

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

CITY PLANNING COMMISSION

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CITY OF LOS ANGELES
CALIFORNIA



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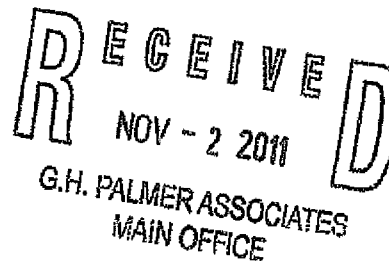
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INFORMATION
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October 31, 2011

To: Gregory D. Smith
Vice President of Development
G.H. Palmer Associates
11740 San Vicente Boulevard, #208
Los Angeles, CA 90049



RE: ADDENDUM (RECONSIDERATION), ENV 2006-8018-MND-REC2, 909 West Temple Street, Los Angeles, 90012

The Department of City Planning has issued an Addendum (Reconsideration) of the previously issued Mitigated Negative Declaration (ENV 2006-8018-MND).

ENV-2006-8018-MND was issued April 25, 2007 with the following project description:

Amend General Plan Land Use designation from open space to Regional Center, change zoning from C4-2D and R4-4 to C2-2. Site plan review to permit a mixed-use development of 1,200 dwelling units with 1,580 parking spaces and 40,000 square-feet of street oriented retail space with 80 parking spaces and hours of operation from 7:00 AM to 2:00 AM, seven days a week. Haul route for the removal of approximately 85,000 cubic yards of dirt.

Subsequently, an Addendum (Reconsideration) was issued on March 8, 2010 in conjunction with the filing of a revised set of plans that reflected a reduced project. DIR-2009-1508-SPR was approved on March 14, 2011.

In a letter dated September 23, 2011, the applicant has requested a second Addendum (Reconsideration) and proposes to modify the scope of the approved project by incorporating an additional parcel of land comprising 5,754 square-feet resulting in the following revised project description:

Site Plan Review to permit a mixed-use development of 627 dwelling units with 19,000 square feet of commercial uses, and 762 parking spaces. The project includes a total floor area of approximately 599,121 square feet divided between two buildings. The site area totals 199,707 square feet on two vacant parcels separated by Temple Street. Haul Route for the removal of approximately 85,000 cubic yards of dirt. All existing improvements would be removed.

DETERMINATION LETTER
DIR-2013-3749-SPR-1A
MAILING DATE: 4/15/14

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First City Credit Union
P.O. Box 86008
Los Angeles, CA 90086

LA County
500 W. Temple Street #754
Los Angeles, CA 90012

LA CO Capital Asset Leasing
Corp.
1515 E. Orangewood Avenue
Anaheim, CA 92805

LA City Dept of Water & Power
P.O. Box 51111
Los Angeles, CA 90051

LA City
111 E. 1st Street
Los Angeles, CA 90012

Caltrans – Department of
Transportation – District 7
120 S. Spring Street
Los Angeles, CA 90012

Director of Planning
City of Santa Monica
1685 Main Street, Rm. 212
Santa Monica, CA 90401

The Department of Regional
Planning
320 W. Temple Street, Rm 1382
Los Angeles, CA 90012

LA Unified School District
Planning & Research Division
333 S. Beaudry Ave., 23rd Fl.
Los Angeles, CA 90017

Caltrans – District 7
Dept. of Transportation
100 S. Main Street
Los Angeles, CA 90012

Downtown Los Angeles
Neighborhood Council
P.O. Box 13096
Los Angeles, CA 90013

Quality Mapping Service
14549 Archwood Street #301
Van Nuys, CA 91405

Blake Lamb
City Planner
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Council District 14
City Hall, Room 465
Mail Stop #223

GIS/Fae Tsukamoto
City Hall, Room 825
Mail Stop #395

The present request does not represent a "substantial revision" to the originally proposed project, as defined by the California Environmental Quality Act (CEQA Guidelines). The modified project will not change environmental impacts previously identified in the original MND and subsequent Addendum (ENV-2006-8018-MND and ENV-2006-8018-MND-REC1). The reconsidered Mitigated Negative Declaration (ENV-2006-8018-MND-REC2) serves to mitigate the potential impacts to a less than significant level.

Sincerely,

Michael J. LoGrande
Director of Planning



Blake E. Lamb, AICP
City Planner
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March 10, 2010

To: G.H.Palmer Associates
11740 San Vicente Boulevard, #208
Los Angeles, CA 90049

Re: RECONSIDERATION, MND NO. 2006-8018: 909 WEST TEMPLE STREET;
CENTRAL CITY

The Environmental Review Section of the Department of City Planning has determined that the previously issued Mitigated Negative Declaration (MND 2006-8018) analyzed the impacts of a project. This letter is to clarify that the project proposes removal of approximately 150,000 cubic yards of dirt. The previously issued MND still addresses all areas of potential environmental impact due to the project as currently proposed. Since the project as revised does not create any new impacts that were not addressed in the previous MND, the mitigation measures entailed in it still serves to mitigate the impacts of the project to less than significant levels as required by the California Environmental Quality Act (CEQA).

Sincerely,

S. Gail Goldberg
Director
Department of City Planning

Hadar Plafkin
City Planner

ACB

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

LEAD CITY AGENCY LOS ANGELES CITY PLANNING DEPARTMENT	COUNCIL DISTRICT 9
--	-----------------------

PROJECT TITLE ENV-2006-8018-MND	CASE NO.
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PROJECT LOCATION
909 WEST TEMPLE STREET; CENTRAL CITY

PROJECT DESCRIPTION
 SITE PLAN REVIEW TO PERMIT A MIXED-USE DEVELOPMENT OF 627 DWELLING UNITS WITH 8,158 SQUARE FEET OF COMMERCIAL RETAIL, STRUCTURE PARKING FOR 1,417 SPACES. PEDESTRIAN BRIDGE OVER TEMPLE STREET CONNECTING THE TWO PROPOSED STRUCTURES. HOURS OF OPERATION FROM 7:00 A.M. TO 2:00 A.M., SEVEN DAYS A WEEK. DEMOLITION OF EXISTING FOUNDATION. HAUL ROUTE FOR THE REMOVAL OF APPROXIMATELY 85,000 CUBIC YARDS OF DIRT.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
 G. H. PALMER ASSOCIATES
 11740 SAN VICENTE BOULEVARD, #208
 LOS ANGELES, CA 90049


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

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

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
ANITA BIZZELL	CITY PLANNING ASSISTANT	(213) 978-1356

