City of Los Angeles
Department of City Planning • Environmental Analysis Section
City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION
West Adams - Baldwin Hills - Leimert Plan Area

Volume 1 of 2

Kaiser Permanente Outpatient Medical Facility - Baldwin Hills MOB

Case Number: ENV-2013-4103-MND

Project Location: Current Address: 4055 - 4081 S. Marlton Ave.
Proposed Address: 3780 W. Martin Luther King Jr. Blvd., Los Angeles, CA 90008

Council District: 10

Project Description: Kaiser Foundation Health Plan Inc., (the "Applicant") proposes to develop a 105,000 square foot outpatient medical facility project on an approximately 8.65 gross acres (376,633 square feet) site bounded by Martin Luther King Jr. Boulevard to the north, Marlton Avenue to the east, Santa Rosalia Drive to the south and Buckingham Road to the west. The Proposed Project will include the construction of a four-story (approx. 60 feet above grade) outpatient medical facility building with a proposed floor area ratio (FAR) of approximately 0.28:1. The project would provide approximately 525 surface parking spaces in accordance with the LAMC parking requirements. Vehicular access to the site will be provided primarily from a proposed two-way access easement driveway from Martin Luther King Jr. Boulevard and three secondary driveways; one on Buckingham Road and two on Marlton Avenue. A vehicular service entrance will be provided off Santa Rosalia Drive. Additionally, the Project will incorporate photovoltaic panels as part of an architectural rooftop feature and solar arrays distributed throughout the parking areas and landscaped plaza. A green roof will be provided on both the second and third level of the Proposed Project. The Applicant will be seeking a minimum LEED Gold certification from the U.S. Green Building Council, with an aim to achieve LEED platinum certification for a net zero energy efficient building.

The Applicant is requesting the following entitlements be granted pursuant to the Los Angeles Municipal Code ("LAMC"): (a) Project Permit Compliance approval of a 4-story, 105,000 square-foot outpatient medical facility with a maximum building height of 60 feet pursuant to LAMC Section 11.5.7 C and Section 5.A of the Crenshaw Corridor Specific Plan; (b) Pursuant to LAMC Section 11.5.7 F Specific Plan Exceptions from (i) 14c and Design Standard 11i of the Crenshaw Corridor Specific Plan Design Guidelines and Standards Manual to allow two surface parking lots to be located on the sides of the structure, fronting along Santa Rosalia Drive and portions of Marlton Avenue and Buckingham Road and (ii) 14c and Design Standard 8a of the Crenshaw Corridor Specific Plan Design Guidelines and Standards Manual to allow a 2'-6" high fence on top of the required 3' – 6" high wall (total 6'-0" high) adjacent to surface parking lots fronting along adjacent streets and a 6'-0" high fence fronting along adjacent streets; (c) Design Review approval pursuant to LAMC Section 16.50 and Section 14 Design Review of the Crenshaw Corridor Specific Plan; and (d) Site Plan Review pursuant to LAMC Section 16.05. The Applicant will also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities including, but not limited to, the following: demolition, grading, foundation, and a haul route environmental review for the hauling of approx. 74,146 cy of soil (37,073 cy of export and 37,073 cy of import).

APPLICANT:	PREPARED BY:	ON BEHALF OF:
Kaiser Foundation Health Plan, Inc.	Parker Environmental Consultants	The City of Los Angeles Department of City Planning Environmental Analysis Section

May 8, 2014

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: City of Los Angeles		**COUNCIL DISTRICT:** 10
PROJECT TITLE: Kaiser Permanente Outpatient Medical Facility - Baldwin Hills MOB	**ENVIRONMENTAL CASE:** ENV-2013-4103-MND	**CASE NO.** APCS-2013-4102-SPE-DRB-SPP

PROJECT LOCATION: Current Address: 4055 - 4081 S. Marlton Drive, Los Angeles CA 90008
Proposed Address: 3780 W. Martin Luther King Jr. Boulevard, Los Angeles, CA 90008

PROJECT DESCRIPTION: The Project includes the construction of a 105,000 square foot (sf) outpatient medical facility on an approximately 8.65-acre (376,633 sf) site bounded by Martin Luther King Jr. Blvd. to the north, Marlton Ave. to the east, Santa Rosalia Dr. to the south and Buckingham Rd. to the west. The Applicant proposes the construction of a four-story (approx. 60 feet above grade), outpatient medical facility with a net floor area of approximately 105,000 sf. The proposed floor area ratio (FAR) is approximately 0.28:1 and the allowable FAR for the Project Site is 1.5:1. The project would provide approximately 525 surface parking spaces in accordance with the Los Angeles Municipal Code (LAMC) parking requirements. Vehicular access to the site will be provided primarily from a proposed two-way access easement driveway from Martin Luther King Jr. Blvd., and three secondary driveways; one on Buckingham Rd. and two on Marlton Ave. A vehicular service entrance will be provided off Santa Rosalia Dr. Additionally, the Project will incorporate photovoltaic panels as part of an architectural rooftop feature and solar arrays distributed throughout the parking areas and landscaped plaza. A green roof will be provided on both the second and third level of the Proposed Project. The Applicant will be seeking a minimum LEED Gold certification from the U.S. Green Building Council, with an aim to achieve LEED platinum certification for a net zero energy efficient building.

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NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Kaiser Foundation Health Plan Inc.
393 Walnut Street
Pasadena, CA 91188

FINDING: The Department of City Planning of the City of Los Angeles has proposed that a mitigated negative declaration be adopted for this project. The mitigation measures outlined on the attached pages will reduce any potentially significant adverse effects to a level of insignificance.

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED

Any written comment 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 EXPANDED INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING FORM	**TITLE**	**TELEPHONE NUMBER**
Lateef Sholebo	City Planning Associate	(213) 978-1222
ADDRESS	**SIGNATURE (Official)**	**DATE**
200 North Spring Street, 7th Floor Los Angeles, CA 90012		May 8, 2014

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: City of Los Angeles Department of City Planning	**COUNCIL DISTRICT:** CD 10 - Herb J. Wesson, Jr.	**DATE:** May 8, 2014
RESPONSIBLE AGENCIES: Building and Safety, Department of Transportation		
ENVIRONMENTAL CASE: ENV-2013-4103-MND	**RELATED CASES:** APCS-2013-4102-SPE-DRB-SPP	
PREVIOUS ACTIONS CASE NO.	❑ DOES have significant changes from previous actions. ❑ DOES NOT have significant changes from previous actions.	

PROJECT DESCRIPTION: The Project includes the construction of a 105,000 square foot (sf) outpatient medical facility on an approximately 8.65-acre (376,633 sf) site bounded by Martin Luther King Jr. Blvd. to the north, Marlton Ave. to the east, Santa Rosalia Dr. to the south and Buckingham Rd. to the west. The Applicant proposes the construction of a four-story (approx. 60 feet above grade), outpatient medical facility with a net floor area of approximately 105,000 sf. The proposed floor area ratio (FAR) is approximately 0.28:1 and the allowable FAR for the Project Site is 1.5:1. The project would provide approximately 525 surface parking spaces in accordance with the Los Angeles Municipal Code (LAMC) parking requirements. Vehicular access to the site will be provided primarily from a proposed two-way access easement driveway from Martin Luther King Jr. Blvd., and three secondary driveways; one on Buckingham Rd. and two on Marlton Ave. A vehicular service entrance will be provided off Santa Rosalia Dr. Additionally, the Project will incorporate photovoltaic panels as part of an architectural rooftop feature and solar arrays distributed throughout the parking areas and landscaped plaza. A green roof will be provided on both the second and third level of the Proposed Project. The Applicant will be seeking a minimum LEED Gold certification from the U.S. Green Building Council, with an aim to achieve LEED platinum certification for a net zero energy efficient building.

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ENV PROJECT DESCRIPTION: See above and supporting exhibits and tables in the attached expanded Initial Study Mitigated Negative Declaration (IS/MND), attached.

ENVIRONMENTAL SETTING: The Project Site is located in the West Adams - Baldwin Hills - Leimert Community Plan Area of Los Angeles. The Project Site includes approximately 376,633 gross square feet of lot area (i.e., 8.6 acres) and is currently occupied by vacant space. Further details and photographs of the existing Project Site and surrounding area are provided in the expanded Initial Study/Mitigated Negative Declaration (IS/MND), attached.

PROJECT LOCATION: Current Address: 4055 - 4081 S. Marlton Dr., Los Angeles CA 90008
Proposed Address: 3780 W. Martin Luther King Jr. Boulevard, Los Angeles, CA 90008

COMMUNITY PLAN AREA: West Adams - Baldwin Hills - Leimert STATUS: ☐ Preliminary ☒ Does Conform to Plan ☒ Proposed ☐ Does NOT Conform to Plan ☒ ADOPTED in 2003		AREA PLANNING COMMISSION: South Los Angeles	CERTIFIED NEIGHBORHOOD COUNCIL: Empowerment Congress West Area
EXISTING ZONING: [Q]C2-2D	MAX DENSITY ZONING: 1.5:1	LA River Adjacent: No	
GENERAL PLAN LAND USE: Regional Commercial	MAX. DENSITY PLAN: 1.5:1	PROPOSED PROJECT DENSITY: 0.28:1	

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.

Signature	Title	Phone
[signature]	City Planning Associate	213-978-1222

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be 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 significant.

Environmental Factors Potentially Affected:

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

☒ **AESTHETICS**	☒ **GREENHOUSE GAS EMISSIONS**	❑ **POPULATION AND HOUSING**
❑ **AGRICULTURE AND FOREST RESOURCES**	☒ **HAZARDS AND HAZARDOUS MATERIALS**	☒ **PUBLIC SERVICES**
☒ **AIR QUALITY**	☒ **HYDROLOGY AND WATER QUALITY**	❑ **RECREATION**
☒ **BIOLOGICAL RESOURCES**	❑ **LAND USE AND PLANNING**	☒**TRANSPORTATION/CIRCULATION**
☒ **CULTURAL RESOURCES**	❑ **MINERAL RESOURCES**	☒ **UTILITIES**
☒ **GEOLOGY AND SOILS**	☒**NOISE**	☒ **MANDATORY FINDINGS OF SIGNIFICANCE**

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

PROPONENT NAME: Kaiser Foundation Health Plan Inc. **PHONE NUMBER:** (951) 906-9146

APPLICANT ADDRESS: 393 Walnut Street
Pasadena, CA 91188

AGENCY REQUIRING CHECKLIST: City of Los Angeles
Department of City Planning **SUBMITTED:** December 18, 2013

PROPOSAL NAME (If Applicable): Kaiser Permanente Outpatient Medical Facility - Baldwin Hills MOB

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN ATTACHEMENT B, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN ATTACHMENT B FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
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.	**AGRICULTURE AND FOREST 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 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 1220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))?	❑	❑	❑	☒
d.	RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	❑	❑	❑	☒
e.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	❑	❑	❑	☒
III.	**AIR QUALITY**				
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE 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?	❑	❑	☒	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	❑	❑	❑	☒
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 SECTION 15064.5?	❑	❑	❑	☒
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA SECTION 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:				
i.	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	❑	☒	❑	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.				
ii.	STRONG SEISMIC GROUND SHAKING?	❑	☒	❑	❑
iii.	SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	❑	❑	☒	❑
iv.	LANDSLIDES?	❑	❑	☒	❑
b.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	❑	☒	❑	❑
c.	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?	❑	❑	☒	❑
d.	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?	❑	❑	☒	❑
e.	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.	**GREENHOUSE GAS EMISSIONS**				
a.	GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?	❑	☒	❑	❑
b.	CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?	❑	☒	❑	❑
VIII.	**HAZARDS AND HAZARDOUS MATERIALS**				
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS	❑	❑	☒	❑
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?	❑	❑	☒	❑
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?	❑	❑	☒	❑
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?	❑	☒	❑	❑
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?	❑	❑	❑	☒
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?	❑	❑	❑	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	❑	❑	❑	☒
IX.	**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?	❑	❑	❑	☒
X.	**LAND USE AND PLANNING**				
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	❑	❑	❑	☒
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?	❑	❑	☒	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	❑	❑	❑	☒
XI.	**MINERAL RESOURCES**				
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?	❑	❑	❑	☒
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?	❑	❑	❑	☒
XII.	**NOISE**				
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE 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?	❑	❑	❑	☒
XIII.	**POPULATION AND HOUSING**				
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?	❑	❑	❑	☒
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	❑	❑	❑	☒
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	❑	❑	❑	☒
XIV.	**PUBLIC SERVICES**				
a.	FIRE PROTECTION?	❑	☒	❑	❑
b.	POLICE PROTECTION?	❑	☒	❑	❑
c.	SCHOOLS?	❑	☒	❑	❑
d.	PARKS?	❑	❑	☒	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	OTHER PUBLIC FACILITIES?	❑	❑	☒	❑
XV.	**RECREATION**				
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?	❑	❑	☒	❑
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?	❑	❑	❑	☒
XVI.	**TRANSPORTATION/CIRCULATION**				
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?	❑	☒	❑	❑
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 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?	❑	❑	❑	☒
XVII.	**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?	❑	☒	❑	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS?	❑	❑	☒	❑
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?	❑	☒	❑	❑
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	❑	☒	❑	❑
XVIII.	**MANDATORY FINDINGS OF SIGNIFICANCE**				
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF 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 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 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-2013-4103-MND** and the associated case(s), **APCS-2013-4102-SPE-DRB-SPP**. 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 impacts(s) on the environment (after mitigation) **will not**:

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

ADDITIONAL INFORMATION:

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

For City information, addresses, and phone numbers: visit the City's website at http://www.lacity.org; City Planning- and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps – http://gmw.consrv.ca.gov/shmp/ Engineering/Infrastructure/Topographic Maps/Parcel Information – http://boemaps.eng.ci.la.ca.us/index0.1htm or City's main website under the heading "Navigate LA."

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
Lateef Sholebo	City Planner	(213) 978-1222	May 8, 2014

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
I. AESTHETICS			
a.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
b.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
c.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	I-10, I-20, I-50, I-90, I-110
d.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	I-120, I-130
II. AGRICULTURAL RESOURCES			
a.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
b.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
c.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
d.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
e.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
III. AIR QUALITY			
a.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
b.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	III-10
c.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
d.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
e.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
IV. BIOLOGICAL RESOURCES			
a.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	IV-20,
b.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
c.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
d.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
e.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	IV-70
f.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.

	Impact	Explanation	Mitigation Measures
V. CULTURAL RESOURCES			
a.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
b.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	V-20
c.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	V-30
d.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	V-40
VI. GEOLOGY AND SOILS			
a.i.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	VI-10, VI-50
a.ii.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	VI-10, VI-50
a.iii.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
a.iv.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
b.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	VI-20
c.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
d.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
e.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
VII. GREENHOUSE GAS EMISSIONS			
a.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	VII-10
b.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	VII-10
VIII. HAZARDS AND HAZARDOUS MATERIALS			
a.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
b.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
c.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
d.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	VIII-150
e.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
f.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
g.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
h.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.

