

filed on 4/12/13

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

<b>LEAD CITY AGENCY</b> City of Los Angeles		<b>COUNCIL DISTRICT</b> CD 11 - MIKE BONIN	
<b>PROJECT TITLE</b> ENV-2012-1111-MND-REC1		<b>CASE NO.</b> DIR-2012-1112-DB, VTT-71898-CN	
<b>PROJECT LOCATION</b> 11965-11979-1/4 W MONTANA AVE			
<b>PROJECT DESCRIPTION</b> THE DEMOLITION OF 32 DWELLING UNITS CONTAINED WITHIN TWO (2) EXISTING APARTMENT BUILDINGS AND THE CONSTRUCTION OF A NEW FIVE (5) STORY, 56 FOOT-HIGH, 49 UNIT - RESIDENTIAL CONDOMINIUM PROJECT,  The applicant is seeking approval of two (2) Density Bonus Incentives as provided by the Los Angeles Municipal Code (LAMC) Section 12.22 A 25 (e) for a project that sets aside 13 affordable dwelling units. The two (2) incentives are: AN 11-FOOT INCREASE IN THE BUILDING HEIGHT to 56 feet in lieu of 45 feet and the INCREASE IN FLOOR AREA, 89,350 in lieu of 66,323 s.f.; AND A REDUCTION OF REQUIRED PARKING, 98 spaces in lieu of 123 spaces.			
<b>NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY</b> TALA Associates 1916 Colby Avenue Los Angeles, CA 90025			
<b>FINDING:</b> The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance  (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.			
<b>NAME OF PERSON PREPARING THIS FORM</b>		<b>TITLE</b>	<b>TELEPHONE NUMBER</b>
DWAYNE WYATT		City Planning Associate	(213) 473-9919
<b>ADDRESS</b>	<b>SIGNATURE (Official)</b>		<b>DATE</b>
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012			09/03/2013

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

- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner (Sec. 12.40-D) and to the satisfaction of the decision maker.

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

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- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.
- Transportation (Haul Route) • The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety. • (Non-Hillside): Projects involving the import/export of 20,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety. • (Hillside and Subdivisions): 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. • (Hillside Projects): • All haul route hours shall be limited to off-peak hours as determined by Board of Building and Safety Commissioners. • The Department of Transportation shall recommend to the Building and Safety Commission Office the appropriate size of trucks allowed for hauling, best route of travel, the appropriate number of flag people. • The Department of Building and Safety shall stagger haul trucks based upon a specific area's capacity, as determined by the Department of Transportation, and the amount of soil proposed to be hauled to minimize cumulative traffic and congestion impacts. • The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- Increased Vehicle Trips/Congestion (West Side Traffic Fee) Environmental impacts may result from project implementation due to additional traffic generated in an area with an inadequate circulation system. However, this potential impact will be mitigated to a less than significant level by the following measure: • The applicant shall pay a trip fee, as required by the Department of Transportation (DOT), to a DOT fund for financing regional and local transportation improvements.

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

- The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.

- If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
- Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

**IV-30. Wildlife Corridor**

- Environmental impacts from project implementation may result in: 1) conversion and/or disturbance of existing animal habitat area on-site and proximal to the site, and 2) disruption of access corridors between habitat areas. However, these impacts will be mitigated to a level of insignificance by the following measures:
- The project shall comply with applicable provisions of escape routes or wildlife corridors to allow resident wildlife access to uninhabited areas where they dwell, and monitoring of animal use of these escape routes or corridors.
- The applicant shall consult with the Departments of Animal Regulation and Fish and Game, Wildlife Specialist or Supervisor, regarding animal relocation, design standards and management guidelines for escape routes or wildlife corridors.
- The plot plan be prepared to include Mapping of these escape routes or wildlife corridors with regards to their location, topography, and vegetation, satisfactory to the Departments of Fish and Game and Animal Regulation.
- Post-construction landscape treatment shall be implemented to insure preservation of habitat for wildlife. Where habitat has been preserved, use of native plant materials shall be required.

