than what is otherwise present on-site today. As such, mitigation measures have been included to reduce the rate at which human activities create such emissions and to coincide with recently adopted regulations regarding greenhouse gas emissions.	VII-10
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>			
a.	NO IMPACT	The proposed project will not involve the transport or management of hazardous explosive substances.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project site currently contains three commercial buildings, all of which will be demolished. Two of the buildings were built at a time when asbestos and lead paint were used. There is the potential for the release of toxins from asbestos and lead paint dust into the local environment during deconstruction. Mitigation measures will reduce the potential impacts to less than significant.	VIII-10
c.	LESS THAN SIGNIFICANT IMPACT	While the project site is within 1/4 mile of an elementary school and a high school, the proposed project will not utilize hazardous materials. Any potential impacts would be less than significant.	
d.	NO IMPACT	The proposed project site is not located on a list of hazardous materials sites.	

Impact?	Explanation	Mitigation Measures	
e.	NO IMPACT	The proposed project is not located within an airport hazard zone.	
f.	NO IMPACT	The proposed project is not within the vicinity of a private airstrip.	
g.	LESS THAN SIGNIFICANT IMPACT	Wilshire Blvd. is a City-designated Selected Disaster Route (Environmental and Public Facilities Maps, 1996). Construction activities and long-term operations are not anticipated to have an impact on access or traffic patterns, and the proposed project will not impair the implementation of or interfere with an emergency response or evacuation plan. Construction plans will be reviewed by the Fire, Police, and Building and Safety Departments, and any potential impacts will be less than significant.	
h.	LESS THAN SIGNIFICANT IMPACT	The project site is located within a Fire District No. 1 zone and the proposed project would be required to meet additional development regulations. The additional regulations will mitigate the fire hazard-related risks to a less-than-significant level.	
<b>IX. HYDROLOGY AND WATER QUALITY</b>			
a.	LESS THAN SIGNIFICANT IMPACT	The proposed project is not expected to significantly violate any water quality standards or waste water discharge requirements. The proposed project will comply with the City's stormwater management provisions per L.A.M.C. Section 64.70, including implementation of the Best Management Practices therein, and therefore the potential impact is less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project is not expected to cause the depletion of groundwater supplies or interfere with groundwater recharge. The proposed project will comply with the City's stormwater management provisions per L.A.M.C. Section 64.70, including implementation of the Best Management Practices therein, and therefore the potential impact is less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The proposed project include excavation and removal of soil. However, the proposed project is not expected to alter the existing drainage pattern of the subject site, resulting in erosion or siltation. The proposed project will comply with the City's stormwater management provisions per L.A.M.C. Section 64.70, including implementation of the Best Management Practices therein, and	



Impact?	Explanation	Mitigation Measures
	therefore the potential impact is less than significant.	
d. LESS THAN SIGNIFICANT IMPACT	The project is not anticipated to substantially alter drainage patterns or increase the amount of surface runoff resulting in flooding on- or off-site. The proposed project will comply with the City's stormwater management provisions per L.A.M.C. Section 64.70, including implementation of the Best Management Practices therein, and therefore the potential impact is less than significant.	
e. LESS THAN SIGNIFICANT IMPACT	The proposed project is not expected to contribute runoff water in an amount that would exceed the stormwater drainage system capacity or would contribute additional sources of polluted runoff. The proposed project will comply with the City's stormwater management provisions per L.A.M.C. Section 64.70, including implementation of the Best Management Practices therein, and therefore the potential impact is less than significant.	
f. NO IMPACT	The proposed project would not degrade water quality by sources other than those discussed above, and no impact would occur.	
g. NO IMPACT	The project is not located within a 100 year flood plain	
h. NO IMPACT	The project is not located in a 100 year flood hazard area. Source: Zimas Data Files; Environmental and Public Facilities Maps, 1996, City of Los Angeles Planning Department.	
i. NO IMPACT	The project site is not located in a potential inundation area. Source: Zimas Data Files; Environmental and Public Facilities Maps, 1996, City of Los Angeles Planning Department.	
j. NO IMPACT	The project is not located in a potential inundation area. Source: Zimas Data Files; Environmental and Public Facilities Maps, 1996, City of Los Angeles Planning Department.	
<b>X. LAND USE AND PLANNING</b>		
a. NO IMPACT	The proposed project involves new construction of 81 units and commercial space in an area that is already developed with similar uses. The proposed project would not divide an established community, and no impact would occur.	