ADDRESS	SIGNATURE (Official)	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		MARCH 8, 2010

MITIGATED NEGATIVE DECLARATION
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- I b2. **Aesthetics (Landscaping)**
- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a level of insignificance by the following measure
 - All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.
- I b4. **Aesthetics (Graffiti)**
- Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a level of insignificance by the following measures:
 - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
 - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91,8104.15.
- I b5. **Aesthetics (Signage)**
- Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.8205. However, the potential impact will be mitigated to a level of insignificance by the following measures:
 - On-site signs shall be limited to the maximum allowable under the Code.
 - Multiple temporary signs in the store windows and along the building walls are not permitted.
- I c1. **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 level of insignificance by the following measure:
 - Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.
- I c2. **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 level of insignificance by the following measure:
 - The exterior of the proposed building shall be constructed of materials such as high-performance tinted non-reflective glass and pre-cast concrete or fabricated wall surfaces.
- III d1. **Air Pollution (Stationary)**
- Adverse impacts upon future occupants may result from the project implementation due to existing ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a level of insignificance by the following measure:
 - An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 13, to the satisfaction of the Department of Building and Safety.
- VI a1. **Seismic**
- Environmental impacts may result to the safety of future occupants due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a level of insignificance 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 b1. **Haul Routes**
- Environmental impacts on pedestrians and vehicles may result from project implementation due to haul routes. However, the potential impact will be mitigated to a level of insignificance by the following measures:
 - Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
 - The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
 - Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.
- VI b2. **Erosion/Grading/Short-Term Construction Impacts**

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- Short-term air quality and noise impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:
- **Air Quality**
- 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 owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- 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.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- **Noise**
- 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.
- Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.
- **General Construction**
- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
- Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

VII b2. **Explosion/Release (Methane Gas)**

- Environmental impacts may result from project implementation due to its location in an area of potential methane gas zone. However, this potential impact will be mitigated to a level of insignificance by the following measures:
- All commercial, industrial, and institutional buildings shall be provided with an approved Methane Control System, which shall include these minimum requirements; a vent system and gas-detection system which shall be installed in the basements or the lowest floor level on grade, and within underfloor space of buildings with raised foundations. The gas-detection system shall be designed to automatically activate the vent system when an action level equal to 25% of the Lower Explosive Limit (LEL) methane concentration is detected within those areas.

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- All commercial, industrial, institutional and multiple residential buildings covering over 50,000 square feet of lot area or with more than one level of basement shall be independently analyzed by a qualified engineer, as defined in Section 91.7102 of the Municipal Code, hired by the building owner. The engineer shall investigate and recommend mitigation measures which will prevent or retard potential methane gas seepage into the building. In addition to the other items listed in this section, the owner shall implement the engineer's design recommendations subject to Department of Building and Safety and Fire Department approval.
- All multiple residential buildings shall have adequate ventilation as defined in Section 91.7102 of the Municipal Code of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.
- All single-family dwellings with basements shall have a gas detection system which is periodically calibrated and maintained in proper operating condition in accordance with manufacturer's installation and maintenance specifications.

VIII c2. Single Family Dwelling (10+ Home Subdivision/Multi Family)

- Environmental impacts may result from the development of this project. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).
- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Preserve riparian areas and wetlands.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Install Roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.
- Guest parking lots constitute a significant portion of the impervious land coverage. To reduce the quantity of runoff, parking lots can be designed one of two ways:
 - *Hybrid Lot* - parking stalls utilize permeable materials, such as crushed aggregate, aisles are constructed of conventional materials such as asphalt.
 - *Parking Grove* - is a variation on the permeable stall design, a grid of trees and bollards are added to delineate parking stalls. This design presents an attractive open space when cars are absent, and shade when cars are present.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Paint messages that prohibits the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
- Promote natural vegetation by using parking islands and other landscaped areas.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.

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- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
- Runoff from hillside areas can be collected in a vegetative swale, wet pond, or extended detention basin, before it reaches the storm drain system.
- Cut and fill sloped in designated hillside areas shall be planted and irrigated to prevent erosion, reduce run-off velocities and to provide long-term stabilization of soil. Plant materials include: grass, shrubs, vines, ground covers, and trees.
- Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair and maintain the outlet protection after each significant rain.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.
- Hillside Residential Subdivision:
 - In addition to the following provisions, applicant must meet the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).
 - Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
 - Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
 - Protect slopes and channels and reduce run-off velocities by complying with Chapter IX, Division 70 of the Los Angeles Municipal Code and utilizing vegetation (grass, shrubs, vines, ground covers, and trees) to provide long-term stabilization of soil.
 - Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. A sediment trap below the pipe outlet is recommended if runoff is sediment laden. Inspect, repair, and maintain the outlet protection after each significant rain.
 - All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
 - Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
 - Legibility of stencils and signs must be maintained.
 - Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
 - The storage area must be paved and sufficiently impervious to contain leaks and spills.

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- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

VIII c3. Commercial & Industrial Development (Lot Size 43,560 sf)

- Environmental impacts may result from the release of toxins into the stormwater drainage channels during the routine operation of commercial development projects. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,175 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/twqcb4/>).
- Implementing measures detailed in said Department's communication to the Planning Department dated December 22, 2009, Resolution No. 010 167, and attached in addition to those required by law shall be complied with. Such report and water conservation measures are incorporated herein by reference.

IX b. Environmental Plans/Policies

- Environmental impacts may result from project implementation due to an incompatibility with applicable environmental plans or policies. However, the potential impacts can be mitigated to a level of insignificance by the following measure:
- Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.
- Exceed Title 24 (2007 standard) building energy efficiency minimum requirements by a minimum of 14% (The applicant is advised that exceeding the minimum requirement by 15% may make the project eligible for federal Energy Star rating).

XI a2. Increased Noise Levels (Parking Structure Ramps)

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

XI a13. Severe Noise Levels (Residential Only)

- Environmental impacts to future occupants may result from this project's implementation due to mobile noise. However, these impacts will be mitigated to a level of insignificance by the following measures:
- All exterior windows shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class of 50 or greater as defined in UBC No. 95-1, 1979 edition or any amendment thereto.

XIII a. 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 level of insignificance 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.

XIII b1. Public Services (Police General)

- 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 level of insignificance by the following measure.

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- 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's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213)485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.

III c 1. 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 level of insignificance 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.