**VI-10. Seismic**

- Environmental impacts to the safety of future occupants may result due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

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

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

**VI-50. Geotechnical Report**

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- Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

- The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

**VI-70. Liquefaction Area**

- Environmental impacts may result due to the proposed project's location in an area with liquefaction potential. However, these potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
- The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

**VII-10. Green House Gas Emissions**

- The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):
- Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.
- Compliance with the most recent version of Title 24 will reduce future generation of greenhouse gases by at least 18%, which meets the States greenhouse gas reduction goals. Compliance with Title 24 is mandatory

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

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

**VIII-60. Creation of a Health Hazard**

- Environmental impacts to human health may result from project implementation due to a release of chemical or microbiological materials into the community. However, these impacts will be mitigated to a less than significant level by the following measure:
- Prior to the issuance of a use of land or building permit, or issuance of a change of occupancy, the applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s).
- Approved plans for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) shall be submitted to the decision-maker for retention in the case file.

**IX-20. Stormwater Pollution (Demolition, Grading, and Construction Activities)**

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- 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.
- 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.
- 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.
- 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.

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

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- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- To mitigate potential impacts on adjoining sensitive uses, the applicant will add a noise curtain/wall buffer between the project site and the neighboring school and church.
- To mitigate potential impacts on adjoining sensitive uses, the applicant will add a noise curtain/wall buffer between the project site and the neighboring school and church.

**XII-70. Increased Noise Levels (Operational Noise from Machine and/or Other Electronic Devices)**

- Environmental impacts to adjacent properties may result from project implementation due to the installation and testing of \_\_\_\_\_. However, the potential impact will be mitigated to a less than significant level by the following measure:
- The proposed facility shall be designed with noise-attenuating features (physical as well as operational) by a licensed acoustical sound engineer to assure that operational sounds shall be inaudible beyond the property line.

**XII-230. Increased Noise Levels**

- Environmental impacts to the adjacent residential properties may result due to noise generated on the site. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The use of absorptive noise reduction barriers will result in the reduction of noise by 15dba's

**XIII-20. Relocation**

- Environmental impacts may result from project implementation due to relocation of families. However, these potential impacts will be mitigated to a less than significant level by the following measure:
- Relocation Plan. Prior to sign-off of any project-related permit, the applicant shall submit and obtain approval of the plan from the decision-maker.

**XIII-30. Tenant Displacement**

- Impacts to the existing tenant population will result from project implementation due to the displacement of families. However, these potential impacts will be mitigated to a less than significant level through the following:
- (*Apartment Demolition*) Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.

**XIV-10. Public Services (Fire)**

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

**XIV-30. Public Services (Police)**

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:

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

**XIV-40. Public Services (Construction Activity Near 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 less than significant level by the following measures:
- The developer and contractors shall maintain ongoing contact with administrator of \_\_\_\_\_ 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.
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

**XIV-50. Public Services (Schools affected by Haul Route)**

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- LADBS shall assign specific haul route hours of operation based upon \_\_\_\_\_ School(s) hours of operation.
- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

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

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

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

- Environmental impacts may result from project implementation due to insufficient parks and/or recreational facilities. However, the potential impact will be mitigated to a less than significant level by the following measure:
- **(Subdivision)** Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.

**XVI-30. Transportation (Haul Route)**

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- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- **(Non-Hillside):** Projects involving the import/export of 20,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
- **(Hillside and Subdivisions):** 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.
- **(Hillside Projects):**
- All haul route hours shall be limited to off-peak hours as determined by Board of Building and Safety Commissioners.
- The Department of Transportation shall recommend to the Building and Safety Commission Office the appropriate size of trucks allowed for hauling, best route of travel, the appropriate number of flag people.
- The Department of Building and Safety shall stagger haul trucks based upon a specific area's capacity, as determined by the Department of Transportation, and the amount of soil proposed to be hauled to minimize cumulative traffic and congestion impacts.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.