Impact?	Explanation	Mitigation Measures	
b.	LESS THAN SIGNIFICANT IMPACT	The project site is within the Wilshire Boulevard Community Design Overlay District (CDO) area. It is anticipated that the proposed project will comply with the West Wilshire Boulevard CDO standards and guidelines, and therefore, the impact will be less than significant.	
c.	NO IMPACT	The proposed project involves new construction of 81 units and commercial space in an area that is already developed with similar uses. The project site is not part of any habitat conservation plan or natural community conservation plan. No impact would occur.	
<b>XI. MINERAL RESOURCES</b>			
a.	NO IMPACT	The project site is not located in an area of known mineral resources	
b.	NO IMPACT	There are no known locally important mineral resources on the project site.	
<b>XII. NOISE</b>			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>Excessive noise may be generated during the construction phase of the project. Mitigation measures such as restricting the hours for construction activity, requiring mufflers and shielding, and avoidance of using multiple pieces of equipment at once will reduce impacts to less than significant.</b>	XII-20
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>Excessive ground borne vibration may occur during construction. Mitigation measures restricting the hours for construction activity will ensure that impacts related to ground vibration or noise are limited to day-time hours and will reduce impacts to less than significant.</b>	XII-20
c.	LESS THAN SIGNIFICANT IMPACT	The long-term operation of the proposed project is not anticipated to result in a substantial permanent increase in noise beyond what presently exists in the area today. The proposed project slightly exceeds the City's 75-unit threshold of significance, but is below the 100,000 square feet of nonresidential development threshold and the 1,000 average daily vehicle trips threshold (per LADOT traffic assessment, dated October 16, 2012). Therefore, the impact is anticipated to be less than significant.	

Impact?	Explanation	Mitigation Measures	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project may result in a temporary increase in ambient noise levels during construction. Mitigation measures such as restricting the hours for construction activity, requiring mufflers and shielding, and avoidance of using multiple pieces of equipment at once will reduce impacts to less than significant.	XII-20
e.	NO IMPACT	The proposed project is not located within an airport land use plan area.	
f.	NO IMPACT	The project is not located within the vicinity of a private airstrip.	
<b>XIII. POPULATION AND HOUSING</b>			
a.	NO IMPACT	The proposed project involves new construction of 81 units and commercial space in an area that is already developed with similar uses. The density and intensity of the proposed project conforms to the Brentwood-Pacific Palisades Community Plan land use designation and the [Q]C4-1L-CDO zone. Therefore, an increase in population above that which is planned is not anticipated, and no impact is anticipated.	
b.	NO IMPACT	There are no existing residential units on the project site. Tenant relocation assistance is not required.	
c.	NO IMPACT	There are no existing residential units on the site. Construction of replacement housing is not required.	
<b>XIV. PUBLIC SERVICES</b>			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project site is located within a Fire District No. 1 zone and the proposed project would be required to meet additional development regulations. A significant impact could occur if the proposed project would not meet the safety requirements of the LAFD. Therefore, to ensure that fire protection services are adequate and a need for additional facilities is not created, mitigation measure regarding fire protection will reduce the potential impact to less than significant.	XIV-10
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed 81 unit building exceeds the 75 unit threshold which requires special review by the Los Angeles Police Department, as detailed in the mitigation measure.	XIV-20, XIV-30