	Impact	Explanation	Mitigation Measures
IX. HYDROLOGY AND WATER QUALITY			
a.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	IX-20, IX-30
b.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
c.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
d.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
e.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
f.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
g.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
h.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
i.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
j.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
X. LAND USE AND PLANNING			
a.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
b.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
c.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
XI. MINERAL RESOURCES			
a.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
b.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
XII. NOISE			
a.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	XII-20
b.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	XII-20.
c.	Less Than Significant Impact	See attached expanded IS/MND analysis.	No mitigation measures are required.
d.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	XII-20
e.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
f.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
XIII. POPULATION AND HOUSING			
a.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
b.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are

	Impact	Explanation	Mitigation Measures
			required.
c.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
XIV. PUBLIC SERVICES			
a.i	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	XIV-10
a.ii.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	XIV-20, XIV-30
a.iii.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
a.iv.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
a.v.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
XV. RECREATION			
a.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
b.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
XVI. TRANSPORTATION/CIRCULATION			
a.	Potentially Significant Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	XVI-10, XVI-30, XVI-80
b.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
c.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
d.	Potentially Significant Impact Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	XVI-30
e.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
f.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
XVII. UTILITIES			
a.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
b.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
c.	No Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
d.	Potentially Significant Impact Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	XVII-10, XVII-20, XVII-30
e.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
f.	Potentially Significant Impact Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	XVII-90
g.	Potentially Significant Impact Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	XVII-90.

	Impact	Explanation	Mitigation Measures
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	Potentially Significant Impact Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	IV-20, IV-70, V-20, V-30, V-40.
b.	Less Than Significant Impact.	See attached expanded IS/MND analysis.	No mitigation measures are required.
c.	Potentially Significant Impact Unless Mitigation Incorporated.	See attached expanded IS/MND analysis.	XVIII-30

MITIGATION MEASURES

I. AESTHETICS

I-10 Aesthetics (Landscape Plan)

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

I-20 Aesthetics (Landscape Buffer)

- A minimum three-foot wide landscape buffer shall be planted adjacent to the residential use.

I-50 Aesthetics (Surface Parking)

- A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new surface parking spaces.
- The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb, and landscape. An automatic irrigation plan shall be approved by the Department of City Planning.
- Palm trees shall not be considered in meeting this requirement.
- The genus or genera of the tree(s) shall provide a minimum crown of 30'- 50'. Please refer to City of Los Angeles Landscape Ordinance (Ord. No.170,978), Guidelines K - Vehicular Use Areas.

I-90 Aesthetics (Vandalism)

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

I-110 Aesthetics (Signage on Construction Barriers)

- The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS."
- Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.

- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

I-120 Aesthetics (Light)

- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

I-130 (Aesthetics (Glare)

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

II. AGRICULTURE AND FORESTRY RESOURCES

No mitigation measures are required.

III. AIR QUALITY

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

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting would 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.

IV. BIOLOGICAL RESOURCES

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

- 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 of 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:
    a) 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.

b) If a protected native bird nest 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.

c) 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.

d) 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-70 Tree Removal (Non-Protected Trees)

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

V. CULTURAL RESOURCES

V-20 Cultural Resources (Archaeological)

- If any archaeological materials are encountered during the course of the Project development, all further development activity shall halt and:

a) The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact.

b) The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.

c) The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.

d) Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

SCCIC Department of Anthropology
McCarthy Hall 477
CSU Fullerton

800 North State College Boulevard
Fullerton, CA 92834

- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

V-30 Cultural Resources (Paleontological)

- If any paleontological materials are encountered during the course of the Project development, all further development activities shall halt and:
  a) The services of a paleontologist shall be secured by contacting the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the County Natural History Museum – who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
  b) The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
  c) The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
  d) Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

V-40 Cultural Resources (Human Remains)

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

VI. GEOLOGY AND SOILS

VI-10 Seismic

- 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-20 Erosion/Grading/Short-Term Construction Impacts

- The Project Applicant shall provide 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

- 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. GREENHOUSE GAS EMISSIONS

VII-10 Green House Gas Emissions

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

VIII. HAZARDS AND HAZARDOUS MATERIALS

VIII-150 Hazardous Materials Site

- Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department and the LARWQCB indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

IX. HYDROLOGY AND WATER QUALITY

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

- 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.

IX-30 Standard Urban Stormwater Mitigation Plan

- Prior to issuance of a grading permit, the Project shall comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) and/or the site-specific mitigation plan to mitigate stormwater pollution as required by Ordinance Nos. 172,176 and 173,494. The appropriate design and application of Best Management Practices (BMP) devices and facilities shall be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public Works. More information may be obtained at www.lastormwater.org.

X. LAND USE AND PLANNING

No mitigation measures are required.

XI. MINERAL RESOURCES

No mitigation measures are required.

XII. NOISE

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

- 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.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.
- Barriers such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the perimeter of the construction site to minimize the amount of noise during construction on the nearby noise-sensitive uses.
- The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be

posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

XIII. POPULATION AND HOUSING

No mitigation measures are required.

XIV. PUBLIC SERVICES

XIV-10 Public Services (Fire)

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

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

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

XIV-30 Public Services (Police)

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

XIV-60 Public Services (Schools)

No mitigation measures are required.

XV. RECREATION

No mitigation measures are required.

XVI. TRANSPORTATION AND TRAFFIC

XVI-10 Increased Vehicle Trips/Congestion

- The Applicant shall comply with all mitigation measure(s) and conditions of approval detailed in the Department of Transportation's communication to the Planning Department dated October 8, 2013 (attached to this expanded IS/MND). The Project Traffic Study and subsequent revisions, dated July 8, 2013, and mitigation measure(s) are incorporated herein by reference.

XVI-30 Transportation (Haul Route)

- The developer shall install appropriate traffic signs in accordance with the LAMC around the site to ensure pedestrian and vehicle safety.
- *(Non-Hillside):* The Projects involves the import/export of 20,000 cubic yards or more of dirt. The Project Applicant shall obtain haul route approval by the Department of Building and Safety in accordance with the LAMC.
- Flag persons shall be utilized to direct haul trucks entering and leaving the site to ensure safe turning movements and prevent conflicts with pedestrian and vehicular traffic.

XVI-80 Increased Vehicle Trips/Congestion

- A Construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall 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. All construction related traffic shall be restricted to off-peak hours.
- All delivery truck loading and unloading shall take place on site.

XVII. UTILITIES AND SERVICE SYSTEMS

XVII-10 Utilities (Local Water Supplies - Landscaping)

- The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
    - Weather-based irrigation controller with rain shutoff
    - Matched precipitation (flow) rates for sprinkler heads
    - Drip/microspray/subsurface irrigation where appropriate
    - Minimum irrigation system distribution uniformity of 75 percent
    - Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
    - Use of landscape contouring to minimize precipitation runoff.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.

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

- If conditions dictate pursuant to the LAMC, the Department of Water and Power may postpone new water connections for this Project until water supply capacity is adequate.
- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.

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

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

- All restroom faucets shall be of a self-closing design.

XVII-90 Utilities (Solid Waste Recycling)

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

XVIII-30 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.

Cumulative Impacts

As discussed in the expanded Initial Study/Mitigated Negative Declaration (IS/MND), attached, there may be environmental impacts which are individually limited, but significant when viewed in connection with the effects of past projects, other current project, and probably future projects. However, these cumulative impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

TABLE OF CONTENTS

List of Figures

List of Tables

APPENDICES

APPENDIX G: TRAFFIC STUDY

City of Los Angeles Department of Transportation, Inter-Departmental Correspondence from Tomas Carranza, Senior Transportation Engineer, to Karen Hoo, City Planner, Department of City Planning, dated October 8, 2013.

Linscott Law & Greenspan Engineers, Traffic Impact Study, Kaiser Permanente Baldwin Hills Crenshaw MOB Project City of Los Angeles California, dated July 8, 2013.

I. INTRODUCTION

PROJECT INFORMATION

Project Title: Kaiser Baldwin Hills MOB

Project Location: Current Address: 4055 S. Marlton Drive, Los Angeles, CA 90008
Proposed Address: 3780 W. Martin Luther King Jr. Blvd., Los Angeles, CA 90008

Project Applicant: Kaiser Foundation Health Plan Inc.
393 Walnut Street
Pasadena, CA 91188

Lead Agency: City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 721
Los Angeles, CA 90012

PROJECT SUMMARY

Kaiser Foundation Health Plan Inc., (the "Applicant") proposes to develop a 105,000 square foot outpatient medical facility project on an approximately 8.6 gross acres (376,633 square feet) site bounded by Martin Luther King Jr. Boulevard to the north, Marlton Avenue to the east, Santa Rosalia Drive to the south and Buckingham Road to the west. The Proposed Project will include the construction of a four-story (approx. 60 feet above grade) outpatient medical facility with a proposed floor area ratio (FAR) of approximately 0.28:1. The project would provide approximately 525 surface parking spaces in accordance with the LAMC parking requirements. Vehicular access to the site will be provided primarily from a proposed two-way access easement driveway from Martin Luther King Jr. Boulevard and three secondary driveways; one on Buckingham Road and two on Marlton Avenue. A vehicular service entrance will be provided off Santa Rosalia Drive. Additionally, the Project will incorporate photovoltaic panels as part of an architectural rooftop feature and solar arrays distributed throughout the parking areas and landscaped plaza. A green roof will be provided on both the second and third level of the Proposed Project. The Applicant will be seeking a minimum LEED Gold certification from the U.S. Green Building Council, with an aim to achieve LEED platinum certification for a net zero energy efficient building.

The Applicant is requesting the following entitlements be granted pursuant to the Los Angeles Municipal Code ("LAMC"): (a) Project Permit Compliance approval of a 4-story, 105,000 square-foot outpatient medical facility with a maximum building height of 60 feet pursuant to LAMC Section 11.5.7 C and Section 5.A of the Crenshaw Corridor Specific Plan; (b) Pursuant to LAMC Section 11.5.7 F Specific Plan Exceptions from (i) 14c and Design Standard 11i of the Crenshaw Corridor Specific Plan Design Guidelines and Standards Manual to allow two surface parking lots to be located on the sides of the structure, fronting along Santa Rosalia Drive and portions of Marlton Avenue and Buckingham Road and (ii) 14c and Design Standard 8a of the Crenshaw Corridor Specific Plan Design Guidelines and Standards

Manual to allow a 2'-6" high fence on top of the required 3' – 6" high wall (total 6'-0" high) adjacent to surface parking lots fronting along adjacent streets and a 6'-0" high fence fronting along adjacent streets; (d) Design Review approval pursuant to LAMC Section 16.50 and Section 14 Design Review of the Crenshaw Corridor Specific Plan; and (e) Site Plan Review pursuant to LAMC Section 16.05. The Applicant will also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities including, but not limited to, the following: demolition, grading, foundation, and a haul route environmental review for the hauling of approx. 74,146 cy of soil (37,073 cy of export and 37,073 cy of import).

ORGANIZATION OF THE INITIAL STUDY

This Draft IS/MND is organized into seven sections as follows:

Mitigated Negative Declaration Form: The proposed Mitigated Negative Declaration (MND) is provided at the beginning of this document. The MND contains the City's environmental findings that all of the Project's potential environmental impacts will be reduced to a level of less than significance with the incorporation of mitigation measures.

Initial Study Checklist: This Section contains the completed IS Checklist showing the significance level under each environmental impact category.

Introduction: This Section provides introductory information such as the Proposed Project title, the Project Applicant, and the lead agency for the Proposed Project.

Project Description: This Section provides a detailed description of the Proposed Project including the environmental setting, project characteristics, related project information, and environmental clearance requirements.

Environmental Impact Analysis: This Section contains an assessment and discussion of impacts for each environmental issue identified in the Initial Study Checklist. Where the evaluation identifies potentially significant effects, mitigation measures are provided to reduce such impacts to less-than-significant levels.

Preparers of the Initial Study and Persons Consulted: This Section provides a list of consultant team members and governmental agencies that participated in the preparation of the IS/MND.

References, Acronyms and Abbreviations: This Section includes various documents and information used and referenced during the preparation of the IS, along with a list of commonly used acronyms.

This expanded IS/MND is a preliminary analysis prepared by and for the City of Los Angeles as Lead Agency to determine whether an Environmental Impact Report (EIR) or a Negative Declaration (ND) or MND must be prepared for a proposed project. An MND is prepared for a project when the initial study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial

study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

Implementation of the Proposed Project could cause some potentially significant impacts on the environment, but as shown in the environmental analysis contained in this IS/MND, all of the Project's potentially significant impacts would be reduced to less than significant levels through the implementation of mitigation measures. Consequently, the analysis contained herein concludes that an MND shall be prepared for the Proposed Project.

II. PROJECT DESCRIPTION
A. PROJECT LOCATION

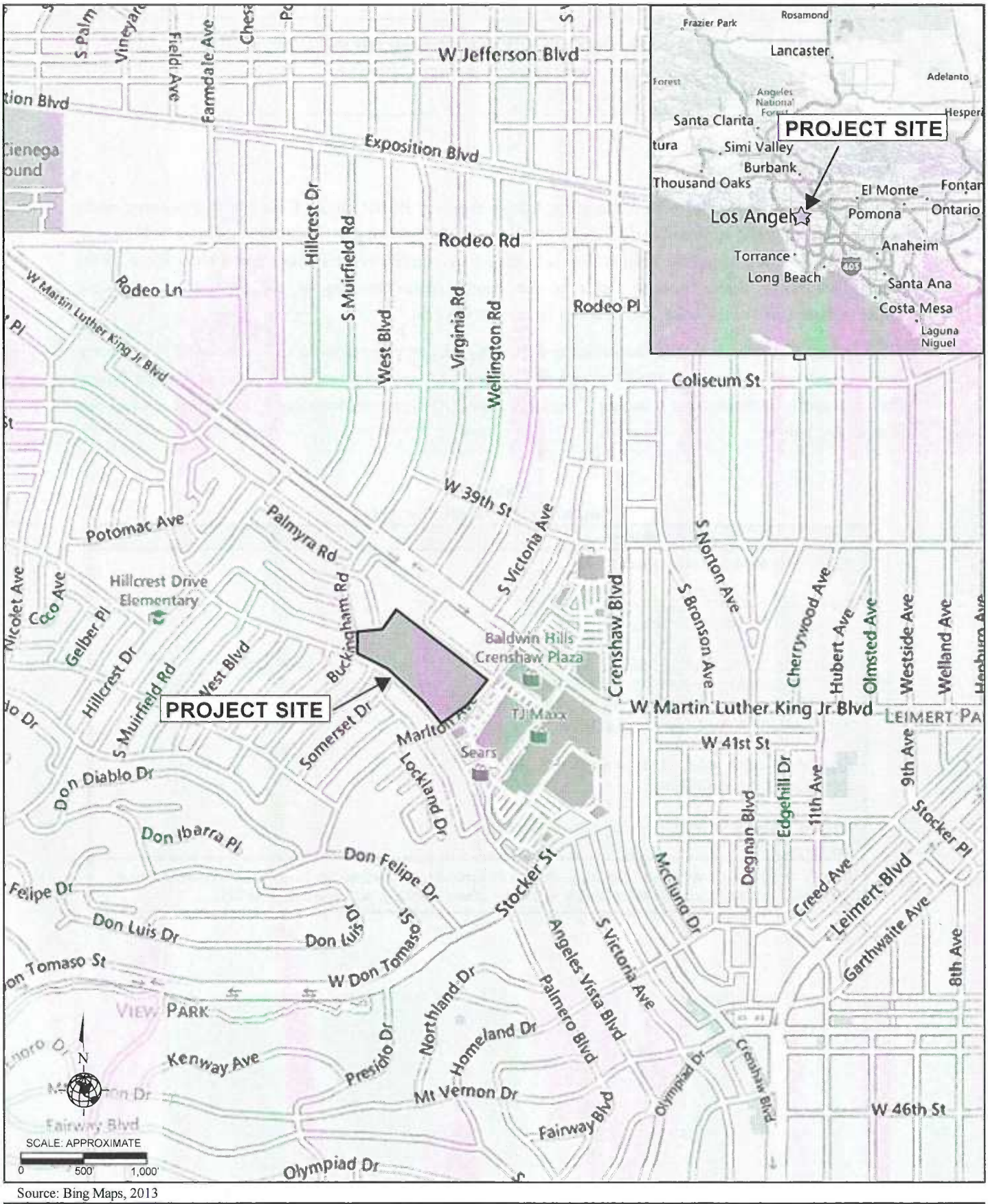
PROJECT LOCATION

The Project Site is located within the West Adams-Baldwin Hills-Leimert Community Plan area in the City of Los Angeles, approximately 5 miles southwest of downtown Los Angeles. As shown in Figure II-1, Project Location Map, the Project Site is bounded by commercial buildings and vacant space to the immediate north, Santa Rosalia Drive to the south, senior housing to the immediate northwest, Buckingham Road to the west, and Marlton Avenue to the east.