**XVI-80. Transportation/Traffic**

- The project will result in impacts to transportation and/or traffic systems. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):

**XVIII-10. Cumulative Impacts**

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

**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)

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> CD 11 - MIKE BONIN	<b>DATE:</b> 03/29/2013
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning		
<b>ENVIRONMENTAL CASE:</b> ENV-2012-1111-MND-REC1	<b>RELATED CASES:</b> DIR-2012-1112-DB, VTT-71898-CN	
<b>PREVIOUS ACTIONS CASE NO.:</b>	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
<b>PROJECT DESCRIPTION:</b> CONSTRUCTION OF NEW 49 UNIT- RESIDENTIAL CONDOMINIUM PROJECT INCLUDING 13 ON-MENU DENSITY BONUS UNITS OF WHICH 4 ARE AFFORDABLE UNITS IN THE R3-1 ZONE.		
<b>ENV PROJECT DESCRIPTION:</b> THE DEMOLITION OF 32 DWELLING UNITS CONTAINED WITHIN TWO (2) EXISTING APARTMENT BUILDINGS AND THE CONSTRUCTION OF A NEW FIVE (5) STORY, 56 FOOT-HIGH, 49 UNIT - RESIDENTIAL CONDOMINIUM PROJECT,  The applicant is seeking approval of two (2) Density Bonus Incentives as provided by the Los Angeles Municipal Code (LAMC) Section 12.22 A 25 (e) for a project that sets aside 13 affordable dwelling units. The two (2) incentives are: AN 11-FOOT INCREASE IN THE BUILDING HEIGHT to 56 feet in lieu of 45 feet and the INCREASE IN FLOOR AREA, 89,350 in lieu of 66,323 s.f; AND A REDUCTION OF REQUIRED PARKING, 98 spaces in lieu of 123 spaces.		
<b>ENVIRONMENTAL SETTINGS:</b> The subject property is a gentle sloping site situated in an urban setting on the north side of Montana Avenue, east of Bundy Drive . The project site is an irregular rectangular shaped parcel and comprised of two tied lots with an approximate area of 29,453 square feet. The site is designated Medium Residential and Community Commercial, and zoned R3-1 in the Brentwood-Pacific Palisades Community Plan area. Montana Avneue is a designated Secondary Highway with dedicated width of 83 feet and orented in the east-west direction. The subject property has an approximate frontage of 151 feet along Montana Avenue and a variable depth ranging from approximately 157 feet to approximately 210 feet.  The subject site is developed with two multi-family buildings to be demolished. Surrounding properties are zoned R3-1 and C1.5-1VL to the north and east; and R3-1 to the south and west. There is a parcel zoned (Q)PF-1XL on the west side of the property accross Bundy Dr. where the Brentwood Science Magnet (Charter) School is located. Multi-family structures surround the project site except for a church and pre-school facility adjacent to the west and north, and various commercial uses adjacent to the north and fronting San Vicente Boulevard.  There are two alley ways north and west of the subject property. The subject property is located within a liquefaction area and in proximity to the Santa Monica fault.  The subject site is within a designated Parking Congestion area.		
<b>PROJECT LOCATION:</b> 11965-11979-1/4 W MONTANA AVE		
<b>COMMUNITY PLAN AREA:</b> BRENTWOOD - PACIFIC PALISADES <b>STATUS:</b>	<b>AREA PLANNING COMMISSION:</b> WEST LOS ANGELES	<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> NONE
<input checked="" type="checkbox"/> Does Conform to Plan		



Does NOT Conform to Plan

**EXISTING ZONING:**  
R3-1

**MAX. DENSITY/INTENSITY  
ALLOWED BY ZONING:**  
800 S.F. PER UNIT

**GENERAL PLAN LAND USE:**  
Community Commercial and Medium Residential

**MAX. DENSITY/INTENSITY  
ALLOWED BY PLAN  
DESIGNATION:**  
36 dwelling units

LA River Adjacent:  
NO

**PROPOSED PROJECT DENSITY:**  
49 dwelling units, including  
proposed density bonus units.

## Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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

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City Planning Associate

(213) 473-9919

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Signature

Title

Phone

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### Evaluation Of Environmental Impacts:

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

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

## Environmental Factors Potentially Affected:

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

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

### Background

**PROPONENT NAME:**

TALA Associates

**PHONE NUMBER:**

(213) 473-9919

**APPLICANT ADDRESS:**

1916 Colby Avenue  
Los Angeles, CA 90025

**AGENCY REQUIRING CHECKLIST:**

Department of City Planning

**DATE SUBMITTED:**

04/27/2012

**PROPOSAL NAME (if Applicable):**

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

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

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

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



Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?		✓	
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓	
e.	Result in inadequate emergency access?			✓
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓
<b>XVII. UTILITIES AND SERVICE SYSTEMS</b>				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		✓	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?		✓	
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	✓		
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓	