III c 2. Public Services (Schools)

- Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a level of insignificance by the following measures:
- The developer and contractors shall maintain ongoing contact with administrator of Downtown Business Magnet School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

III e. Public Services (Street Improvements Not Required By DOT)

- Environmental impacts may result from project implementation due to the deterioration of street quality from increased traffic generation. However, the potential impact will be mitigated to a level of insignificance by the following measure:
- The project shall comply with the Bureau of Engineering's requirements for street dedications and improvements that will reduce traffic impacts in direct portion to those caused by the proposed project's implementation.

IV a. Recreation (Increase 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 by the following measure:
- Per Section 17, 12-A of the LA Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.

a 1. 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 an acceptable level by the following measure:
- Implementing measure(s) detailed in said Department's communication to the Planning Department dated September 6, 2006, and attached shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.

d. Utilities (Local or Regional Water Supplies)

- 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 level of insignificance by the following measures:
- Implementing measures detailed in said Department's communication to the Planning Department dated December 22, 2009, Resolution No. 010 167, and attached in addition to those required by law shall be complied with. Such report and water conservation measures are incorporated herein by reference.

Utilities (Solid Waste)

- Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- 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.

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

XVII d. End

- The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document.
- Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

MND No. 2006-8018

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

LEAD CITY AGENCY LOS ANGELES CITY PLANNING DEPARTMENT	COUNCIL DISTRICT 9
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PROJECT TITLE ENV-2006-8018-MND	CASE NO.
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PROJECT LOCATION
 909 WEST TEMPLE STREET; CENTRAL CITY

PROJECT DESCRIPTION
 AMEND GENERAL PLAN LAND USE DESIGNATION FROM OPEN SPACE TO REGIONAL CENTER; CHANGE ZONING FROM C4-2D AND R4-4 TO C2-2; SITE PLAN REVIEW TO PERMIT A MIXED-USE DEVELOPMENT OF 1,200 DWELLING UNITS WITH 1,580 PARKING SPACES AND 40,000 SQUARE-FEET OF STREET ORIENTED RETAIL SPACE WITH 80 PARKING SPACES AND HOURS OF OPERATION FROM 7:00 AM TO 2:00 AM, SEVEN DAYS A WEEK. HAUL ROUTE FOR THE REMOVAL OF APPROXIMATELY 85,000 CUBIC YARDS OF DIRT.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
 G. H. PALMER ASSOCIATES
 11740 SAN VICENTE BOULEVARD, #208
 LOS ANGELES, CA 90049


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

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

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
ANITA BIZZELL	CITY PLANNING ASSISTANT	(213) 978-1356

ADDRESS	SIGNATURE (Official)	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		04/25/2007

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I b2. Aesthetics (Landscaping)

Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a level of insignificance by the following measure:

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

I b4. Aesthetics (Graffiti)

Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a level of insignificance by the following measures:

- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91.8104.15.

I b5. Aesthetics (Signage)

Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact will be mitigated to a level of insignificance by the following measures:

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

I c1. 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 level of insignificance by the following measure:

- Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

I c2. 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 level of insignificance by the following measure:

- The exterior of the proposed building shall be constructed of materials such as high-performance tinted non-reflective glass and pre-cast concrete or fabricated wall surfaces.

III d1. Air Pollution (Stationary)

Adverse impacts upon future occupants may result from the project implementation due to existing ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a level of insignificance by the following measure:

- **COMMERCIAL/INSTITUTIONAL** - The applicant shall install air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 11 or better in order to reduce the effects of diminished air quality on the occupants of the project.
- **RESIDENTIAL** - The applicant shall install air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 11 or better in order to reduce the effects of diminished air quality on the occupants of the project.

VI aii. Seismic

Environmental impacts may result to the safety of future occupants due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

VI b1. Haul Routes

Environmental impacts on pedestrians and vehicles may result from project implementation due to haul routes. However, the potential impact will be mitigated to a level of insignificance by the following measures:

- Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

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VI b2. Erosion/Grading/Short-Term Construction Impacts

Short-term air quality and noise impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:

- **Air Quality**
- 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 owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- 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.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- **Noise**
- 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.
- Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.
- **General Construction**
- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
- Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

VII b2. Explosion/Release (Methane Gas)

Environmental impacts may result from project implementation due to its location in an area of potential methane gas zone. However, this potential impact will be mitigated to a level of insignificance by the following measures:

- All commercial, industrial, and institutional buildings shall be provided with an approved Methane Control System, which shall include these minimum requirements; a vent system and gas-detection system which shall be installed in the basements or the lowest floor level on grade, and within underfloor space of buildings with raised foundations. The gas-detection system shall be designed to automatically activate the vent system when an action level equal to 25% of the Lower Explosive Limit (LEL) methane concentration is detected within those areas.

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- All commercial, industrial, institutional and multiple residential buildings covering over 50,000 square feet of lot area or with more than one level of basement shall be independently analyzed by a qualified engineer, as defined in Section 91.7102 of the Municipal Code, hired by the building owner. The engineer shall investigate and recommend mitigation measures which will prevent or retard potential methane gas seepage into the building. In addition to the other items listed in this section, the owner shall implement the engineer's design recommendations subject to Department of Building and Safety and Fire Department approval.
- All multiple residential buildings shall have adequate ventilation as defined in Section 91.7102 of the Municipal Code of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the underfloor space in buildings with raised foundations.
- All single-family dwellings with basements shall have a gas detection system which is periodically calibrated and maintained in proper operating condition in accordance with manufacturer's installation and maintenance specifications.

VII b5. Explosion/Release (Asbestos Containing Materials)

Due to the age of the building(s) being demolished, asbestos-containing materials (ACM) may be located in the structure(s). Exposure to ACM during demolition could be hazardous to the health of the demolition workers as well as area residents and employees. However, these impacts can be mitigated to a level of insignificance by the following measure:

- Prior to the issuance of any demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM 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 State and Federal rules and regulations.

VIII c3. Commercial & Industrial Development (Lot Size 100,000 sf)

Environmental impacts may result from the release of toxins into the stormwater drainage channels during the routine operation of commercial development projects. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: <http://www.swrcb.ca.gov/rwqcb4/>).

- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rates for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Preserve riparian areas and wetlands.
- Cover loading dock areas or design drainage to minimize run-on and run-off of stormwater.
- Direct connections to storm drains from depressed loading docks (truck wells) are prohibited.
- Repair/maintenance bays must be indoors or designed in such a way that doesn't allow stormwater run-on or contact with stormwater runoff.
- Design repair/maintenance bay drainage system to capture all washwater, leaks and spills. Connect drains to a standard sump for collection and disposal. Direct connection of the repair/maintenance bays to the storm drain system is prohibited. If required, obtain an Industrial Waste Discharge Permit.
- Vehicle/equipment wash areas must be self-contained and/or covered, equipped with a clarifier, or other pretreatment facility, and properly connected to the sanitary sewer.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- The following activities are to be conducted under proper cover with drain routed to the sanitary sewer.
- Storage of industrial wastes

(CONTINUED ON NEXT PAGE)

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- Handling or storage of hazardous wastes
- Metal fabrication or Pre-cast concrete fabrication
- Welding, Cutting or Assembly
- Painting, Coating or Finishing
- Store above ground liquid storage tanks (drums and dumpsters) in areas with impervious surfaces in order to contain leaks and spills. Install a secondary containment system such as berms, dikes, liners, vaults, and double-wall tanks. Where used oil or dangerous waste is stored, a dead-end sump should be installed in the drain.
- Reduce and recycle wastes, including: paper; glass; aluminum; oil; and grease.
- Reduce the use of hazardous materials and waste by: using detergent-based or water-based cleaning systems; and avoid chlorinated compounds, petroleum distillates, phenols, and formaldehyde.
- Convey runoff safely from the tops of slopes and stabilize disturbed slopes.
- Utilize natural drainage systems to the maximum extent practicable.
- Control or reduce or eliminate flow to natural drainage systems to the maximum extent practicable.
- Stabilize permanent channel crossings.
- Protect slopes and channels and reduce run-off velocities by complying with Chapter IX, Division 70 of the Los Angeles Municipal Code and utilizing vegetation (grass, shrubs, vines, ground covers, and trees) to provide long-term stabilization of soil.
- Cleaning of vehicles and equipment to be performed within designated covered or bermed wash area paved with Portland concrete, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis (at least twice a year) to remove any solids; and the oil absorbent pads must be replaced regularly, once in fall just before the wet season, and in accordance with manufacturer's specifications.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.
- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Toxic wastes must be discarded at a licensed regulated disposal site. Store trash dumpsters both under cover and with drains routed to the sanitary sewer or use non-leaking and water-tight dumpsters with lids. Use drip pans or absorbent materials whenever grease containers are emptied. Wash containers in an area with properly connected sanitary sewer.

XI a13. **Severe Noise Levels (Residential Only)**

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

- All exterior windows shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto.

XIII a. **Public Services (Fire)**

(CONTINUED ON NEXT PAGE)

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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 level of insignificance 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.

XIII b1. Public Services (Police General)

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 level of insignificance 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's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213)485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.

XIII c1. 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 level of insignificance 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.

XIII e. Public Services (Street Improvements Not Required By DOT)

Environmental impacts may result from project implementation due to the deterioration of street quality from increased traffic generation. However, the potential impact will be mitigated to a level of insignificance by the following measure:

- The project shall comply with the Bureau of Engineering's requirements for street dedications and improvements that will reduce traffic impacts in direct portion to those caused by the proposed project's implementation.

XIV a. Recreation (Increase 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 by the following measure:

- Per Section 17. 12-A of the LA Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.

XV a1. 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 an acceptable level by the following measure:

- Implementing measure(s) detailed in said Department's communication to the Planning Department dated September 6, 2006, and attached shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.

XVI f. Utilities (Solid Waste)

Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

XVII d. End

The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document.

- Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

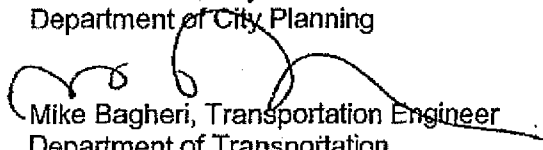
CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Fremont Av & Temple St
DOT Case No. CEN 04-1507

ENV 2006 8018

Date: September 6, 2006

To: Hadar Plafkin, City Planner
Department of City Planning

From: 
Mike Bagheri, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC IMPACT STUDY FOR THE PROPOSED MIXED-USE PROJECT
(THE DA VINCI) ON THE NORTHEAST AND SOUTHEAST CORNERS OF
FREMONT AVENUE AND TEMPLE STREET**

The Department of Transportation (DOT) has reviewed the traffic study, prepared by traffic consultant Katz, Okitsu and Associates, dated January 2006, for a proposed mixed-use project, the Da Vinci Project, located on the northeast and southeast corners of Fremont Avenue and Temple Street. The study analyzed 10 intersections and determined that three of the study intersections would be significantly impacted by the project related traffic (see Attachment 1 and Attachment 2). Except as noted, the study adequately evaluated the project-related traffic impacts on the surrounding community.

DISCUSSION AND FINDINGS

Project Description

The proposed project consists of constructing 1,200 apartment units and 25,000 square-foot (SF) of retail in two lots north and south of Temple Avenue. The existing sites are surface parking lots. The project will provide 1,250 parking spaces. Access to the north site will be from one driveway on Temple Street aligned with Fremont Avenue, and access to the south site will be provided from two driveways on Fremont Avenue. The project is expected to be complete by Year 2007.

Trip Generation

The project will generate approximately 5,457 net daily trips with 361 net trips in the AM peak hour and 503 net trips in the PM peak hour (see Attachment 3).

Significant Traffic Impact Locations

The proposed project will experience a significant traffic impacts at the following locations:

1. Beaudry Avenue and Sunset Boulevard
2. Beaudry Avenue and Temple Street
3. Hope Street/Temple Street and US-101 Ramps

PROJECT REQUIREMENTS

- A. Construct a proportionate share of the Downtown ATCS Sub-system and fund a proportionate share of the ATCS software integration cost to fully mitigate the impacts at the intersections below:

Beaudry Avenue and Sunset Boulevard
Beaudry Avenue and Temple Street
Hope Street/Temple Street and US-101 Ramps

In order for ATCS to provide an effective improvement in signal timing and operation over the existing ATSAC System at the intersections indicated above, an ATCS extension system to the pertinent ATSAC system must be implemented. The required improvements necessary to support the implementation of ATCS at these locations is listed in Attachment 4. Prior to the issuance of any building permits, the developer shall guarantee the implementation of the proportionate share of the ATCS subsystem by posting a B-permit guarantee to the satisfaction of BOE and LADOT. The proposed measure will mitigate the impact to a level of insignificance.