The Project Site is an irregular shaped lot and includes 21 complete parcels, and portions of two parcels, which totals approximately 376,633 square feet of gross lot area (8.6 acres). A summary of the Project Site's property addresses and Assessor's Parcel Number (APN) are summarized in Table II-1, Project Site Summary, below.

Table II-1
Summary of Project Site Area

Property Address	APNs
4070, 4076, 4084 S. Buckingham Road 3815, 3815 ¼, 3815 ½, 3817, 3817 ¼, 3817 ½, 3819, 3819 ¼, 3819 ½, 3821, 3823, 3825, 3827, 3831, 3833, 3837, 3839, 3841, 3843, 3845, 3847, 3849, 3851, 3853, 3855 ½, 3857 ½, 3859 ½, 3855, 3857, 3859, 3863, 3865, 3867, 3869, 3901, 3903, 3905, 3917, 3919, 3921, 3923, 3929, 3933, 3935, 3937, 3941, 3947 W. Santa Rosalia Drive 4029, 4031, 4033, 4041, 4043, 4051, 4055, 4065, 4077, 4081 S. Marlton Drive 3780 W. Martin Luther King Jr. Blvd. (Access Easement)	5032-005-008
Sources: Craig Lawson &Co., and City of Los Angeles Department of City Planning, Parcel Profile Reports, Zoning Information and Map Access System (ZIMAS), http://www.zimas.lacity.org, accessed September 2013.	



Source: Bing Maps, 2013

PARKER
ENVIRONMENTAL CONSULTANTS

Figure II-1
Project Location Map

REGIONAL AND LOCAL ACCESS

Primary regional access to the Project Site is provided by the Santa Monica (CA-10) freeway to the north, the San Diego (I-405) freeway to the west and the Harbor (US-110) freeway to east. The Santa Monica freeway runs in an east-west direction of the Project, the San Diego freeway runs in a north-south direction of the Project Site and the Harbor freeway runs in a north-south direction of the Project Site. These freeways also proved access to the Golden State (I-5) freeway to the north and east of the Project Site.

Local street access is provided by the roadway system surrounding the Project Site and surrounding area. Martin Luther King Jr. Boulevard, which borders the Project Site's access easement to the north, is a two-way east and westbound street providing three travel lanes in each direction. It is classified as a Modified Major Class Highway II. Marlton Avenue, which borders the Project Site to the east, is a two-way north and southbound street providing two lanes of travel in each direction. It is classified as a local street and on-street parking is provided south of the Project Site. Santa Rosalia Drive, which borders the Project Site to the south is a two-way east and westbound street providing one lane of travel in each direction. It is classified as a collector street and on street parking is provided on the south side of the street. Buckingham road, which borders the Project Site to the west, is a two-way north and southbound street providing one lane of travel in each direction. It is classified as a local street and on-street parking is provided.

The Los Angeles County Metropolitan Transportation Authority (Metro) provides several bus lines in and around the Project Site. The DASH Crenshaw Route and DASH Leimert/Slauson Route are within a quarter of a mile walking distance of the Project Site, and this route intersects several nearby bus routes to provide public transportation access for the residents of the Proposed Project.

ZONING AND LAND USE DESIGNATIONS

West Adams - Baldwin Hills - Leimert Community Plan

The Project Site is located within the West Adams - Baldwin Hills - Leimert Community Plan area of the City of Los Angeles. The West Adams - Baldwin Hills - Leimert Community Plan encourages the function, design and economic vitality of the commercial corridors, and to plan the few remaining sites for major development for needed job producing uses that improve the economic and physical condition of the community. The Project Site is designated Regional Commercial by the Community Plan and is zoned [Q]C2-2D which allows for allows office, business or professional uses. Height District No. 2 allows a maximum 6 to 1 FAR with no vertical height limit. However, General Plan Footnote #1 references Height District No. 1, which permits an FAR of 1.5 to 1. The Project Site is located in Subarea C of the Crenshaw Corridor Specific Plan which limits building height to a maximum of 45 feet, except projects located in Subarea C may exceed 45 feet, but shall not exceed a height of 60 feet. The Project Site consists of 376,633 square feet of lot area (8.6 acres). With an allowable 1.5:1 FAR, the maximum allowable development for the entire Project Site is approximately 564,949.5 square feet. The Applicant is proposing a net floor area of 105,000 square feet, resulting in a FAR of 0.28:1.

The Project Site is also within Subarea C of the Crenshaw Corridor Specific Plan. As such, the Project is subject to a Project Permit Compliance Review to ensure the Project's consistency with the applicable land use policies and Design Guidelines of the Specific Plan.

The Department of City Planning is currently in the process of updating the West Adams - Baldwin Hills - Leimert Community Plan and Crenshaw Corridor Specific Plan. However, until the Community Plan and Specific Plan are adopted, the existing adopted plans govern development on the Project Site. Accordingly, this MND addresses the Project's consistency with the existing governing Plan as it pertains to the land use analysis and proposed discretionary requests.

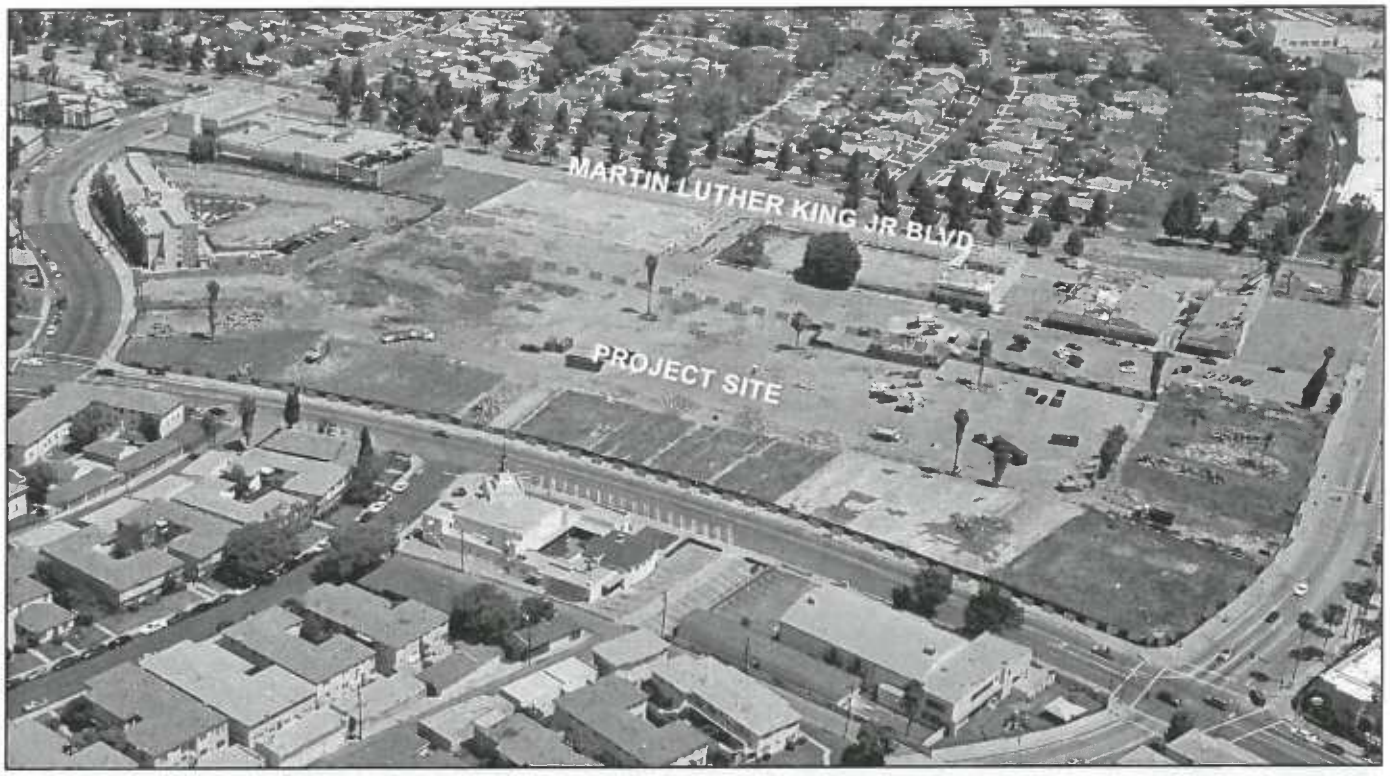
EXISTING CONDITIONS

The Project Site consists of an approximate 8.6-acre parcel located within a portion of the former 22-acre Santa Barbara Plaza/Marlton Square site. As shown in Figure II-2, Aerial Photograph of the Project Site, the Project Site is currently vacant, as the commercial buildings formerly occupying the Project Site have been demolished. Access to the existing project site is provided via existing driveways on Marlton Avenue, Buckingham Road and Santa Rosalia Drive. As shown in Figure II-4, View 6, an existing access easement runs perpendicular to the Project Site through the adjacent parcels to the north that front Martin Luther King Jr. Boulevard. The lot, which contains the access easement, is owned by Martlon Recovery Partners, LLC. This access easement will serve as the primary point of ingress/egress from Martin Luther King Jr. Boulevard to the Project Site. The Project Site is mostly devoid of any vegetation, with the exception of eight existing mexican fan palms. These palms trees will be removed and mitigated to the satisfaction of the City of Los Angeles, Urban Forestry Division. Topographically, the Project Site is gently sloping from the southwest corner to the northwest corner of the Project Site; approximate elevations are 117 and 110, respectively.[1] Photographs depicting the current conditions of the Project Site are provided in Figures II-3 and II-4, Photographs of the Project Site.

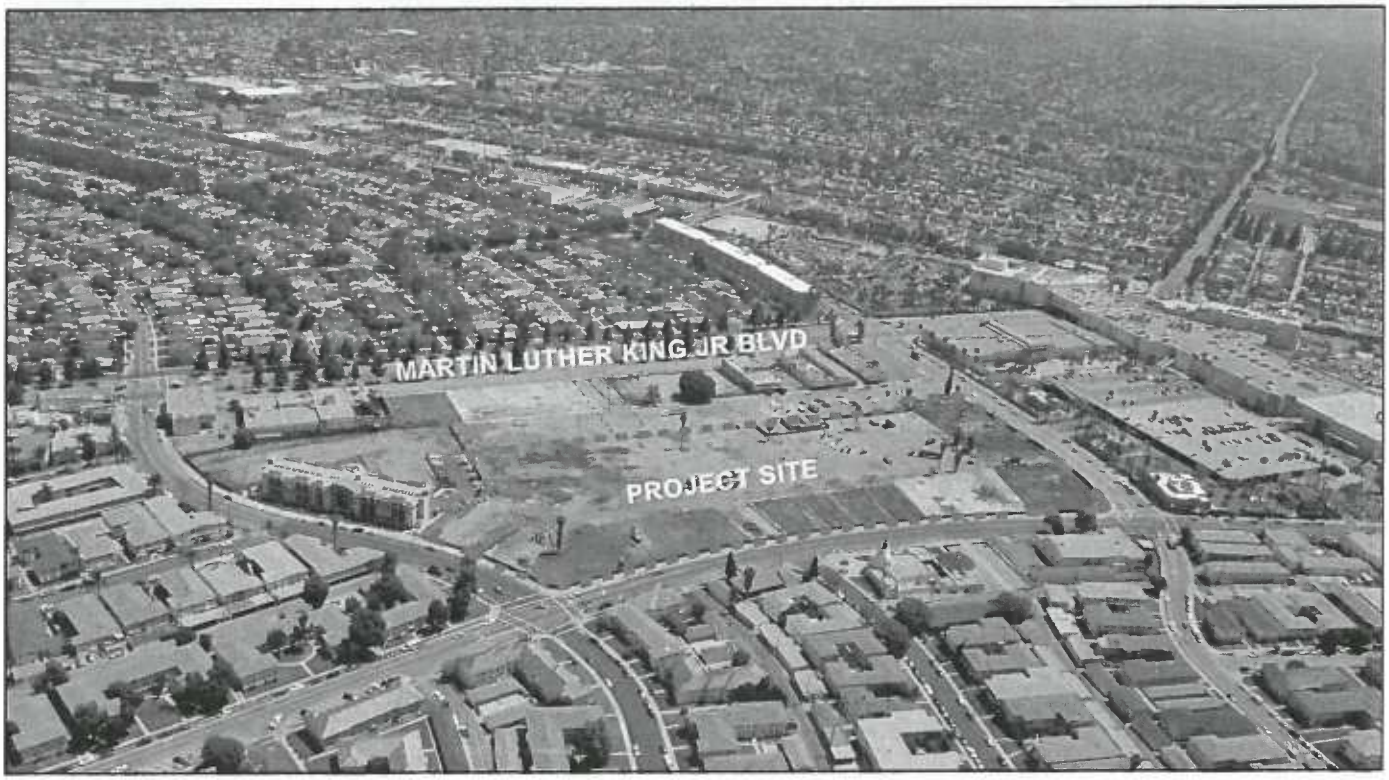
SURROUNDING LAND USES

The properties surrounding the Project Site include low and multi-density residential, commercial, retail, restaurant, religious, and recreation uses, generally ranging in height from one to five stories. Photographs of the land uses immediately surrounding the Project Site are provided in Figure II-5 through II-6 Photographs of Surrounding Uses. Zoning for the surrounding land uses are depicted in Figure III-7, Surrounding Land Use Map. To the east of the Project Site, across Marlton Avenue, is the Baldwin Hills Crenshaw Plaza (See Figure II-5, View 9). Properties to the east are zoned C2-D2. To the west of the

[1] *Geobase Inc., Geotechnical Evaluation Kaiser Foundation Health Plan, Inc. Kaiser Permanente – Baldwin Hills/Crenshaw MOB 4033 Marlton Avenue Los Angele, California, January 2012.*



View 1: Looking north at the Project Site.