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

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

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2012-1111-MND-REC1** and the associated case(s), **DIR-2012-1112-DB, VTT-71898-CN**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

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

**ADDITIONAL INFORMATION:**

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

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

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
DWAYNE WYATT	City Planning Associate	(213) 473-9919	12/09/2013

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

<b>I. AESTHETICS</b>			
a.	LESS THAN SIGNIFICANT IMPACT	No impacts to designated historic or cultural resources are anticipated.	
b.	LESS THAN SIGNIFICANT IMPACT	No impact on scenic resources or historic buildings. The site is not on a State Scenic Highway.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>Any impact the project will have on the visual character of the site or surrounding area will be reduced by the referenced mitigations.</b>	<b>I-10 Attractive landscaping will substantially reduce any adverse impact the project will have on the visual character of the environment.</b>
d.	LESS THAN SIGNIFICANT IMPACT	The project will add little to no light or glare adversely affecting day or night views in the area. Also the shed and shadow impact are minimal and will not exceed the three hour shed and shadow threshold.	
<b>II. AGRICULTURE AND FOREST RESOURCES</b>			
a.	NO IMPACT	The site does not contain any farmland of any kind.	
b.	NO IMPACT	The project is in an urban area. No agriculture in use.	
c.	NO IMPACT	The project is situated in an urban area, with no agricultural uses.	
d.	NO IMPACT	The project, situated in an urban area, will not result in the loss of forest land.	
e.	NO IMPACT	There is no farmland in the area.	
<b>III. AIR QUALITY</b>			
a.	LESS THAN SIGNIFICANT IMPACT	The project will not conflict with or obstruct the implementation of any applicable air quality plans in the area.	
b.	LESS THAN SIGNIFICANT IMPACT	The project will not impact or violate any air quality standard or contribute to any existing or projected air quality violation.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>Potential impact will be lessened by the application of the referenced mitigation measures. Operationally the project emissions will not exceed 10 tons per year of volatile organic gases or any of the following daily thresholds (CEQA Air Quality Handbook) 1.) Reactive Organic Gas 55 lbs. 2.) Nitrogen Oxide 55 lbs 3.) Carbon Monoxide 550 lbs. 4.) Particulate Matter 150 lbs. 5.) Sulfur Oxide 150 lbs.</b>	<b>III-10 For a project of less than 125 residential units, standard emissions control measures for construction and operations will be more than sufficient to render any potential air pollutant emissions to a level of less than significant for both construction and operation phase.</b>

Impact?	Explanation	Mitigation Measures	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Impacts will be decreased by compliance with the referenced mitigation measure.	III-10 The proposed mitigation will substantially reduce construction impacts to less than significant.
e.	LESS THAN SIGNIFICANT IMPACT	The project will not create any objectional odors that would effect the nearest sensitive receptor nor a substantial number of people in the area.	
<b>IV. BIOLOGICAL RESOURCES</b>			
a.	NO IMPACT	No impact on wild life, habitat or any identified species in the area.	
b.	NO IMPACT	The project will have no impact on any habitat or any other natural community identified in local or regional plans, policies or regulations by the California Department of Fish and Games or the US Fish and Wildlife Service.	
c.	NO IMPACT	No impact on federally protected wetlands as defined by Section 404 of the Clean Water Act.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Accordingly the project may potential impact the habitat and/or movement of native or migratory wild life. As such, the project will be evaluated and mitigated to a less than significant level.	IV-20, IV-30 The referenced mitigated measures will substantially reduced any impacts the project may have on bird nesting or any other migratory wildlife to a less than significant level.
e.	NO IMPACT	No impact on any local policies or ordinances protecting biological resources.	
f.	NO IMPACT	The project will not be in conflict with any provisions of an adopted habitat conservation plan, community conservation plan or other approved local, regional or state plan.	
<b>V. CULTURAL RESOURCES</b>			
a.	NO IMPACT	There are no identifiable cultural resources in the area that will be impacted by the project.	
b.	LESS THAN SIGNIFICANT IMPACT	The proposed project is not known to be a location for archeological resources. Furthermore the project will not include extensive grading. However, the discovoery of evidence of archaeological resources on the site will be addressed by the Department of Building and Safety.	
c.	LESS THAN SIGNIFICANT IMPACT	The proposed project is not known to be a location for archeological resources. Furthermore the project will not include extensive grading. However, any discovoery of evidence of palenontongical resources on the site will be addressed by the Department of Building and Safety.	