Impact?	Explanation	Mitigation Measures	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	There are a total of 81 residential units within the proposed project. School fees shall be paid to off-set any future population growth impacts to the local schools	XIV-60
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project will have 81 new residential units which may result in increased demand on public parks and recreational facilities. To support maintenance and expansion of facilities, the City imposes fees on residential development. Therefore, to ensure that any potential new demand on area recreational facilities and parks is met, mitigation measures regarding payment of City fees will reduce the potential impact to less than significant. Such mitigation measures are required under XV.a. herein.	Mitigation measure XV-10, per Section XV.a.,
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	There are 81 new residential units for the project site. No significant impacts are expected on the services provided by local government offices. But there could be damages to roadways due to construction activity. This can be mitigated to insignificance.	XIV-80
<b>XV. RECREATION</b>			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project may incrementally increase the use of local parks. The impact can be mitigated to less than significant by the payment of the required fees.	XV-10
b.	NO IMPACT	The proposed project does not include major recreational facilities, nor does it require the expansion of existing recreational facilities.	
<b>XVI. TRANSPORTATION/TRAFFIC</b>			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The traffic study reveals that the proposed project will exceed the daily traffic increase identified by the City of Los Angeles CEQA Thresholds Summary of 2006. Mitigation measures requiring compliance with conditions contained in the LADOT traffic assessment, dated October 16, 2012, and requiring payment of fees to support regional and local transportation improvements will reduce impacts to less than significant.	XVI-10, XVI-20

Impact?	Explanation	Mitigation Measures
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b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The traffic study reveals that the proposed project will exceed the daily traffic increase identified by the City of Los Angeles CEQA Thresholds Summary of 2006. Mitigation measures are required. Mitigation measures requiring compliance with conditions contained in the LADOT traffic assessment, dated October 16, 2012, and requiring payment of fees to support regional and local transportation improvements will reduce impacts to less than significant.	XVI-10, XVI-20
c.	NO IMPACT	The proposed project will not have an impact on air traffic patterns	
d.	NO IMPACT	The proposed project does not include any hazardous design features.	
e.	NO IMPACT	The project will not result in inadequate emergency access.	
f.	NO IMPACT	The proposed project does not conflict with alternative transportation policies, plans, or programs including the 2010 Bicycle Plan	

**XVII. UTILITIES AND SERVICE SYSTEMS**

a.	LESS THAN SIGNIFICANT IMPACT	The proposed project involves the construction of 81 dwelling units and 7,745 square feet of commercial space. The proposed project will connect to the City's existing wastewater treatment facilities and this increase will likely have a less than significant impact on the capacity of these facilities. In addition, water conservation measures required by City ordinance will be implemented and would help reduce the amount of wastewater generated. Therefore, the impact will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	Less than significant impacts based upon the estimated output of gallons of waste water per day in conjunction with the City's waste water processing capacity today.	
c.	LESS THAN SIGNIFICANT IMPACT	The proposed project involves the construction of 81 dwelling units and 7,745 square feet of commercial space. The proposed project would increase the amount of permeable surface area compared to existing conditions, which would be expected to decrease the amount of water runoff entering the storm drain system. In addition, the increased number of units and commercial space is unlikely to create a need to expand facilities. Therefore, the impact regarding stormwater drainage facilities is less than	