- B. **Voluntary Improvement**

The project proposes to install a new traffic signal at the intersection of Fremont Avenue and Temple Street. DOT has determined that the intersection meets the warrants for the new traffic signal. A traffic control report authorizing the installation of the new signal was signed on August 31, 2006. The developer shall be responsible for all costs associated with the design and construction of the new signal including ATSAC/ATCS and interconnect with existing signals.

- C. **Construction Impacts**

DOT recommends that a construction work site traffic control plan be submitted to DOT 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 all construction related traffic be restricted to off-peak hours.

D. Highway Dedication And Street Widening Requirements

Temple Street East of Fremont Avenue is classified as a Major Highway Class II which requires a 40-foot half-width roadway on a 52-foot half-width right-of-way.

Temple Street West of Fremont Avenue is classified as a Secondary Highway which requires a 35-foot half-width roadway on a 45-foot half-width right-of-way.

Fremont Avenue is classified as a Local Street which requires a 20-foot half-width roadway on a 30-foot half-width right-of-way.

It appears that additional highway dedication and street widening may be required for the proposed project. The developer must check with the Bureau of Engineering (BOE) Land Development Group to determine the highway dedication, street widening and sidewalk requirements for the project.

E. Improvement and Mitigation Measures Implementation

Unless otherwise specified, the proposed mitigation measures and improvements shall be implemented through the Bureau of Engineering (BOE) B-Permit process. Construction of the improvements to the satisfaction of DOT and BOE must be completed before issuance of any certificate of occupancy. Should any improvement not receive required approval, the City may substitute an alternative measure of an equivalent cost and effectiveness. Prior to setting the bond amount, BOE shall require that the developer's engineer or contractor contact DOT's B-Permit Coordinator, telephone (213) 928-9663, to arrange a pre-design meeting to finalize the proposed design needed for the project.

F. Parking Analysis

As noted previously, the traffic study indicated that the total number of proposed parking spaces would be 1,250. The developer should also check with the Department of Building and Safety on the number of Code required parking spaces needed for the project.

G. Driveway Access

The review of this study does not constitute approval of the driveway access and circulation scheme. Those require separate review and approval and should be coordinated as soon as possible with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 4th Floor, Station 3, @ 213-482-7024) to avoid delays in the building permit approval process. In order to minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements so that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes. All driveways should be Case 2 driveways and 30 feet and 18 feet wide for two-way and one-way operations, respectively.

Hadar Plafkin

- 4 -

September 6, 2006

If you have any questions, please contact Wes Pringle of my staff at (213) 972-8482.

Attachments

s:\letters\CEN04-1507_fremon_temple_davinci_mixed_use_ls.wpd

c: Greg Fischer, Council District No. 9
Martha Stephenson, Central District
Taimour Tanavoli, Citywide Planning Coordination Section, DOT
Verej Janoyen, ATSAC, DOT
Carl Mills, Central District, BOE
Katz, Okitsu and Associates

Attachment 1

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTION¹

<u>Level of Service</u>	<u>Volume/Capacity Ratio</u>	<u>Definition</u>
A	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 - 0.800	GOOD. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	Greater than 1.000	FAILURE. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

SIGNIFICANT TRANSPORTATION IMPACT CRITERIA

1. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table except as otherwise specified in a TSP, ICO or CMP:

SIGNIFICANT TRANSPORTATION IMPACT

<u>Level of Service</u>	<u>Final V/C Ratio</u>	<u>Project-Related Increase In V/C</u>
C	> 0.701 - 0.800	equal to or greater than 0.040
D	> 0.801 - 0.900	equal to or greater than 0.020
E, F	> 0.901	equal to or greater than 0.010

¹Source: Transportation Research Board, Interim Materials on Highway Capacity, Transportation Research Circular No. 212, January 1980.



Project Traffic Impacts and Mitigation Measures

Table 8 - Determination of Project Impacts - AM Peak Period

Intersection	Weekday AM Peak Hour									
	Existing Conditions (Year 2004)		Future with Ambient Growth (Year 2007)		Future + Related Projects (Year 2007)		Future + Related Projects + Project (Year 2007) 1200 Units with ATSAC			
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C Increase	Signif?
1. Beaudry Avenue/Sunset Boulevard	0.776	C	0.768	C	0.848	D	0.853	D	0.005	No
2. Beaudry Avenue/Temple Street	0.746	C	0.750	C	0.864	D	0.876	D	0.012	No
3. Beaudry Avenue/1st Street	0.680	B	0.651	B	0.795	C	0.798	C	0.003	No
4. Figueroa Street/Cesar Chavez Avenue	0.531	A	0.549	A	0.610	B	0.628	B	0.018	No
5. Fremont Avenue/Temple Street							0.613	B	N/A	No
6. Hope Street/1st Street	0.704	C	0.728	C	0.746	C	0.752	C	0.006	No
7. Hope Street/Temple Street-US 101 Ramps	0.472	A	0.471	A	0.501	A	0.520	A	0.019	No
8. Grand Avenue/Cesar Chavez Avenue	0.658	B	0.575	A	0.698	B	0.647	B	0.009	No
9. Grand Avenue/US-101 Ramps	0.888	A	0.845	A	0.862	A	0.870	A	0.018	No
10. Grand Avenue/Temple Street	0.591	A	0.539	A	0.566	A	0.572	A	0.006	No

Table 9- Determination of Project Impacts - PM Peak Period

Intersection	Weekday PM Peak Hour									
	Existing Conditions (Year 2004)		Future with Ambient Growth (Year 2007)		Future + Related Projects (Year 2007)		Future + Related Projects + Project (Year 2007) 1200 Units with ATSAC			
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C Increase	Signif?
1. Beaudry Avenue/Sunset Boulevard	0.881	D	0.899	D	0.944	E	0.955	E	0.011	Yes
2. Beaudry Avenue/Temple Street	0.726	C	0.736	C	1.025	F	1.053	F	0.030	Yes
3. Beaudry Avenue/1st Street	0.880	D	0.908	E	1.001	F	1.008	F	0.007	No
4. Figueroa Street/Cesar Chavez Avenue	0.760	C	0.785	C	0.845	D	0.849	D	0.004	No
5. Fremont Avenue/Temple Street							0.799	C	N/A	No
6. Hope Street/1st Street	0.614	B	0.635	B	0.690	B	0.699	B	0.009	No
7. Hope Street/Temple Street-US 101 Ramps	0.751	C	0.776	C	0.815	D	0.846	D	0.031	Yes
8. Grand Avenue/Cesar Chavez Avenue	0.584	A	0.606	B	0.712	C	0.720	C	0.008	No
9. Grand Avenue/US-101 Ramps	0.499	A	0.516	A	0.538	A	0.558	A	0.016	No
10. Grand Avenue/Temple Street	0.618	B	0.639	B	0.698	B	0.728	C	0.030	No