View 2: Looking northeast at the Project Site.

Project Site Boundary Access Easement

Photo Source: Craig Lawson & Co., May 15, 2012

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Figure II-2
Aerial Photographs of the Project Site

View 1: From the east side of Marlton Street looking west at the Project Site.

View 2: From the south side of Santa Rosalia Drive looking north at the Project Site.

View 3: From the south west corner of Santa Rosalia Drive and Buckingham Road looking east at the Project Site.

PHOTO LOCATION MAP

Project Site Boundary

Sources: Aerial View, Google Maps, 2013; Parker Environmental Consultants, 2013

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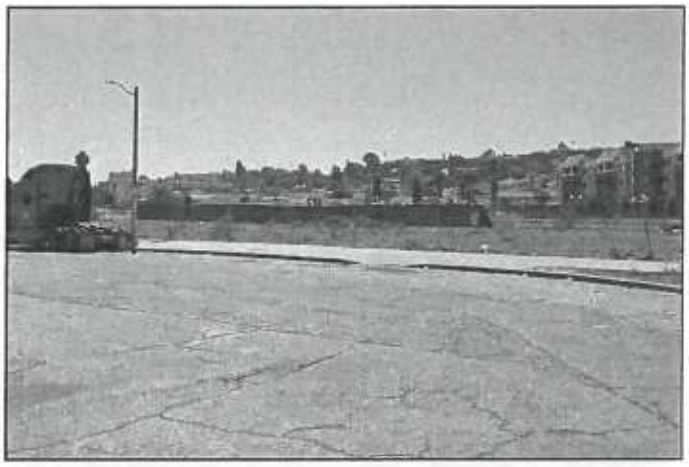
Figure II-3
Photographs of the Project Site
Views 1 - 3

View 4: From the west side of Buckingham Road looking northeast at the Project Site.



View 5: From the south side of Martin Luther King Jr. Boulevard looking south at the Project Site.

View 6: From the south side of Martin Luther King Jr. Boulevard looking southwest at the Project Site.

View 7: From the east side of Marlton Avenue looking west at the Project Site.

PHOTO LOCATION MAP

Project Site Boundary

Sources: Aerial View, Google Maps, 2013; Parker Environmental Consultants, 2013

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Figure II-4
Photographs of the Project Site
Views 4 - 7

View 8: From the south side of Martin Luther King Jr. Boulevard looking north.

View 9: From the west side of Marlton Avenue looking east.

View 10: From the north side of Martin Luther King Jr. Boulevard looking southwest.

PHOTO LOCATION MAP

Project Site Boundary

Sources: Aerial View, Google Maps, 2013; Parker Environmental Consultants, 2013

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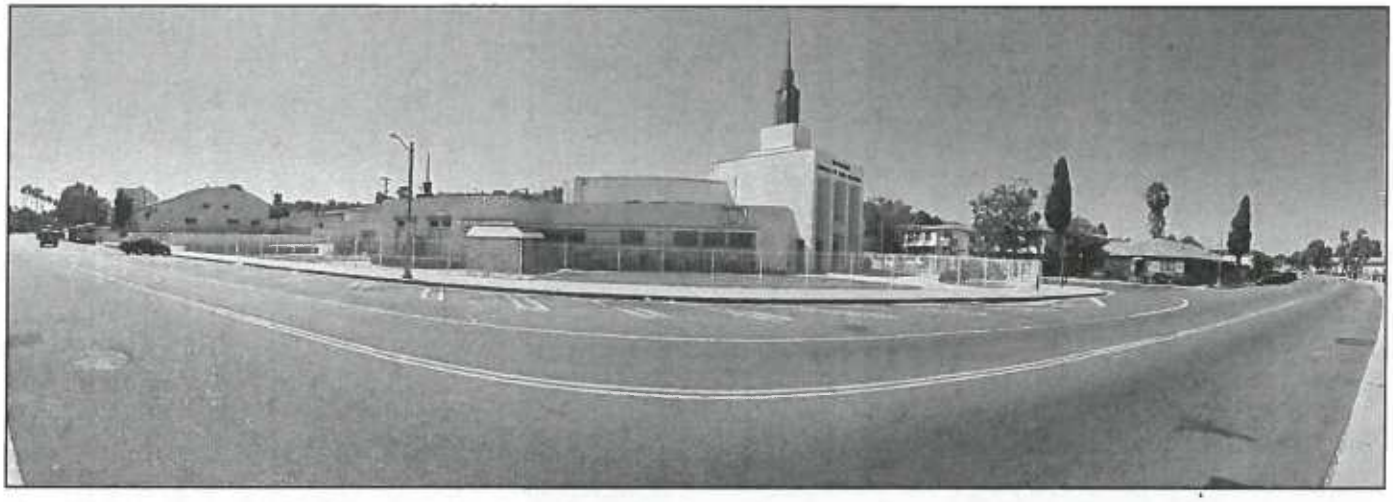
Figure II-5
Photographs of the Surrounding Land Uses
Views 8 - 10



View 11: From the north side of Santa Rosalia Drive looking south.

View 12 From the northeast corner of Marlton Avenue and Santa Rosalia Drive looking southeast.

View 13: From the west side of Buckingham Road looking north.

View 14: From the west side of Buckingham Road looking south.

PHOTO LOCATION MAP

Project Site Boundary

Sources: Aerial View, Google Maps, 2013; Parker Environmental Consultants, 2013

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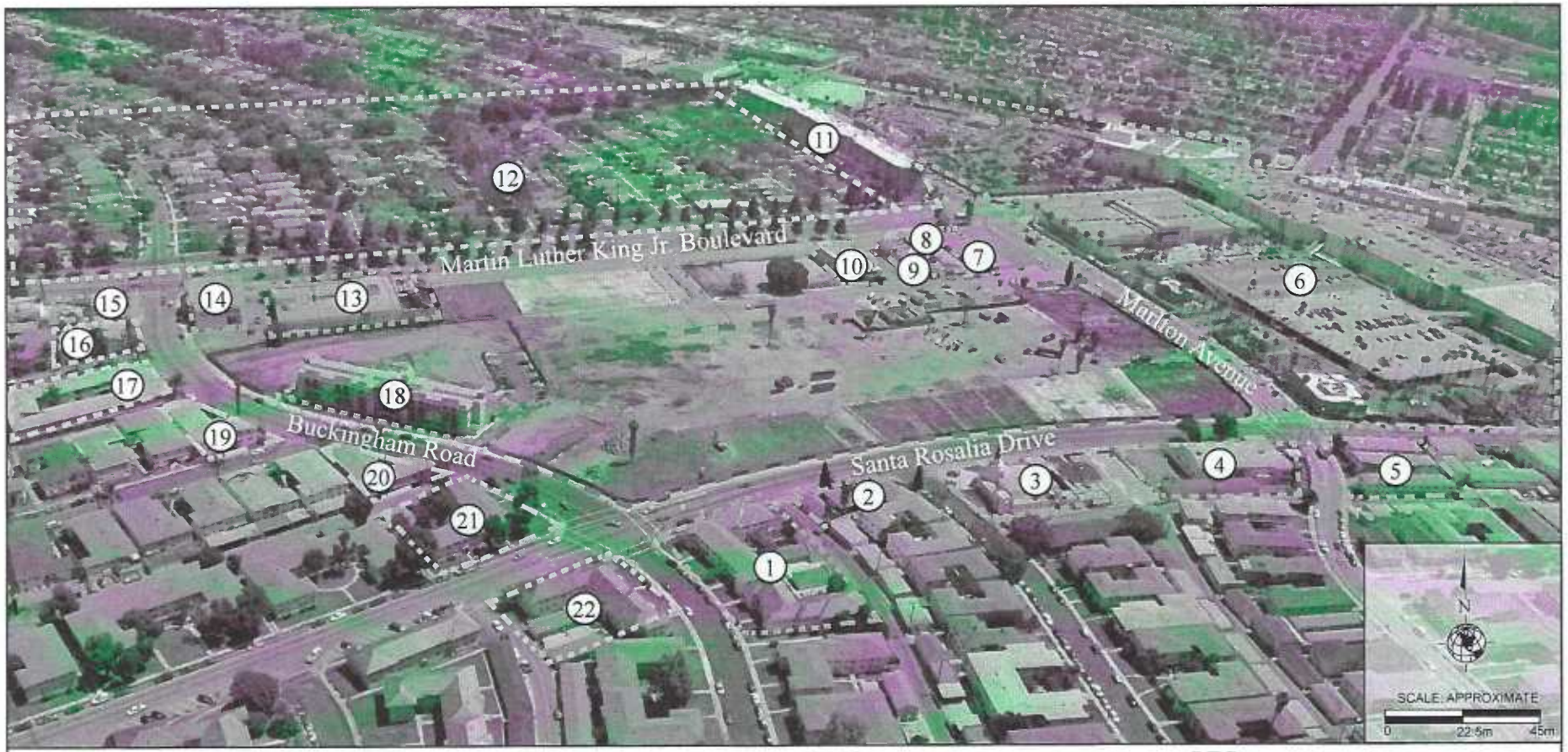
Figure II-6
Photographs of the Surrounding Land Uses
Views 11 - 14



LEGEND

Project Site | Access Easement | Commerical Property/Zone | Residential Property/Zone

1. Multi-family Housing
   4108 Buckingham Rd.
   3920 Santa Rosalia Dr.
2. Multi-family Housing
   3904-3908 Santa Rosalia Dr.
   4101-4104 Somerset Dr.
3. Bethlehem Church
   of God Holiness
   3850 Santa Rosalia Dr.
4. YMCA
   3820 Santa Rosalia Dr.
5. Multi-Family Housing
   3790 Santa Rosalia Dr
   4106-4112 Marlton Ave..
6. Baldwin Hills Crenshaw Plaza
   3650 MLK Jr. Blvd.
7. Vacant Building
   3710 MLK Jr. Blvd.
8. African Book Club & Tame Salon
   3718 MLK Jr. Blvd.
9. The Flying Fox Restaurant
   3726 MLK Jr. Blvd.
10. The Oran Z Pan African
    Black Facts and Wax Museum
    3738 MLK Jr. Blvd.
11. Baldwin Plaza Villas
    Senior Housing
    3939 Marlton Ave.
12. Single-Family Residential
13. Demolished/Vacant
    3850-3900 MLK Jr. Blvd.
14. Vacant Office Building
    3916 MLK Jr. Blvd.
15. Valero Gas Station
    3930-3950
    MLK Jr. Blvd.
16. Multi-Family Housing
    4001 Palmyra Rd.
17. Multi-Family Housing
    4000 Palmyra Rd.
18. Buckingham Place
    Senior Housing
    4042 Buckingham Rd.
19. Multi-Family Housing
    4043 Buckingham Rd.
20. Multi-Family Housing
    4053 Buckingham Rd.
21. Multi-Family Housing
    4069 Buckingham Rd.
    4007-4011 Santa Rosalia Dr.
22. Multi-Family Housing
    4107 Buckingham Rd.

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Figure II-7
Surrounding Land Use Map

Project Site, across Buckingham Road are one and two story multi-family residences (See Figure II-6, View 14). Properties to the west are zoned R3-1. Adjoining the Project Site, to the immediate northwest, is a four story senior housing development (See Figure II-6, View 13). Adjoining the Project Site to the immediate north are one and two story commercial buildings facing on to Martin Luther King Jr. Boulevard (See Figure II-5, View 10). Properties to the north of the Project Site are zoned C2-D2. To the north of the Project Site, across Martin Luther King Jr. Boulevard, are single-family residences (See Figure II-5, View 8). Properties to the north of Martin Luther King Jr. Boulevard are zoned R1-1. To the south of the Project Site, across Santa Rosalia Drive is the Crenshaw Family YMCA, the Bethlehem Church of God Holiness, and multi-family residences (See Figure II-6, View 11 and View 12). Properties to the south are zoned C2-D2 and R3-1.

II. PROJECT DESCRIPTION
B. PROJECT CHARACTERISTICS

1. PROPOSED DEVELOPMENT

The Proposed Project includes the construction of a four-story outpatient medical facility with a net developed floor area of 105,000 square feet. The proposed building height is approximately 60 feet above grade to the roof. The top of the screened mechanical equipment on the roof level is approximately 65 feet above grade and the top of the proposed PV (photovoltaic) solar panel structure is approximately 71 feet above grade. The plan layout of the Proposed Project is depicted in Figure II-8, Plot Plan. Floor plans for levels one, two, three, four and roof plan are depicted in Figures II-9 though II-13, respectively.

As shown in Figure II-8, Plot Plan, primary access to the Proposed Project and parking is proposed via Martin Luther King Jr. Boulevard.

Architectural Features

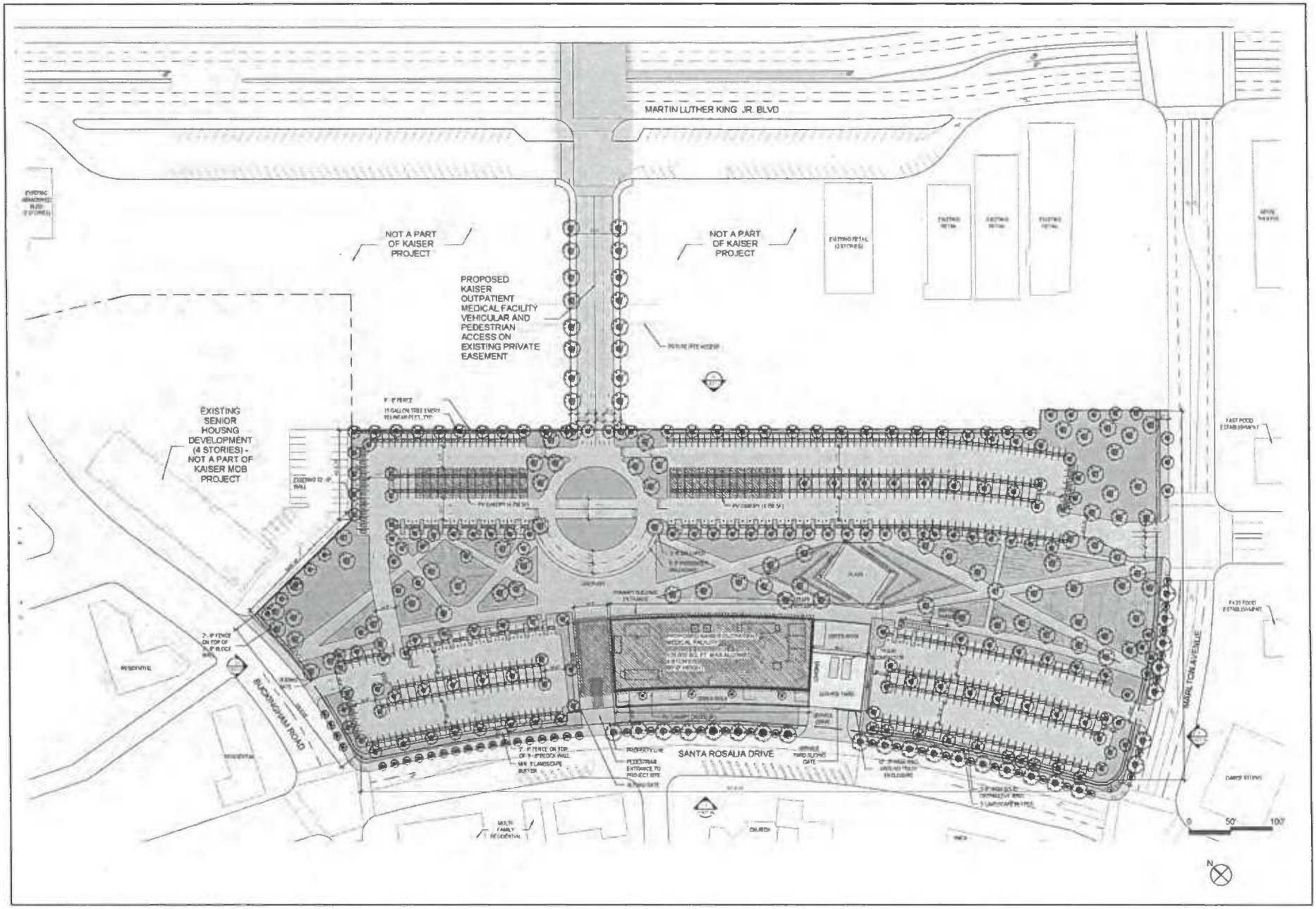
The Proposed Project consists of a four-story (approximately 60 feet above grade) outpatient medical facility. The proposed building will include materials such as metal panels, perforated metal screens, and spandrel glazing. The Proposed Project includes a PV canopy that is approximately 71 feet in height above grade. Building elevations depicting the scale and massing of the structure, and the solar panels, are shown in Figures II-14 through II-15. Building sections and perspectives are depicted in Figures II-16 through II-18, respectively.