Impact?	Explanation	Mitigation Measures	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	significant. The project has the potential to cumulatively impact on existing water supplies.	XVII-10, XVII-20, XVII-40
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project as mitigated and conditioned will be in compliance with state, federal and local statues and regulations as well as local waste water disposal capacity. The impact is estimated to be less than significant based upon the estimated output in gallons of waste water per day in conjunction with the City's current waste water processing capacity. The Sewage Generation Factors Chart of the City of Los Angeles CEQA Threshold Document, Exhibit M.2-12 identifies the average waste water (sewage) flows for a comprehensive range of land use types. For apartments/condominiums, the flows have been identified as 80 gallons per day per unit for studio units, 120 gallons a day for one-bedroom units, and 160 gallons per day for two-bedroom units. There are a total of 81 studio, one-bedroom, and two-bedroom units proposed for the project site. This adds up to 9,480 gallons of waste water per day for the project. Exhibit M.2-12 further identifies the peak flow of waste water per for the entire waste water system to be 1,440 gallons per minute, which equals 412 gallons per day per unit. With 81 units at the project site, and 9,480 gallons of waste water projected per day, the average waste water flow would be 117 gallons per day per unit. This is significantly below the 412 gallons per day per unit calculated as the peak projected flow at the project site. In addition, exhibit M-2.2 does not show the project site as being located within a Sewer Capacity Threshold Area. Nevertheless, this project may be significant enough to require mitigation measure to guard against contributing waste water that could potentially overwhelming the peak capacity of the overall waste water system in the near future. The source of this information above is the Bureau of Sanitation, Sewerage Facilities Charge, Sewage Generation Factors for Residential and Commercial Categories. This source was effective	XVII-80

Impact?	Explanation	Mitigation Measures
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		June 6, 1966.	
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project involves new construction of 81 units and 7,745 square feet of commercial space. The proposed project will therefore result in an increase in solid waste generation compared to existing uses. Mitigation measures requiring recycling services for building occupants, recycling of construction materials, and proper disposal of construction materials will minimize waste sent to area landfills and will reduce potential impacts to less than significant.	XVII-90, XVII-100
g.	LESS THAN SIGNIFICANT IMPACT	The proposed project as mitigated will be in compliance with state, federal, and local statues and regulations related to solid waste.	

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**


a.	NO IMPACT	The proposed project will not have the potential to negatively affect these categories with the application of the above referenced mitigation measures.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project has impacts that are individually limited but cumulatively considerable; however, mitigation measures have been incorporated to ensure that any such impacts are reduced to less than significant.	XVIII-10
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	With the applied mitigation measures, the proposed project will not significantly impact human beings.	XVIII-20

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL MEMORANDUM

12029-12041 Wilshire Blvd.  
DOT Case No. WLA12-100318

DATE: October 16, 2012

TO: Karen Hoo, City Planner  
Department of City Planning

FROM:   
Mohammad H. Blorfroshan, Transportation Engineer  
Department of Transportation

SUBJECT: **Traffic assessment for the proposed mixed-use project, The Picasso,  
at 12029-12041 Wilshire Boulevard**

Pursuant to the West Los Angeles Transportation Improvement and Mitigation Specific Plan Ordinance No. 171,492 (WLA TIMP), the Department of Transportation (DOT) has completed the traffic assessment of the proposed mixed-use project at 12029-12041 Wilshire Boulevard. This traffic assessment is based on a traffic impact assessment prepared by Hirsch/Green Transportation Consulting, received by DOT on September 12, 2012. After a careful review of the pertinent data, DOT has determined that the traffic study adequately describes the project-related impacts of the proposed development.

**Project Description**

The project site is currently occupied by 21,414 square feet of office space and 1,044 square feet of retail area. The project proposes to construct a new mix-use development consisting of 108 apartment units and approximately 13,000 square feet of retail space. The proposed project is anticipated to be fully built out and occupied by the year 2014.

**Discussion and Findings**

The project is expected to create a net increase of 789 daily trips, a net increase of 30 a.m. peak hour trips, and a net increase of 36 p.m. peak hour trips. The trip generation estimates are based on rates from Appendix "A" of the WLA TIMP and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008. The attached table, **Attachment A**, lists the trip generation results.

DOT has determined that the proposed project will not have significant traffic impacts at any of the intersections studied. **Attachment B** summarizes the volume-to-capacity (V/C) ratios and levels of service (LOS) at the study intersections.



**Project Requirements**

In response to the findings of the traffic study, DOT recommends that the following project requirements be adopted as conditions of project approval. Furthermore, these requirements must be completed and/or guaranteed prior to the issuance of any building permits for the proposed project.

**A. Application Fee**

Pursuant to Section 4.D of the WLA TIMP, the applicant shall submit \$500.00 for the application/traffic study review fee. This fee was paid on September 12, 2012.