Attachment 3

Table 6 - Project Trip Generation Basis

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Mid-Rise Apartments (ITE Code 229)	-	DU	420	0.80	0.09	0.21	0.89	0.29	0.16
Shopping Center (ITE Code 820)	-	KSF	42.94	1.03	0.63	0.40	8.76	1.80	1.95
Da Vinci Project									
Mid-Rise Apartments (ITE Code 229)	1250	DU	5,040	360	108	252	468	271	197
Shopping Center (ITE Code 820)	25	KSF	1,074	26	16	10	94	45	49
Total Less 20% Internal Trip Capture [2]			5,684	376	118	258	524	298	226
Transit Reduction - 4%			(227)	(15)	(5)	(10)	(21)	(12)	(9)
TOTAL TRIPS			5,457	361	113	248	503	286	217

[1] ITE Trip Generation Manual, 7th Edition

[2] Captured retail trips have one trip end at the retail facility and one trip end at the apartment use.

Attachment 4

DOWNTOWN ATCS SUB-SYSTEM IMPLEMENTATION

The proposal to construct a proportionate share of the Downtown ATCS System and fund a proportionate share of the ATCS software integration cost to mitigate the impact at the intersections below is acceptable to DOT.

Beaudry Avenue and Sunset Boulevard
Beaudry Avenue and Temple Street
Hope Street/Temple Street and US-101 Ramps

Prior to the issuance of any building permits, the applicant shall guarantee the implementation of the proportionate share of the Downtown ATCS subsystem by posting a B-Permit Bond to the satisfaction of the Department of Public Works, Bureau of Engineering and LADOT to implement the improvements listed below; and shall make a cash deposit of \$15,000 to LADOT for the ATCS subsystem software integration cost.

Please note that portions of this project overlap with the Grand Avenue Project and the Belmont High School Project. The requirements for this project were written disregarding the requirements for those projects.

Marion Av and Sunset Bl

2 W/B System Detectors
2 N/B System Detectors
2 E/B System Detectors

East Edgeware Rd and Temple St

2 W/B System Detectors
1 N/B System Detector
2 E/B System Detectors
1 S/B System Detector
1 2070 Controller

Beaudry Av and Temple St

1 2070 Controller

Figueroa St and Temple St

1 2070 Controller

Harbor Fwy Off-Ramp, Hollywood Fwy Ramps, Hope St and Temple St

1 2070 Controller

1st St and Beaudry Av
1 CCTV Camera

TOTAL INSTALLATIONS:

- 12 System Detectors
- 4 Model 2070 Traffic Signal Controllers
- 1 CCTV Camera

Prior to the issuance of any certificate of occupancy permits, the applicant shall, through the City's B-Permit process, construct, and connect all necessary ATSAC/ATCS equipment, ATCS equipment, ATCS detector loops, and CCTV equipment required for the proportionate share of the Boyle Heights subsystem. Prior to commencing the B-Permit design work, the applicant should contact the LADOT Signal Design Section at (213) 928-9640 for detailed design instructions

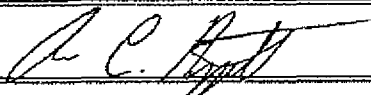
CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY
and CHECKLIST
(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: LOS ANGELES CITY PLANNING DEPARTMENT		COUNCIL DISTRICT: CD 9 - JAN PERRY	DATE: 03/24/2007
RESPONSIBLE AGENCIES: DEPARTMENT OF CITY PLANNING			
ENVIRONMENTAL CASE: ENV-2006-8018-MND		RELATED CASES:	
PREVIOUS ACTIONS CASE NO.:		<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: MIXED RESIDENTIAL/COMMERCIAL RETAIL CONSISTING OF 1200 DWELLING UNITS AND 40,000 SQUARE FEET OF RETAIL SPACE.			
ENV PROJECT DESCRIPTION: AMEND GENERAL PLAN LAND USE DESIGNATION FROM OPEN SPACE TO REGIONAL CENTER; CHANGE ZONING FROM C4-2D AND R4-4 TO C2-2; SITE PLAN REVIEW TO PERMIT A MIXED-USE DEVELOPMENT OF 1,200 DWELLING UNITS WITH 1,580 PARKING SPACES AND 40,000 SQUARE-FEET OF STREET ORIENTED RETAIL SPACE WITH 80 PARKING SPACES AND HOURS OF OPERATION FROM 7:00 AM TO 2:00 AM, SEVEN DAYS A WEEK. HAUL ROUTE FOR THE REMOVAL OF APPROXIMATELY 85,000 CUBIC YARDS OF DIRT.			
ENVIRONMENTAL SETTINGS: THE PROJECT SITE IS A FLAT, IRREGULAR-SHAPED, PARCEL OF LAND CONSISTING OF 31 LOTS MEASURING 202,430 SQUARE FEET. THE SITE IS CURRENTLY DEVELOPED WITH PARKING LOT AND VACANT LAND. THE SITE IS WITHIN: DOWNTOWN ADAPTIVE REUSE INCENTIVE AREA, CENTRAL BUSINESS DISTRICT REDEVELOPMENT PROJECT AREA, CENTRAL CITY PARKING AREA, 500 FEET OF DOWNTOWN BUSINESS MAGNET SCHOOL, FIRE DISTRICTS NOS. 1 AND 2, A METHANE BUFFER ZONE, HAS HILLSIDE GRADING, AND WITHIN 6.20 (KM) FROM THE NEAREST KNOWN FAULT. SURROUNDING USES ARE AS FOLLOWS: NORTHWESTERLY AND NORTHEASTERLY IS THE HARBOR ROUTE 110 FREEWAY AND HOLLYWOOD ROUTE 101 FREEWAY. SOUTHEASTERLY AND SOUTHWESTERLY IS ARE VACANT LOTS, OFFICE BUILDINGS, COUNTY HEALTH BUILDING WITH ASSOCIATED PARKING, AND A BANK IN THE CR-1, [Q]C4-2D, AND R4-2D ZONES.			
PROJECT LOCATION: 909 WEST TEMPLE STREET; CENTRAL CITY			
COMMUNITY PLAN AREA: CENTRAL CITY STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan		AREA PLANNING COMMISSION: CENTRAL	CERTIFIED NEIGHBORHOOD COUNCIL: DOWNTOWN LOS ANGELES
EXISTING ZONING: C4-2D, R4-4		MAX. DENSITY/INTENSITY ALLOWED BY ZONING:	
GENERAL PLAN LAND USE: OTHER PUBLIC OPEN SPACE		MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:	LA River Adjacent: NO
		PROPOSED PROJECT DENSITY: C2-2 REGIONAL CENTER	