Impact?	Explanation	Mitigation Measures
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d.	NO IMPACT	The proposed project is not known to be a location for archeological resources. Furthermore the project will not include extensive grading. The discovery of evidence of human remains on the site is very unlikely.	
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**VI. GEOLOGY AND SOILS**

a.	LESS THAN SIGNIFICANT IMPACT	The State Geologist Alquist-Priolo Fault Zone map indicates that the area is not within a fault zone.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>No danger of risk or loss regarding inordinate ground shaking.</b>	<b>VI-10</b> Strict compliance with seismic regulations will reduce any potential impact to less than significant.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	It is anticipated that the reference mitigations measures will render any potential adverse impacts to a less than significant level.	<b>VI-10, VI-20, VI-50, VI-70</b> Any potential adverse geologic hazards caused by the project will be rendered to less than significant by the strict compliance with the mitigation measures within the California Building Code, the LA Municipal Code and the Uniform Building Code.
d.	LESS THAN SIGNIFICANT IMPACT	The project will not exposed people or structures to any adverse effects. And will mitigate any potential seismic-related ground shaking or failure.	
e.	LESS THAN SIGNIFICANT IMPACT	The project will not exposed people or structures to any adverse effects. And will mitigate any potential seismic-related ground shaking or failure.	
f.	LESS THAN SIGNIFICANT IMPACT	The project is not situated on onstable ground nor is expected to become unstable as a result of the project.	
g.	LESS THAN SIGNIFICANT IMPACT	The project is not located on expansive soil.	
h.	LESS THAN SIGNIFICANT IMPACT	The project will be connected to the City's sewer system.	

**VII. GREEN HOUSE GAS EMISSIONS**

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>Complying with the references mitigation measure will reduce identified impacts to less than significant levels.</b>	<b>VII-10</b> The Planning Departments's standard mitigation conditons, along with the requirement of the Department of Building and Safety will minimize or reasonably reduce to less than significant levels the effects of greenhouse gases emitted from the project.
b.	LESS THAN SIGNIFICANT IMPACT	Regulations required by both the departmens of Building and Safety and Public Works will serve to reduce any adverse impacts to less than significant levels.	

Impact?	Explanation	Mitigation Measures
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**VIII. HAZARDS AND HAZARDOUS MATERIALS**

a.	NO IMPACT	No hazardous materials are proposed to be routinely transported, used, or disposed of as a part of the project.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The reference mitigation measures will reduce any potential adverse impact to a level of insignificance.	VIII-60 Any potential of the release of hazardous material into the environment, such as asbestos, will be substantially mitigated to a level of insignificance by the compliance with the regulations and review by the Fire Department and the Department of Building and Safety.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Potential emission and exposure to school attendats of asbestos particles or lead related particles will be offset by strict implementing of programs contained in the Department of Building and Safety Asbestos Abatement program and painting material disposal practices.	VIII-10 Any potential impact related to asbestos and lead from paint will be reduced to a less than significant by first identifying the existing construction material to be de,olished and then implementing programs as directed by the Department of Building & Safety.
d.	NO IMPACT	Any potential of emitting hazardous material into the evironment will be address by the standards and mitigation measures of the both the Fire Department and the Department of Building and Safety.	
e.	NO IMPACT	The project will not be located within an airport land use plan, or within the vicinity of an airport.	
f.	NO IMPACT	The project will not be located within a private airstrip.	
g.	NO IMPACT	The project will have no effect on the implementation of an adopted emergency response plan.	
h.	NO IMPACT	The project is not adjacent or within the vicinity of an wildlands.	