**B. Covenant and Agreement**

Pursuant to Section 4.B of the WLA TIMP, the owner(s) of the property must sign and record a Covenant and Agreement prior to issuance of any building permit, acknowledging the contents and limitations of this Specific Plan in a form designed to run with the land.

**C. Highway Dedication and Physical Street Improvements**

Pursuant to Section 4.E.2 of the WLA TIMP, and in order to mitigate potential access and circulation impacts, the applicant may be required to make highway dedications and improvements. The applicant shall consult the Bureau of Engineering (BOE) for any additional highway dedication or street widening requirements.

**D. Pedestrian Connectivity**

The applicant shall consult with the Department of City Planning for any additional requirements pertaining to pedestrian walkability and connectivity, as described in the Walkability Checklist.

**E. Construction Impacts**

DOT recommends that a construction work site traffic control plan be submitted to DOT's Western District Office for 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 operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to off-peak hours.

**F. Site Access and Internal Circulation**

This determination does not include approval of the project's driveways, internal circulation and parking scheme. Adverse traffic impacts could occur due to access and circulation issues. The applicant is advised to consult with DOT for driveway locations and specifications prior to the commencement of any architectural plans, as they may affect building design. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site/driveway plans, at a scale of at least 1"

Karen Hoo

October 16, 2012

= 40', separately to DOT's WLA/Coastal Development Review Section at 7166 West Manchester Avenue, Los Angeles 90045 as soon as possible but prior to submittal of building plans for plan check to the Department of Building and Safety.

**DOT Assessment Appeal Process**

Pursuant to Section 8.A of the WLA TIMP, an applicant or any other interested person adversely affected by the proposed project who disputes any determination made by DOT pursuant to this Ordinance may appeal to the General Manager of DOT. This appeal must be filed within a 15 day period following the applicant's receipt date of this letter of determination. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified.

If you have any questions, please feel free to call Kevin Minne of my staff or me at (213) 485-1062.

MB:km

**Attachments**

cc: Whitney Blumenfeld, Norman Kulla, Len Nguyen, Eleventh Council District  
Jay Kim, Sean Haeri, Rudy Guevara, DOT  
David Weintraub, DCP  
Mike Patonai, Anthony Munoz, BOE  
Ron Hirsch, Hirsch/Green Transportation Consulting, Inc.

**Attachment A  
Project Trip Generation**

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>Proposed Project</b>							
108 -unit Apartment (including 11 low-income units)	718	11	44	55	34	19	53
(Less 0.5% Low-income Unit Adjustment)	(4)	0	0	0	0	0	0
(Less 15% Transit Utilization)	(107)	(2)	(6)	(8)	(5)	(3)	(8)
Subtotal Proposed Apartment Trips	607	9	38	47	29	16	45
13,000 sq. ft. Specialty Retail	576	10	7	17	29	36	65
(Less 5% Internal Project Capture)	(29)	(1)	0	(1)	(1)	(2)	(3)
(Less 15% Transit Utilization)	(82)	(1)	(1)	(2)	(4)	(5)	(9)
(Less 10% Pass-by Trips)	(47)	(1)	0	(1)	(2)	(3)	(5)
Subtotal Specialty Retail Trips	418	7	6	13	22	26	48
<b>Total Net Project Trips</b>	<b>1,025</b>	<b>16</b>	<b>44</b>	<b>60</b>	<b>51</b>	<b>42</b>	<b>93</b>
<b>Less Existing Development</b>							
<b>12029 Wilshire Boulevard</b>							
2,527 sq. ft. Office (12029 Wilshire Boulevard)	28	4	0	4	1	6	7
(Less 15% Transit Utilization)	(4)	(1)	0	(1)	0	(1)	(1)
Subtotal Existing 12029 Wilshire Trips	24	3	0	3	1	5	6
<b>12033 Wilshire Boulevard</b>							
9,393 sq. ft. Office (12033 Wilshire Boulevard)	103	13	2	15	5	22	27
(Less 15% Transit Utilization)	(15)	(2)	0	(2)	(1)	(3)	(4)
Subtotal Existing 12033 Wilshire Trips	88	11	2	13	4	19	23
<b>12035 Wilshire Boulevard</b>							
5,138 sq. ft. Office (12035 Wilshire Boulevard)	57	7	1	8	3	12	15
(Less 15% Transit Utilization)	(9)	(1)	0	(1)	0	(2)	(2)
Subtotal Existing 12035 Wilshire Trips	48	6	1	7	3	10	13
<b>12041 Wilshire Boulevard</b>							
4,356 sq. ft. Office (12041 Wilshire Boulevard)	48	6	1	7	2	10	12
(Less 15% Transit Utilization)	(7)	(1)	0	(1)	0	(2)	(2)
Subtotal Existing Office Trips	41	5	1	6	2	8	10
485 sq. ft. AT&T Store	21	1	0	1	1	1	2
(Less 15% Transit Utilization)	(3)	0	0	0	0	0	0
(Less 10% Pass-by Trips)	(2)	0	0	0	0	0	0
Subtotal Existing AT&T Store Trips	16	1	0	1	1	1	2