Open Space And Landscaping

As illustrated in the Landscape Concept Plan, depicted in Figure II-19, the proposed outpatient medical facility and associated surface parking lots are connected by a central landscaped open space plaza with separated pedestrian paths linking the on-site uses with the surrounding community. Access through the property will be open to the public to allow for cut-through pedestrian traffic linking the residential areas to the west and north to the Baldwin Hills Crenshaw Plaza, which is located directly southeast of the Project across Marlton Avenue.

The Proposed Project will include on-site recreational amenities for employees, patients and visitors such as walking and jogging areas, areas of respite with seating, and a pedestrian oriented garden that is expected to serve the needs of medical office staff, patients and visitors at the site. Staff may use outdoor amenities to host monthly activities including, but not limited to, employee recognition events, health and wellness and clinical screening fairs, and certified farmers' markets.

The Proposed Project will meet the landscaping requirements per the Crenshaw Corridor Specific Plan and Design Guidelines and Standards Manual. The Specific Plan calls for seven percent of the surface parking lot to be landscaped and the Proposed Project will provide a minimum of 8 percent of landscaped coverage. Based on a standard of 1 tree for every 4 parking spaces, approximately 132 trees are required.



Source: HOK, December 20, 2013

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Figure II-8
Plot Plan

Source: HOK, December 20, 2013

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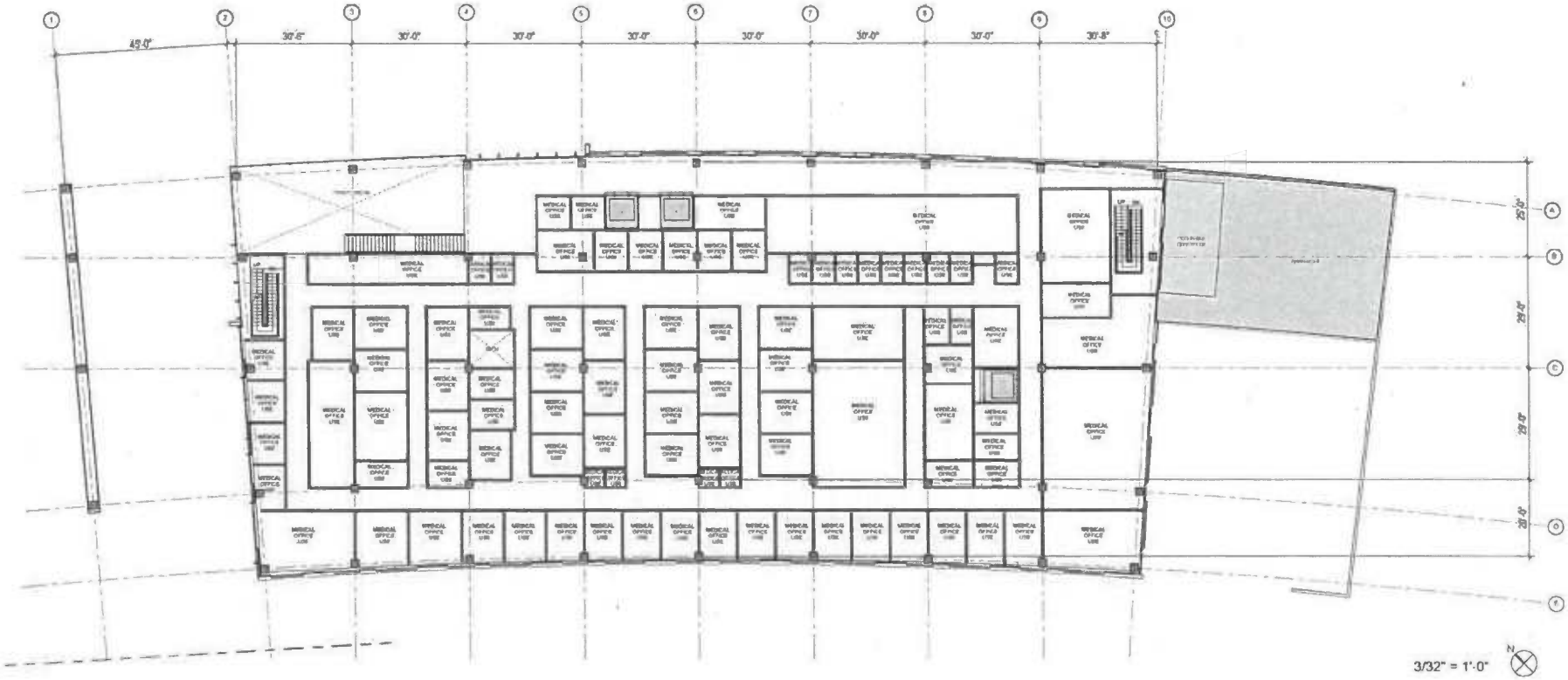
Figure II-9
Floor Plan Level One



Source: HOK, December 20, 2013

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Figure II-10
Floor Plan Level Two

Source: HOK, December 20, 2013

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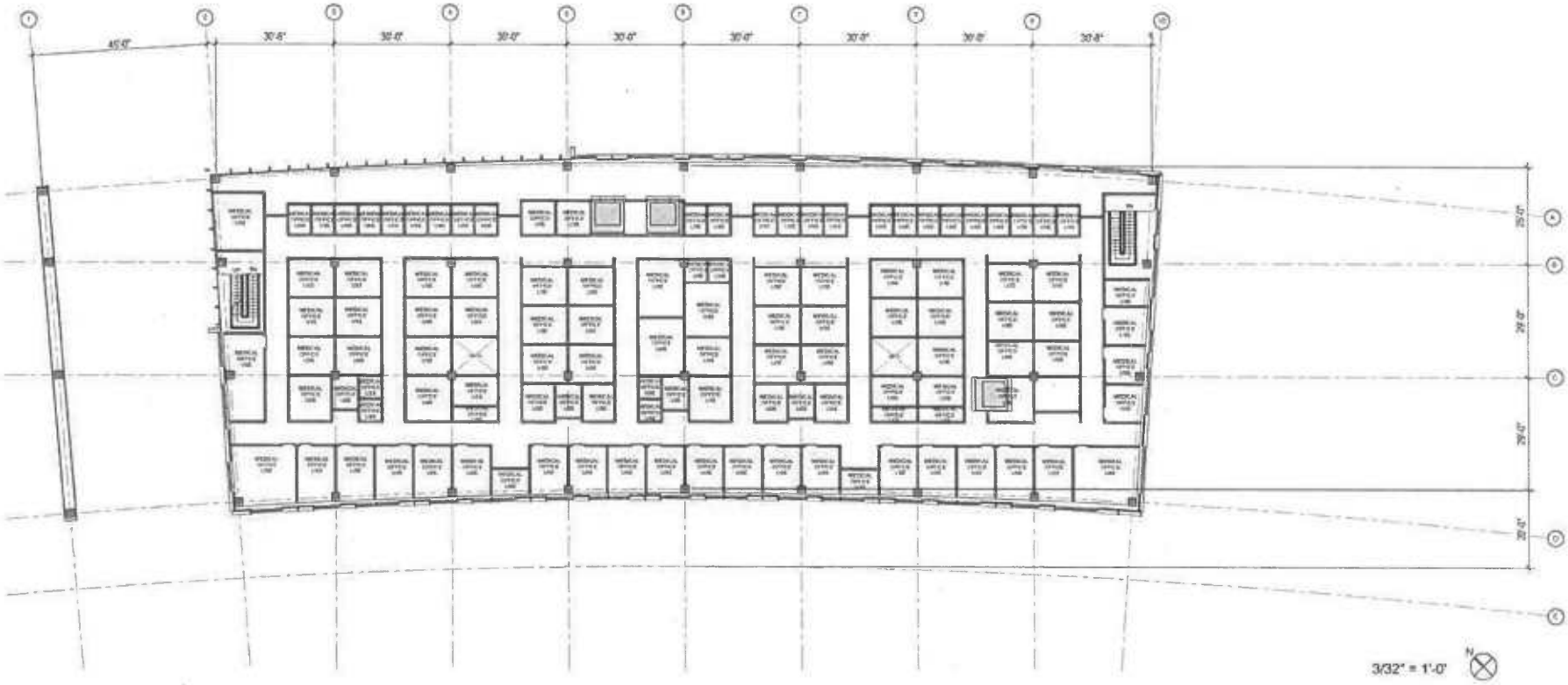
Figure II-11
Floor Plan Level Three



Source: HOK, December 20, 2013

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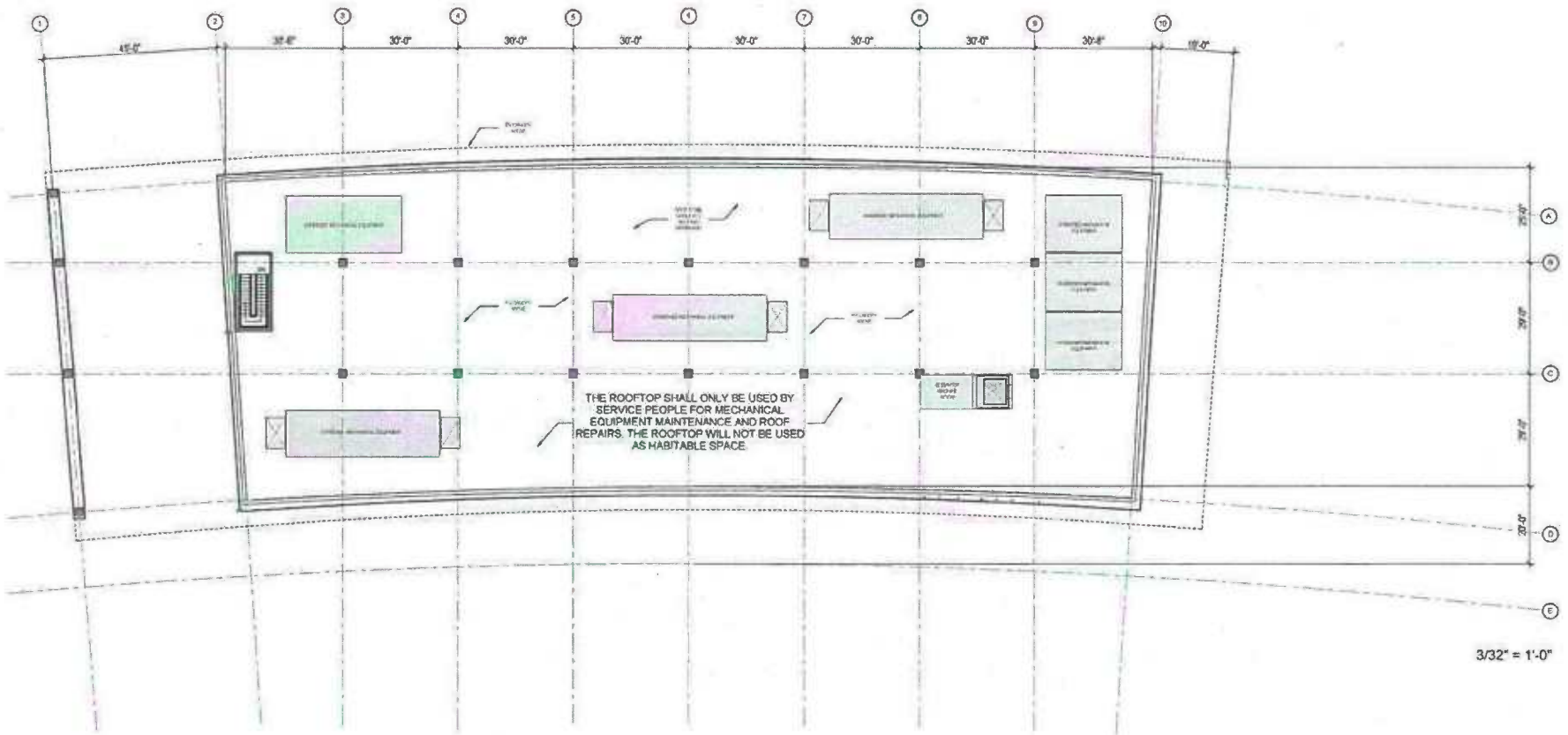
Figure II-12
Floor Plan Level Four