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 ASSISTANT

(213) 978-1356

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 Section XVII, "Earlier Analysis," cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than 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"/> AGRICULTURAL RESOURCES <input checked="" type="checkbox"/> AIR QUALITY <input type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input checked="" 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/CIRCULATION <input checked="" type="checkbox"/> UTILITIES <input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:

G. H. PALMER ASSOCIATES

PHONE NUMBER:

(310) 207-3100

APPLICANT ADDRESS:

11740 SAN VICENTE BOULEVARD, #208
LOS ANGELES, CA 90049

AGENCY REQUIRING CHECKLIST:

DEPARTMENT OF CITY PLANNING

DATE SUBMITTED:

01/03/2007

PROPOSAL NAME (if Applicable):

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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I. AESTHETICS				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?			✓
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?			✓
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	✓		
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	✓		
II. AGRICULTURAL RESOURCES				
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?			✓
b.	CONFLICT THE EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?			✓
c.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?			✓
III. AIR QUALITY				
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?			✓
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	✓		
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?			✓
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	✓		
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?			✓
IV. BIOLOGICAL RESOURCES				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?			✓
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?			✓
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED 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?			✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?				✓
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?				✓

V. CULTURAL RESOURCES

a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA 15064.5?				✓
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA 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.	EXPOSURE OF 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.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : STRONG SEISMIC GROUND SHAKING?		✓		
c.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?				✓
d.	EXPOSURE OF 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 POTENTIAL 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. 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?		✓		

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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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 THE PEOPLE RESIDING OR WORKING IN THE AREA?				✓
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?				✓
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?				✓

VIII. HYDROLOGY AND WATER QUALITY

a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?				✓
b.	SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?				✓
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?				✓
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?				✓
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?				✓
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?		✓		
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?				✓
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?				✓
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?				✓
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?				✓

IX. LAND USE AND PLANNING

a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?				✓
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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 APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?			✓	
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?				✓

X. MINERAL RESOURCES

a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?				✓
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?				✓

XI. NOISE

a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?		✓		
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?				✓
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?		✓		
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?		✓		
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓

XII. 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?				✓

XIII. PUBLIC SERVICES

a.	FIRE PROTECTION?		✓		
b.	POLICE PROTECTION?		✓		
c.	SCHOOLS?		✓		
d.	PARKS?		✓		
e.	OTHER GOVERNMENTAL SERVICES (INCLUDING ROADS)?		✓		

XIV. RECREATION

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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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?				✓

XV. TRANSPORTATION/CIRCULATION

a.	CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO RATIO CAPACITY ON ROADS, OR CONGESTION AT INTERSECTIONS)?		✓		
b.	EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?		✓		
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?				✓
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?				✓
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?				✓
f.	RESULT IN INADEQUATE PARKING CAPACITY?				✓
g.	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?				✓

XVI. UTILITIES

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 STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?				✓
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?				✓
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS				✓
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECTS SOLID WASTE DISPOSAL NEEDS?		✓		
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?				✓

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE			✓	
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Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No Impact
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MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?				
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? (CUMULATIVELY CONSIDERABLE MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).		✓	
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?		✓	

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (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-2006-8018-MND**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

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

ADDITIONAL INFORMATION:

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

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org>; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shrmp/> 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:
ANITA BIZZELL	CITY PLANNING ASSISTANT	(213) 978-1356	03/29/2007

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

I. AESTHETICS		
a.	NO IMPACT	
b.	NO IMPACT	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROPOSED PROJECT WOULD BE ATTRACTIVELY LANDSCAPED AND REMAIN GRAFFITI FREE TO PROVIDE THE COMMUNITY WITH AN ATTRACTIVE DEVELOPMENT. I b2, I b4, I b5 SEE VI B2
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	POTENTIAL IMPACTS RELATED TO LIGHT AND GLARE SHALL BE ADDRESSED AS SPECIFIED IN THE REFERENCED MITIGATION MEASURES. I c1, I c2
II. AGRICULTURAL RESOURCES		
a.	NO IMPACT	
b.	NO IMPACT	
c.	NO IMPACT	
III. AIR QUALITY		
a.	NO IMPACT	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	INSTALLING AN AIR FILTRATION SYSTEM WILL REDUCE POTENTIAL IMPACTS RELATED TO AIR QUALITY TO A LESS THAN SIGNIFICANT LEVEL. III d1
c.	NO IMPACT	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	SEE VIB2
e.	NO IMPACT	
IV. BIOLOGICAL RESOURCES		
a.	NO IMPACT	
b.	NO IMPACT	
c.	NO IMPACT	
d.	NO IMPACT	
e.	NO IMPACT	
f.	NO IMPACT	
V. CULTURAL RESOURCES		
a.	NO IMPACT	
b.	LESS THAN SIGNIFICANT IMPACT	THE SITE DOES NOT CONTAIN KNOWN ARCHAEOLOGICAL RESOURCES.
c.	LESS THAN SIGNIFICANT IMPACT	THE SITE DOES NOT CONTAIN KNOWN PALEONTOLOGICAL RESOURCES.