**Attachment A (cont'd)  
Project Trip Generation**

Size/Use	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>Less Existing Development (continued)</b>							
244 sq. ft. Hair Salon	11	0	0	0	0	1	1
(Less. 15% Transit Utilization)	(2)	0	0	0	0	0	0
(Less. 10% Pass-by Trips)	(1)	0	0	0	0	0	0
Subtotal Existing Hair Salon Trips	8	0	0	0	0	1	1
315 sq. ft. Tailor/Alterations Shop	14	0	0	0	1	1	2
(Less. 15% Transit Utilization)	(2)	0	0	0	0	0	0
(Less. 10% Pass-by Trips)	(1)	0	0	0	0	0	0
Subtotal Existing Tailor/Alterations Shop Trips	11	0	0	0	1	1	2
Total Existing 12041 Wilshire Trips	76	6	1	7	4	11	15
Total Existing Site Trips (12029 - 12041 Wilshire)	236	26	4	30	12	45	57
<b>Total Net New Project Site Trips</b>	<b>789</b>	<b>(10)</b>	<b>40</b>	<b>30</b>	<b>39</b>	<b>(3)</b>	<b>36</b>
<b>Total Net New Project Trips at Adjacent I/S</b>	<b>832</b>	<b>(9)</b>	<b>40</b>	<b>31</b>	<b>41</b>	<b>0</b>	<b>41</b>

Attachment B

Critical Movement Analysis Summary  
Existing (2012) and Future (2014) Without and With Project Conditions

Int. No.	Intersection	Peak Hour	Existing (2012)						Future (2014)					
			Without Project			With Project			Without Project			With Project		
			CMA	LOS	Impact	CMA	LOS	Impact	CMA	LOS	Impact	CMA	LOS	Impact
1	Wilshire Boulevard and Centinela Avenue	AM PM	0.515 0.624	A B	-0.001 0.002	0.514 0.626	A B	-0.001 0.002	0.555 0.685	A B	0.554 0.687	A B	-0.001 0.002	
2	Wilshire Boulevard and Bundy Drive	AM PM	0.814 0.921	D E	0.006 0.009	0.820 0.930	D E	0.006 0.009	0.967 1.045	E F	0.974 1.054	E F	0.007 0.009	
3	Wilshire Boulevard and Brockton Avenue	AM PM	0.334 0.406	A A	0.000 0.002	0.334 0.408	A A	0.000 0.002	0.374 0.443	A A	0.374 0.445	A A	0.000 0.002	
4	Texas Avenue and Bundy Drive	AM PM	0.620 0.588	B A	-0.001 0.003	0.619 0.591	B A	-0.001 0.003	0.672 0.632	B B	0.671 0.635	B B	-0.001 0.003	