Source: HOK, December 20, 2013

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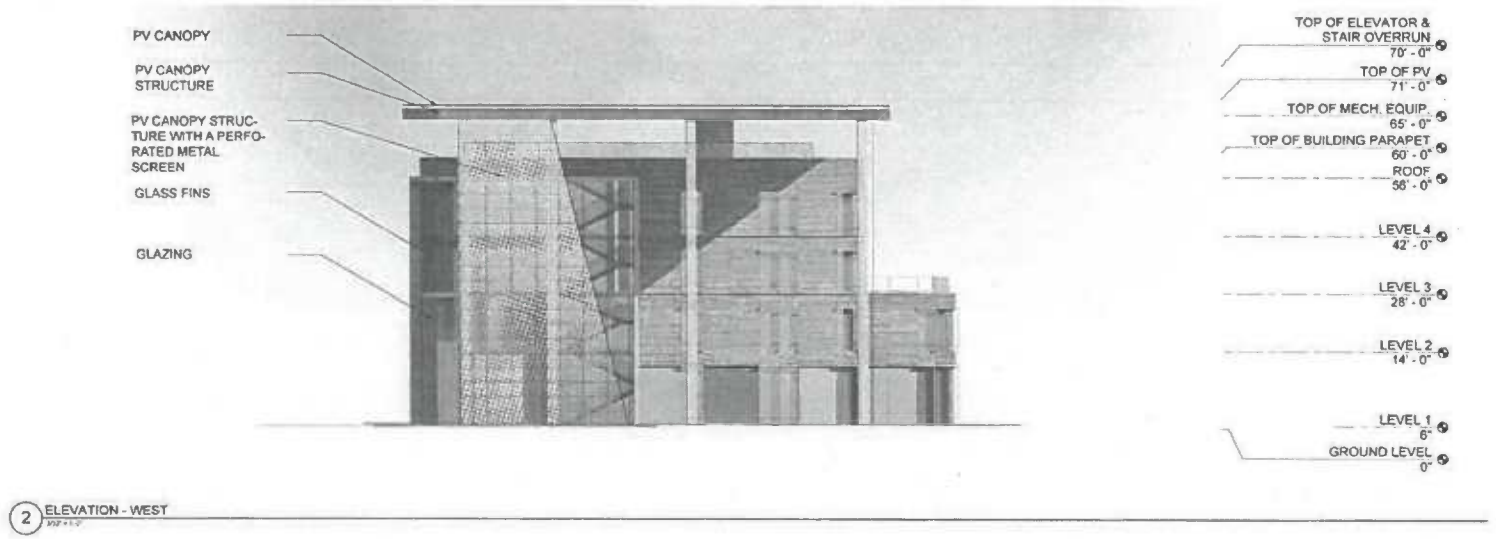
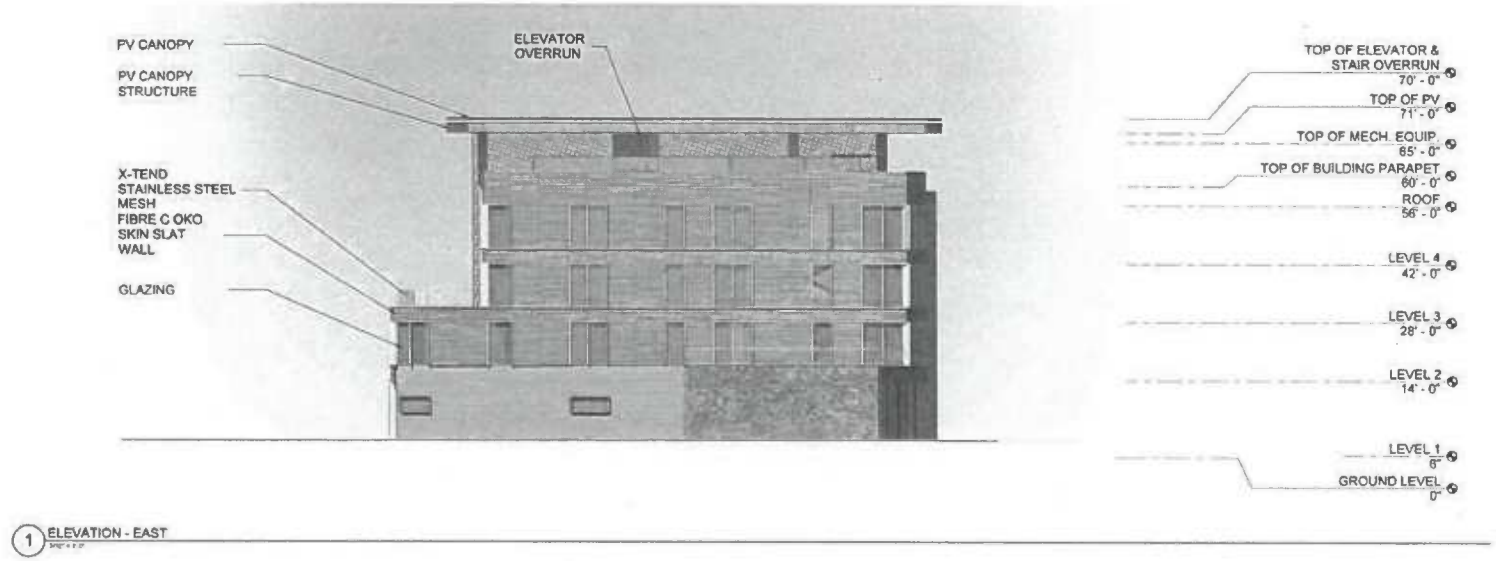
Figure II-13
Roof Plan





Source: HOK, December 20, 2013

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Figure II-14
Exterior Building Elevations (East and West)

Source: HOK, December 20, 2013

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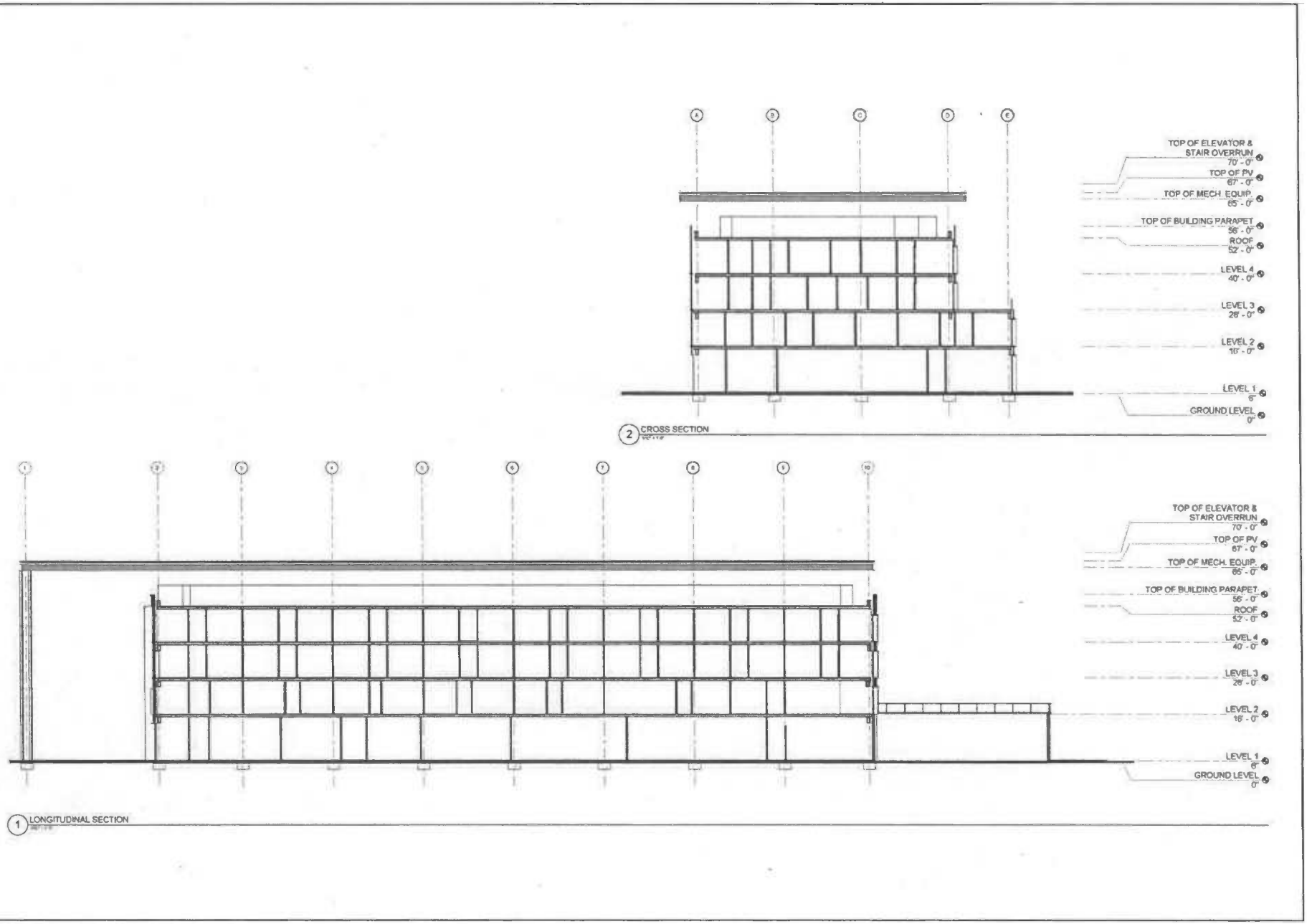
Figure II-15
Exterior Building Elevations (North and South)



Source: HOK, December 20, 2013

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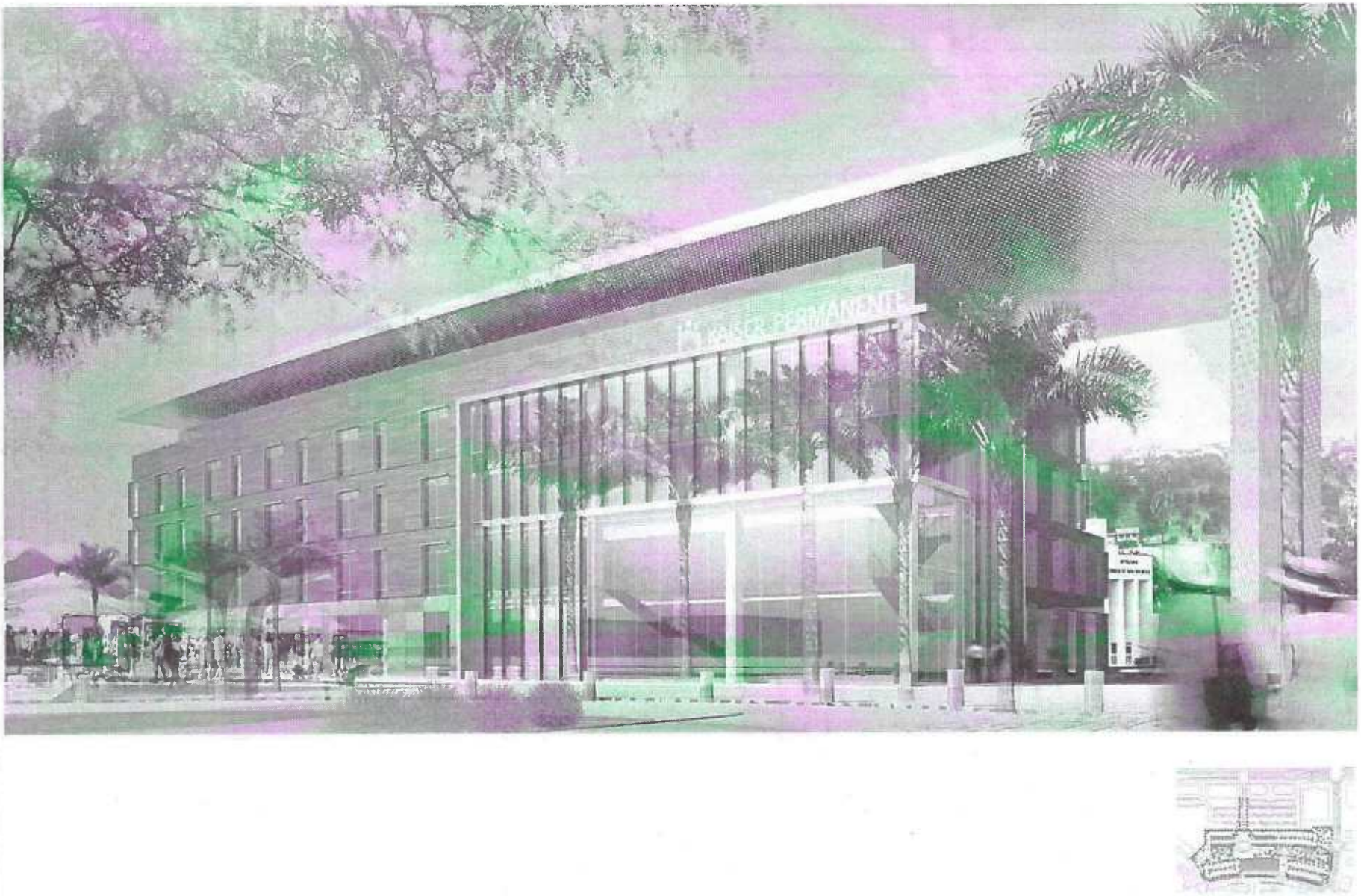
Figure II-16
Building Sections



Source: HOK, December 20, 2013

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Figure II-17
Perspective A

Source: HOK, December 20, 2013

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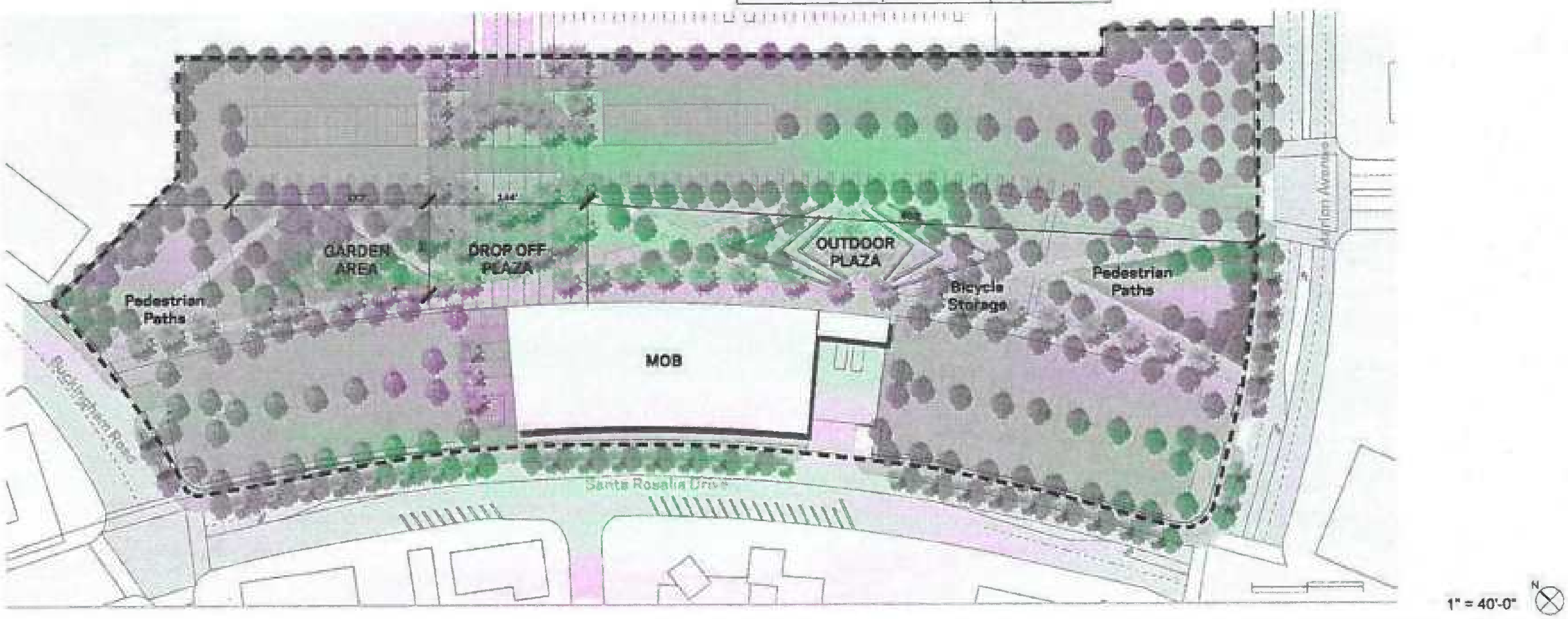
Figure II-18
Perspective B