Impact?	Explanation	Mitigation Measures
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d.	LESS THAN SIGNIFICANT IMPACT	THE SITE DOES NOT CONTAIN KNOWN HUMAN REMAINS.	
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VI. GEOLOGY AND SOILS

a.	NO IMPACT	THE SUBJECT SITE IS NOT WITHIN THE ALQUIST-PRIOLO EARTHQUAKE FAULT ZONE AND THIS CATEGORY IS NO IMPACT.	
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b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE SITE IS NOT LOCATED ON A FAULT ZONE. HOWEVER, SEISMIC BUILDING CODES WILL BE IN PLACE TO MINIMIZE RISKS POSED BY SEISMIC ACTIVITY.	VI aii
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c.	NO IMPACT		
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d.	NO IMPACT		
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e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE GRADING OF THE PROJECT SITE WILL RESULT IN CONSTRUCTION IMPACTS AND THE PROJECT INCLUDES THE REMOVAL OF DIRT. TO BE REDUCED TO A LESS THAN SIGNIFICANT LEVEL BY THE INCORPORATION OF REFERENCED MITIGATION MEASURES.	VI b1, VI b2
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f.	NO IMPACT		
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g.	NO IMPACT		
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h.	NO IMPACT		
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VII. HAZARDS AND HAZARDOUS MATERIALS

a.	NO IMPACT		
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b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT IS LOCATED WITHIN A METHANE BUFFER ZONE AND WILL CONSIST OF REMOVAL OF AN EXISTING STRUCTURE AS DISPLAYED IN PHOTO PROVIDED BY THE APPLICANT. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	VII b2, VII b5
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c.	NO IMPACT		
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d.	NO IMPACT		
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e.	NO IMPACT		
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f.	NO IMPACT		
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g.	NO IMPACT		
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h.	NO IMPACT		
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VIII. HYDROLOGY AND WATER QUALITY

a.	NO IMPACT		
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b.	NO IMPACT		
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c.	NO IMPACT		
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d.	NO IMPACT		
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e.	NO IMPACT		
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Impact?	Explanation	Mitigation Measures
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f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	POTENTIAL WATER QUALITY OR WASTE DISCHARGE IMPACTS SHALL BE MITIGATED BY REFERENCED MITIGATION MEASURES.	VIII c3
g.	NO IMPACT		
h.	NO IMPACT		
i.	NO IMPACT		
j.	NO IMPACT		

IX. LAND USE AND PLANNING

a.	NO IMPACT		
b.	LESS THAN SIGNIFICANT IMPACT		
c.	NO IMPACT		

X. MINERAL RESOURCES

a.	NO IMPACT		
b.	NO IMPACT		

XI. NOISE

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	DURING CONSTRUCTION OF THE PROJECT, THE APPLICANT WILL BE REQUIRED TO COMPLY WITH THE CITY'S NOISE ORDINANCE AND THE ATTACHED CONSTRUCTION NOISE MITIGATION MEASURES TO REDUCE THE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	XI a13 SEE VI B2
b.	NO IMPACT		

c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT INCLUDES EITHER A PARKING STRUCTURE OR SUBTERRANEAN PARKING. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	XI a13
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d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	NOISE IMPACTS RELATED TO THIS MATTER ARE TEMPORARY AND CAUSED BY THE CONSTRUCTION PERIOD OF THE PROJECT. APPLYING THE REFERENCED MITIGATION MEASURES WILL MINIMIZE THE IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.	SEE VI B2
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e.	NO IMPACT		
f.	NO IMPACT		

XII. POPULATION AND HOUSING

a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		

XIII. PUBLIC SERVICES

Impact?	Explanation	Mitigation Measures
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a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT WILL BE REVIEWED BY THE LA FIRE DEPARTMENT AND THE FIRE PROTECTION IMPACTS WILL BE REDUCED TO A LESS THAN SIGNIFICANT LEVEL.	XIII a
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	PROJECT PROPOSES RETAIL/COMMERCIAL USES NEXT TO RESIDENTIAL USES THAT MAY CREATE OPPORTUNITIES FOR CRIMINAL ACTIVITIES ON ORADJACENT TO SITE. MITIGATION MEASURES HAVE BEEN IMPOSED TO REDUCE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.	XIII b1
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE PROJECT MAY INCREASE THE DEMAND ON AREA SCHOOLS, HOWEVER THE IMPACT WILL BEREDUCED TO A LESS THAN SIGNIFICANT LEVEL BY THE PAYMENT OF SCHOOL FEES TO LAUSD.	XIII c1
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED		SEE XIVA
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	STREET DEDICATIONS MAY BE REQUIRED IN COMPLIANCE WITH LOCAL STREET STANDARDS. AFTER MITIGATION, THE IMPACT WILL BE LESS THAN SIGNIFICANT.	XIII e

XIV. RECREATION

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	THE INCREASED USE OF PARKS BY THIS RESIDENTIAL PROJECT WILL BE MITIGATED BY THE PAYMENT OF QUIMBY FEES.	XIV a
b.	NO IMPACT		

XV. TRANSPORTATION/CIRCULATION

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LADOT REVIEWED THE PROJECT AND RECOMMENDED THAT CERTAIN MITIGATION MEASURES BE INCORPORATED INTO THE PROJECT DESIGN TO MINIMIZE POTENTIALTRAFFIC-RELATED IMPACTS. THESE MITIGATION MEASURES ARE DETAILED IN THE ATTACHEDCOMMUNICATION WITH THE PLANNING DEPT., DATED SEPTEMBER 6, 2006.	XV a1
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	SEE ABOVE.	
c.	NO IMPACT		
d.	NO IMPACT		
e.	NO IMPACT		
f.	NO IMPACT		

Impact?	Explanation	Mitigation Measures
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g.	NO IMPACT		
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XVI. UTILITIES

a.	NO IMPACT		
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b.	NO IMPACT		
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c.	NO IMPACT		
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d.	NO IMPACT		
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e.	NO IMPACT		
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f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	A RECYCLING SYSTEM WILL BE IMPLEMENTED FOR THE PROJECT TO REDUCE THE CITY'S RELIANCE UPON LANDFILLS.	XVI f
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g.	NO IMPACT		
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WILL NOT HAVE POTENTIAL TO NEGATIVELY AFFECT THESE CATEGORIES WITH APPLICATION OF THE ABOVE-REFERENCED MITIGATION MEASURES.	
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b.	LESS THAN SIGNIFICANT IMPACT	THE CUMULATIVE IMPACTS ASSOCIATED WITH THE PROPOSED PROJECT WILL RESULT IN A LESS THAN SIGNIFICANT IMPACT WITH THE INCORPORATION OF THE ATTACHED MITIGATION MEASURES.	
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c.	LESS THAN SIGNIFICANT IMPACT	AFTER IMPLEMENTATION OF ATTACHED MITIGATION MEASURES, THE PROJECT DOES NOT HAVE ANY SIGNIFICANT, DIRECT, OR INDIRECT IMPACTS ON HUMAN BEINGS.	
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DETERMINATION LETTER
DIR-2013-3749-SPR-1A
MAILING DATE: 4/15/14

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