**IX. HYDROLOGY AND WATER QUALITY**

a.	NO IMPACT	The project is not anticipated to violate any water quality or waste discharge requirements.	
b.	NO IMPACT	The proposed project will get its water source from the Department of Water and Power.	
c.	LESS THAN SIGNIFICANT IMPACT	The project will not effect the existing drainage pattern of the site or area.	
d.	LESS THAN SIGNIFICANT IMPACT	The project will not effect the existing drainage pattern of the site or area. And will not result in substantial soil erosion on or off the site.	

Impact?	Explanation	Mitigation Measures
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e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Will not create or contribute to water runoff or exceed the existing stormwater drainage system per the Department of Public Works conditions and proposed mitigations.	IX-20 The proposed mitigation measure will serve to reduce the impact on the drainage system to a less than significant level.
f.	NO IMPACT	Any adverse impacts on water quality caused by the project will be substantially reduce impacts to less than significant.	
g.	NO IMPACT	The project is not within a flood hazard area.	
h.	NO IMPACT	The project is not within a flood hazard area.	
i.	NO IMPACT	Proposed project is outside of the flood zone	
j.	NO IMPACT	Proposed project is not within a vicinity of a dam.	

#### X. LAND USE AND PLANNING

a.	NO IMPACT	The project will not have the effect of physically dividing the community.	
b.	LESS THAN SIGNIFICANT IMPACT	The applicant has requested a density bonus, which will afford a number of units beyond that which current zone would allow. However, the additional 13, units does not raise to the level of a significant impact on the area.	
c.	NO IMPACT	The project will be reviewed by the Dept. of Building and Safety and the Planning Department for compliance with city land use policies.	

#### XI. MINERAL RESOURCES

a.	NO IMPACT	The project will not result in a lose of mineral resources.	
b.	NO IMPACT	The project site is not located in a known mineral resource area.	

#### XII. NOISE

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The referenced mitigation measures will mitigate the impact noise will have on the area to a less than significant level.	XII-20, XII-70 Measures design to mitigate noise impacts on the area by the project will be satisfactorily reduced to insignificant levels by standard conditions imposed by the planning department and the department of building and safety. However, additional conditions have been imposed to also insure the reduction of impacts on noise sensitive uses in the area to a level of insignificance. An increase of increments of 3dba's on a 24 scale is not anticipated on the site in the projects operational phase.
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Impact?	Explanation	Mitigation Measures
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b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed mitigation measures will insure that regular construction activity will not generate excessive and prolong groundborne noise. Construction noise will be rendered to a less than significant level.	XII-20 The proposed mitigation measures will reduced construction related noise caused by the project to a less than significant level.
c.	LESS THAN SIGNIFICANT IMPACT	Construction activity noise will be reduced to a level of insignificance by conditions imposed by the city. It is estimated that operational noise will center around 50dBA's. A level that will be considered insignificant relative to neighboring noise levels. Additionally, according to Los Angeles City CEQA Guidelines, a project involving less than 75 residential dwelling units noise impact on the environment will be less than significant.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The referenced mitigation measures will insure that any noise impacts are less than significant.	XII-20, XII-230 The applicant will use noise control devices, such as equipment muffler, enclosed, and barriers. Maintain all sound-reducing devices and restriction throughout the construction period.
e.	NO IMPACT	The project is not located within an airport land use plan	
f.	NO IMPACT	The project is not located within the vicinity of a private air strip.	

### XIII. POPULATION AND HOUSING

a.	LESS THAN SIGNIFICANT IMPACT	The project will result in an estimated net increase of 32 residents. The impact of this increase to the area is considered insignificant.	
b.	LESS THAN SIGNIFICANT IMPACT	The project will not result in a decrease in existing housing stock, rather a net increase of 16-units	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will be reviewed by the Planning Department and the Housing Department regarding the adverse impact of displacing tenants. Both departments will insure the compliance of city policy and the reference mitigation measures to minimize the impact to less than significant.	XIII-20, XIII-30 The referenced mitigation measures will serve to reduce any adverse impact the project might have on the existing housing stock to a less than significant level.

### XIV. PUBLIC SERVICES

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The projects potential impact on fire protection in the area will be reduced to an impact of less than significance by the referenced mitigations.	XIV-10 The referenced mitigation will incorporate fire safety measures into the building plans of the building. This will help to reduce the potential for fire to a less than significant level.
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Impact?	Explanation	Mitigation Measures
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b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The projects potential impact on police protection in the area will be reduced to an impact of less than significant by the referenced mitigations.	XIV-30 Security measures incorporated into the design of the building will help to reduce potential safety hazards to a less than significant level.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The projects potential impact on the adjacent school will be reduced to an impact of less than significant by the referenced mitigations.	XIV-40, XIV-50, XIV-60 The referenced mitigation measures will serve to reduce any adverse impact the project will have on the local school to a less than significant level.
d.	LESS THAN SIGNIFICANT IMPACT	Any impact the project might have on recreational resources in the area, will be mitigated by the payment of Quimby fees.	
e.	LESS THAN SIGNIFICANT IMPACT	The project will not have any appreciable impact on general public services in the area	

#### XV. RECREATION

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The reference mitigation measure will insure that impacts on recreational services will be less than significant.	XV-10 The proposed mitigation will reduce impacts on local recreation facilities to a less than significant level.
b.	LESS THAN SIGNIFICANT IMPACT	The project will not impact existing or require new recreational services in the area.	

#### XVI. TRANSPORTATION/TRAFFIC

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will create 16 additional housing unit and approximately 94.4 daily trips for a total of 289.1 daily trips. 8.32 peak hour trips for a total of 24.8 peak hour trips. These trips are considerably less than the LA CEQA Guidelines criteria of 500 or more daily trips or 43 peak hour trips to be of significant impact.	XVI-30, XVI-80 Per the LA CEQA Guidelines vehicular trips generated by the project will be less than significant. However, the movement of trucks and equipment will have an adverse impact on the area. As such the haul route conditions, as required by, the Department of Building will serve to reduce the impact on the community to a less than significant level.
b.	LESS THAN SIGNIFICANT IMPACT	The project will not substantially increase the level of service on the surrounding streets.	
c.	LESS THAN SIGNIFICANT IMPACT	The project will have no impact on current air traffic patterns.	
d.	LESS THAN SIGNIFICANT IMPACT	The project will not create any hazards due to a design feature.	
e.	NO IMPACT	The project will not adversely impact emergency access. Rather the project will have the affect of improving access.	
f.	NO IMPACT	The project will conform to city measures and policies design to improve access to alternative transportation modes.	

#### XVII. UTILITIES AND SERVICE SYSTEMS

Impact?	Explanation	Mitigation Measures	
a.	NO IMPACT	In a letter, dated July 13, 2013, from the Bureau of Engineering, indicating that the project will be adequately serviced by the existing public sewer system.	
b.	NO IMPACT	In a letter, dated July 23, 2013, from the Department of Water and Power, indicating that the project will be adequately serviced by the existing municipal system.	
c.	NO IMPACT	The project will have no impact on storm water drainage. Current storm water facilities are more than adequate to service the proposed project.	
d.	LESS THAN SIGNIFICANT IMPACT	In a memo, dated July 23, 20013, from the Department of Water and Power, the project will be adequately supplied by the municipal water system.	
e.	LESS THAN SIGNIFICANT IMPACT	In a letter, dated July 13, 2013, from the Bureau of Engineering, indicating that the project will be adequately serviced by the existing public sewer and water treatment system.	
f.	LESS THAN SIGNIFICANT IMPACT	There is currently sufficient landfill capacity to service the proposed project.	
g.	LESS THAN SIGNIFICANT IMPACT	The project as proposed will comply with federal, state and local solid waste regulations	

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

a.	NO IMPACT	The project is located within an established urban environment, and does not contain any significant biological resources that will be impacted, as a result of the project's implementation.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project will result in a cumulative increase in the generation of greenhouse gasses, water demand, wastewater generation, and solid waste generation. However, compliance with proposed mitigation measures will substantially reduce any potential impacts to less than significant level.</b>	<b>XVIII-10</b> It is determined that the referenced mitigation measures, outlined in the MND, will be sufficient to render any potential cumulative adverse impacts on the environment, associated with the project, to less than significant levels.
c.	LESS THAN SIGNIFICANT IMPACT	As proposed, the project will not have an substantial or adverse environmental effect, directly or indirectly on human beings.	