BOTANICAL NAME	COMMON NAME	SIZE	CONDITION
TREES			
Acer palmatum	Japanese Maple	TBD	24"/36"/48"/60" BOX
Cedrus libani	Cedar of Lebanon	TBD	24"/36"/48"/60" BOX
Chitalpa x tashkentensis	Pink Dawn Chitalpa	TBD	24"/36"/48"/60" BOX
Fraxinus velutina	Arizona Ash	TBD	24"/36"/48"/60" BOX
Ginkgo biloba	Maidenhair Tree	TBD	24"/36"/48"/60" BOX
Jacaranda mimosifolia	Jacaranda	TBD	24"/36"/48"/60" BOX
Platanus racemosa	Western Sycamore	TBD	24"/36"/48"/60" BOX
Quercus agrifolia	Coast Live Oak	TBD	24"/36"/48"/60" BOX
Tabebuia heterophylla	Trumpet Tree	TBD	24"/36"/48"/60" BOX
Tipuana tipu	Tipu Tipu	TBD	24"/36"/48"/60" BOX
Ulmus Parvifolia	Evergreen Elm	TBD	24"/36"/48"/60" BOX
PALMS			
Phoenix canariensis	Canary Island Date Palm	TBD	10'/15' CT
Phoenix dactylifera	Date Palm	TBD	10'/15' CT
Cycas revoluta	Sago Palm	TBD	2'/3' CT
Washingtonia filifera	Desert Fan Palm	TBD	10'/15' CT
Washingtonia robusta	Mexican Fan Palm	TBD	10'/15' CT
TREES- SMALL			
Bauhinia variegata 'Candida'	White bauhinia	TBD	24" BOX
Cassia leptophylla	Gold Medallion Tree	TBD	24" BOX
Cercis occidentalis	Western Redbud	TBD	24" BOX
Forestiera neomexicana	New Mexican Privet	TBD	24" BOX
Heteromeles arbutifolia	Toyon	TBD	24" BOX
Plumeria rubra	Frangipani	TBD	24" BOX
Podocarpus gracilior	Podocarpus	TBD	24" BOX

BOTANICAL NAME	COMMON NAME	SIZE	CONDITION
SHRUBS			
Anigozanthos 'Bush Gold'	Yellow Kangaroo Paw		5/15 gal.
Anigozanthos 'Rufus'	Red Kangaroo Paw		5/15 gal.
Artemisia tridentata	Great Basin Sagebrush		5/15 gal.
Bambusa Oldhamii	Oldham's bamboo		5/15 gal.
Buddleja davidii nanhoensis	Dwarf Butterfly Bush		5/15 gal.
Buxus m. japonica 'Green Beauty'	Green Beauty Boxwood		5/15 gal.
Carpenteria californica	Bush Anemone		5/15 gal.
Ceanothus 'Concha'	California Lilac		5/15 gal.
Ceanothus 'Joyce Coulter'	Creeping Mountain Lilac		5/15 gal.
Chondropetalum elephantinum	Large Cape Rush		5/15 gal.
Chondropetalum tectorum	Cape Rush		5/15 gal.
Coprosma repens 'Inferno'	Mirror Bush		5/15 gal.
Dietes grandiflora	Fortnight Lily		5/15 gal.
Dianella revoluta 'Baby Bliss'	Baby Bliss Flax Lily		5/15 gal.
Dianella revoluta 'Little Rev'	Little Rev Flax Lily		5/15 gal.
Dietes iridioides	African Iris		5/15 gal.
Echium candicans	Pride of Madeira		5/15 gal.
Epilobium canum 'Catalina'	Catalina Fuchsia		5/15 gal.
Euphorbia characias 'Bruce's Dwarf'	Bruce's Dwarf Euphorbia		5/15 gal.
Fremontodendron 'Dara's Gold'	Dara's Gold Fremontodendron		5/15 gal.
Galvezia speciosa	Galvezia		5/15 gal.
Helichrysum petiolare 'Limelight'	Limelite Licorice Plant		5/15 gal.
Heuchera maxima	Coral Bells		5/15 gal.
Hibiscus rosa-sinensis	Tropical Hibiscus		5/15 gal.
Juncus patens	Common Rush		5/15 gal.
Kalanchoe 'Oak Leaf'			5/15 gal.
Kniphofia uvaria 'Dwarf Yellow'	Dwarf Yellow Poker Plant		5/15 gal.
Lantana camara 'radiation'	Lantana		5/15 gal.
Leonotis leonurus	Lion's Tail		5/15 gal.
Leucophyllum frutescens	Texas Ranger		5/15 gal.
Liriope muscari 'Big Blue'	Lily Turf		5/15 gal.
Lomandra longifolia 'Breeze'	Dwarf Mat Rush		5/15 gal.
Mimulus 'Jack'	Red Monkey Flower		5/15 gal.
Muhlenbergia rigens	Deer Grass		5/15 gal.
Nassella tenuissima	Mexican Feather Grass		5/15 gal.
Otatea acuminata aztecorum	Mexican Weeping Bamboo		5/15 gal.
Penstemon parryi	Parry's Beardtongue		5/15 gal.

BOTANICAL NAME	COMMON NAME	SIZE	CONDITION
Pennisetum 'Eaton Canyon'	Dwarf Red Fountain Grass		5/15 gal.
New Zealand Flax	Jubilee New Zealand Flax		5/15 gal.
Phormium 'Jubilee'	Jubilee New Zealand Flax		5/15 gal.
Pittosporum tobira 'Nana'	Wheeler's Dwarf Pittosporum		5/15 gal.
Podocarpus 'Icee Blue'	Icee Blue Fern Pine		5/15 gal.
Rhaphiolepis umbellata	Dwarf Yeddo Hawthorn		5/15 gal.
Rhamnus 'Bonita Linda'	Coffeeberry		5/15 gal.
Salvia clevelandii 'Winifred Gilman'	Blue Cleveland Sage		5/15 gal.
Salvia leucantha	Mexican Sage		5/15 gal.
Tecoma stans	Yellow bells		5/15 gal.
Trichostema lanatum	Woolly Blue Curls		5/15 gal.
Vitex agnus-castus	Monk's Pepper		5/15 gal.
Zamia furfuracea	Cardboard Palm		5/15 gal.
Zauschneria californica	California Fuschia		5/15 gal.
VINES-CLIMBERS			
Bougainvillea sp.	Bougainvillea		
Ficus pumila	Creeping Fig Vine		
Ipomoea batatas	Sweet potato Vine		
GROUND COVERS			
Aptenia cordifolia	Baby Sun Rose		
Arctostaphylos uva-ursi 'Wood's Compact'	Kinnikinnick		
Baccharis 'Pigeon Point'	Coyote		
Carex pansa	California Sedge		
Carissa macrocarpa	Natal plum		
Ceanothus 'Centennial'	Wild Lilac		
Eschscholzia californica	California Poppy		
Festuca glauca	Blue Fescue		
Festuca rubra	Creeping Red Fescue		
Gazania rigens 'bronze red'	Treasure Flower		
Hosta Hybrid			
Hakonechloa macra	Japanese Forest Grass		
Lampranthus aureus	Orange Ice Plant		
Lampranthus spectabilis	Red Ice Plant		
Lomandra longifolia	Spiny-head Matrush		
Limonium perezii	Sea-lavender		
Lysimachia Nummularia	Creeping Jenny		
Osteospermum fruticosum	Trailing African Daisy		
Portulaca grandiflora	Rock Rose		
Rosmarinus officinalis 'Prostratus'	Prostratus		
Santolina chamaecyparissus	Lavender Cotton		
Setcreasea purpurea	Purple Heart		

BOTANICAL NAME	COMMON NAME	SIZE	CONDITION
SUCCULENTS			
Agave attenuata	Lion's Tail Agave		
Agave vilmoriniana	Octopus Agave		
Aloe 'Blue Elf'	Aloe		
Delosperma species	Delosperma		
Dudleya hassei	Catalina Island Live-Forever		
Dudleya 'Palos Verdes'	White Live Forever		
Dudleya pulverulenta	Chalk Live Forever		
Hesperaloe parviflora	Red Yucca		
Sedum species	Sedum		
BIO-SWALE PLANTS			
Ajuga reptans	Carpetbugle		
Amsonia hubrechtii	Bluestar flower, Arkansas bluestar		
Amsonia tabernaemontana	Bluestar flower		
Amsonia X 'Blue Ice'	Bluestar flower		
Aquilegia canadensis	Columbine		
Aralia racemosa	Spikenard		
Dudleya pulverulenta	Chalk Live Forever		
Hesperaloe parviflora	Red Yucca		
Aster cordifolius	Blue Wood Aster		
Aster divaricatus	White Wood Aster		
Carex pensylvanica	Sedge		
Carex stricta	Tussock sedge		
Echinacea purpurea 'Kim's Knee-Hi'	Dwarf Purple Coneflower		
Echinacea purpurea 'Magnus'	Magnus Purple Coneflower		
Helianthus angustifolius	Narrow-leaved Sunflower		
Hemerocallis 'Happy Returns'	Dwarf hybrid daylily		
Iris cristata	Dwarf Crested Iris		
Iris ensata 'Rikki Pikki'	Rikki Pikki Japanese Iris		
Juncus effusus	Soft Rush		
Liatris spicata 'Kobold'	Gayfeather or Blazing Star		
Liriope spicata	Lilyturf		
Muhlenbergia capillaris	Pink Muhly Grass		
Myosotis scorpioides	True Forget-Me-Not		
Pennisetum alopecuroides	Dwarf Fountain Grass		
Tradescantia virginiana	Spiderwort		



Source: December 20, 2013

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Figure II-19
Landscape Concept Plan

Approximately 142 trees will be provided. The Proposed Project will provide 3 feet of landscaped area and one 15-gallon tree every 20 lineal feet for landscaping adjacent to sidewalks. The Proposed Project will also provide a six-foot wall and 3-foot landscape buffer adjacent to the senior housing that is located directly north of the western portion of the Project Site.

Parking And Access

The proposed project will include four surface parking lots that will be primarily accessed from Martin Luther King Jr., Boulevard to the north of the Project Site. Although the proposed project does not have direct frontage along Martin Luther King, Jr. Boulevard, the property maintains a 60-foot wide easement for ingress and egress purposes. This ingress and egress easement ("main access point") leads to a vehicular circle on site that will provide access to three of the four surface parking lots (the southeastern most lot will only be accessible from Marlton Avenue). In addition to the main access point off of Martin Luther King Jr., Boulevard, the proposed project will also include three additional vehicular access points. The first access point is located on Buckingham Road near Santa Rosalia Drive providing direct access to the southwestern most parking lot. The second access point is located on Marlton Avenue near Santa Rosalia Drive providing direct access to the southeastern most parking lot. The Third access point is also located on Marlton Avenue midblock between Santa Rosalia Drive and Martin Luther King Jr., Boulevard providing direct access to the northeastern most parking lot. Additionally, there is a driveway located on Santa Rosalia Drive to the southeast of the proposed building that will provide direct access to the loading and service yard. As noted in Table II-2, the Proposed Project will include 525 parking spaces. The Proposed Project will also provide 11 and 21 short-term and long-term bicycle spaces, respectively, pursuant to LAMC 12.21.16. A summary of the Project's required and proposed parking and bicycle spaces are provided in Table II-2.

Table II-2
Summary of Required and Proposed Parking Spaces

Description	Quantity	Parking Required by Code [a]		Parking Provided
		Rate	Spaces	
Outpatient Medical Facility				
	105,000 sf	5 spaces per 1,000 sf	525	525
		TOTAL	**525**	**525**
Bicycle Parking				
Short-Term Parking	--	1 per 10,000 sf of floor area	10.5	11
Long-Term Parking	--	1 per 5,000 sf of floor area	21	21
		TOTAL	**21.5**	**22**

Notes:
sf = square feet
[a] Parking requirements pursuant to LAMC Section 12.21 A.4.
Source: HOK, November 14, 2013.

Perimeter Wall Plan

Pursuant to LAMC Section 11.5.7 F, the Applicant is requesting a Specific Plan Exception from Section 14c and Design Standard 8a of the Crenshaw Corridor Specific Plan Design Guidelines and Standards Manual to allow a 2'-6" high fence on top of the required 3'-6" high wall (total 6'-0" High) adjacent to surface parking lots fronting along adjacent streets and a 6'-0" high fence fronting along adjacent streets. An illustration depicting the location and cross sections for the proposed perimeter wall is provided in Figure II-20, Perimeter Wall Plan.

Energy Conservation and Sustainability Design Features

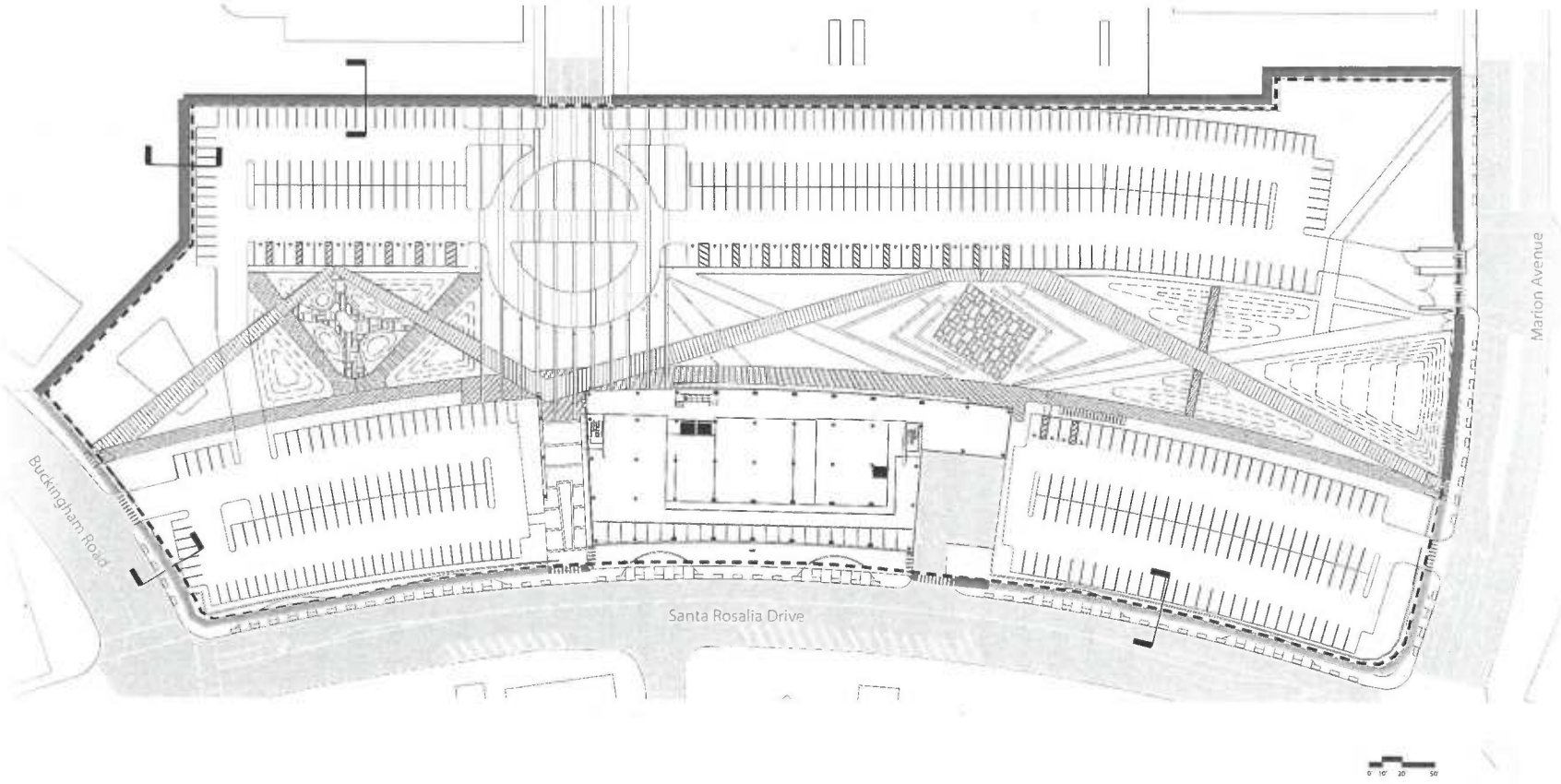
The Applicant, Kaiser Foundation Health Plan Inc., is committed to developing energy efficient and sustainable buildings for all of its new buildings and facilities. The efficiency and sustainability goal for the Proposed Project is to achieve a minimum of Gold level certification. A LEED Platinum goal and a net-zero building will also be evaluated based on the life-cycle cost analysis of options to reach these levels. The Project's energy efficiency targets are as follows:

- The envelope system efficiency shall exceed ASHRAE Standard 90.1-2007 minimum efficiency requirements by 5% or greater.
- The lighting systems efficiency shall exceed ASHRAE Standard 90.1-2007 minimum efficiency requirements by 15% or greater.
- The whole building performance target is to be better than ASHRAE Standard 90.1-2007 minimum efficiency requirements by 25% or greater.
- Onsite renewable energy must be integrated into the site master planning to achieve a minimum of 7% site consumed energy.
- The on-site, renewable, annual production goal shall be evaluated with considerations to reach a net-zero building. For this project, the target Energy Use Intensity (EUI) is: 40 kbtu/sf/year.
- Water use is to be reduced a minimum of 30% than 1992 EPAC baseline.

Additional energy saving measures above the requirements identified above to reach a net zero building are encouraged. It is anticipated a net zero building will require an EUI of 30 kbtu/sf/year.

Green Roofs.

Two Green Roof spaces will be provided on site. One Green Roof is located on the roof of a 1-story portion of the building near the service yard. The second Green Roof is located on the roof of the 2nd story portion of the building that fronts along Santa Rosalia Drive. The Green Roof areas include landscaping that will not be used as habitable space. However, both Green Roof areas will include outdoor patios that will be used by Kaiser Staff for breaks and passive uses during business hours.



Source: HOK, May 2013

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Figure II-20
Perimeter Wall Plan

Solar Panels

The Applicant proposes to provide a photovoltaic canopy above the roof of the proposed building. This photovoltaic canopy is comprised of solar panels and a solar panel structure in addition to a vertical solar panel structure. Additionally, photovoltaic canopies will be provided over the northwestern most parking lot and the northeastern most parking lot.

CONSTRUCTION

Remedial Action Plan

The Project Site is currently the subject of a soil remediation action plan conducted by the Applicant, Kaiser Foundation Health Plan, Inc., under the jurisdiction and oversight of the Los Angeles Regional Water Quality Board (LARWQCB). The scope and action plan was discussed with the LARWQCB staff and management on February 28, 2012 and is being submitted to LARWQCB for their review and approval. For purposes of providing a conservative construction impact analysis, it is assumed that the soil remediation plan's hauling activities would occur as part of the project's construction activities. In reality, the soil remediation plan's earthwork activities may precede the approval of the Project, as it is a preauthorized action being conducted under the directed of the LARWQCB. The remedial action plan is a separate pre-existing action and does not commit the City to approve the Project or commit the Applicant to develop the site.

Construction Schedule/Phasing

The Project's anticipated buildout year is 2016. For purposes of analyzing impacts associated with air quality, the environmental analysis assumes a construction schedule of approximately 16 months, beginning in 2014. Construction activities associated with the Proposed Project would be undertaken in two main steps: (1) grading and foundation, and (2) building construction. The building construction phase includes the construction of the proposed buildings, connection of utilities to the buildings, laying irrigation for landscaping, architectural coatings, paving, and landscaping the Project Site. The grading phase would involve approximately 49,838 cubic yards of earthwork across the entire site over a period of approximately 4 months. In accordance with the soil remediation plan under the direction and oversight of the Regional Water Quality Control Board (RWQCB), the area within the limits of the proposed outpatient medical facility's footprint will need to be excavated to a depth of 20 feet below grade and replaced with suitable fill material. Thus, it is conservatively estimated that the Proposed Project would require approximately 37,073 cy of soil export and 37,073 cy of soil import.

The building construction phase is expected to occur for approximately 12 months. Upon completion of the structures, architectural coating, finishing, and paving would occur. It is estimated that architectural coatings would occur over the final 2 months of the building construction phase, and paving would occur during the final month of construction.

Haul Route

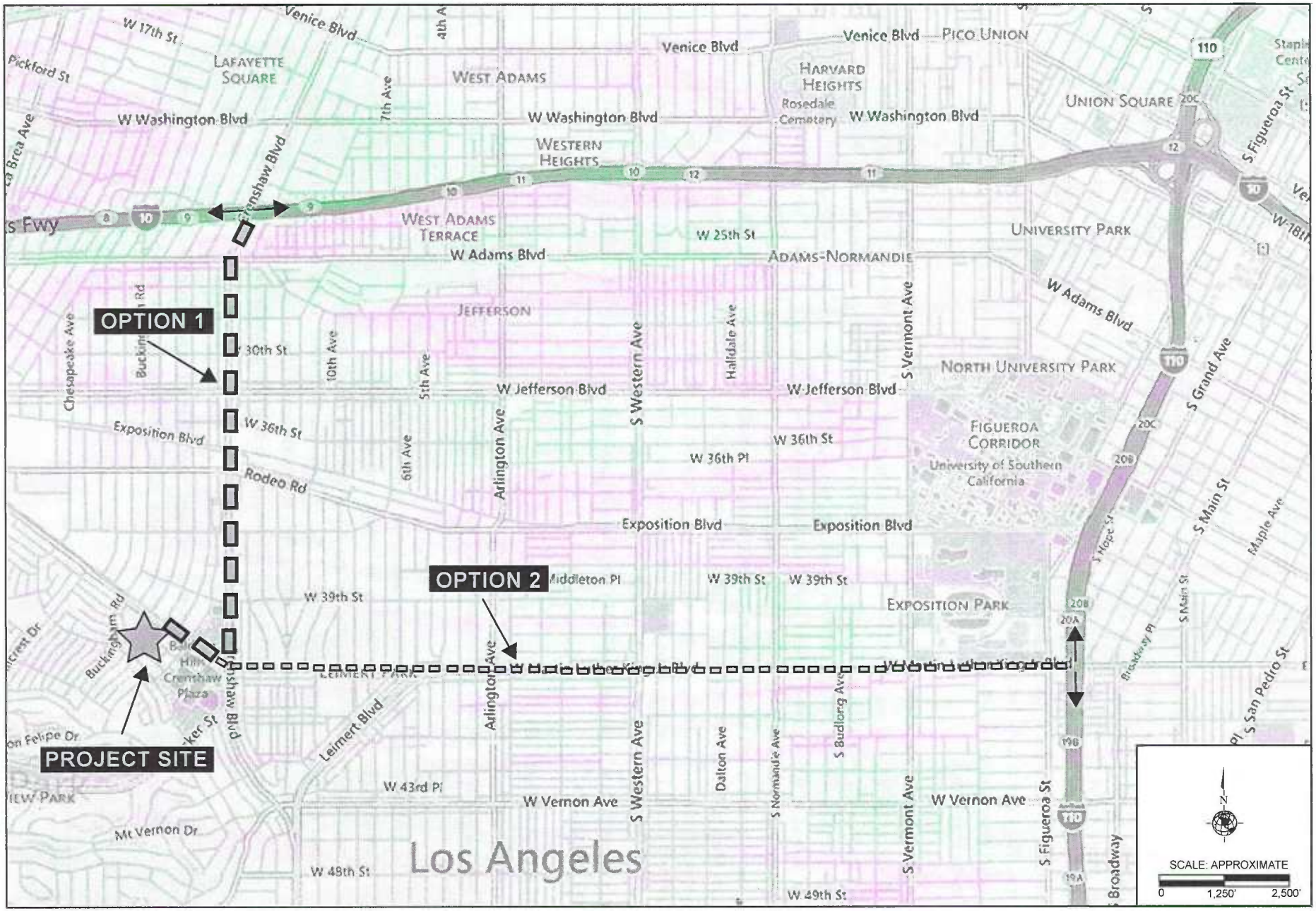
All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the site that cannot be recycled or diverted would be hauled to the Sunshine or Chiquita Canyon landfills, which currently accept construction and demolition debris and inert waste from areas within the City of Los Angeles. The Sunshine Canyon Landfill is approximately 30 miles northwest of the Project Site (approx. 60-miles round trip). The Chiquita Canyon landfill is approximately 42 miles to the northwest of the Project Site (approx. 84-miles round trip). For recycling efforts, the Central L.A. Recycling Center and Transfer Station (Browning Ferris Industries) accepts construction waste for recycling and is located approximately 10 miles east from the Project Site (approx. 20-miles round trip).

As stated above, construction of the Proposed Project would require the hauling of approximately 74,146 cy of soil (37,073 cy of export and 37,073 cy of soil import). Assuming the use of 18-wheel bottom-dump trucks with a 20 cubic yard hauling capacity (i.e., 30 tons maximum gross weight), it is estimated that the hauling activities would result in approximately 3,707 haul trips. All truck staging would either occur on-site or at designated off-site locations and radioed into the site to be filled. Two potential haul routes are evaluated within the scope of this analysis. Option 1 would utilize Crenshaw Boulevard, which is a two-way north and southbound street designated as a Modified Highway Class I, to access the I-10 (Santa Monica Freeway) to the north. Option 2 would utilize Martin Luther King Jr. Boulevard, which is a two-way east and westbound street designated as a Modified Highway Class II, to access the I-110 (Harbor Freeway). Both proposed routes are identified in Figure II-21, Proposed Haul Routes, though it should be noted that the haul route is subject to the review and approval of the City of Los Angeles Department of Transportation (LADOT) and Building and Safety, and may be modified in compliance with City policies.

RELATED PROJECTS

In accordance with CEQA Guidelines Section 15064(h), this IS/MND includes an evaluation of the Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

> *"(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*
>
> *(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not*



Source: Bing Maps, 2013

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Figure II-21
Proposed Haul Route

significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.

(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.

(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."

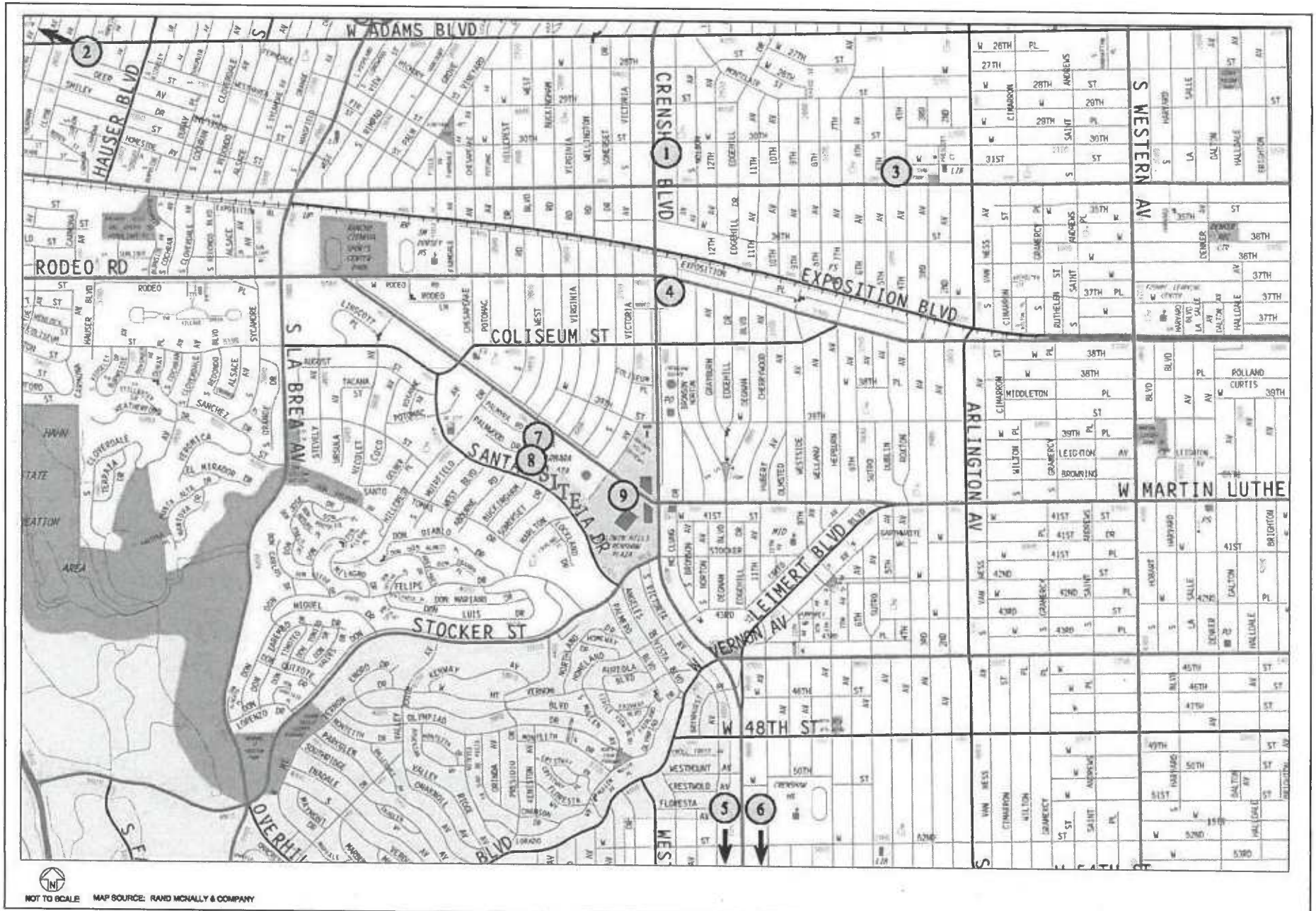
In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

The related projects identified are included in Table II-3, Related Project List, on page II-30. A total of 9 related projects were identified within the affected Project area. An analysis of the cumulative impacts associated with these related projects and the Project are provided under each individual environmental impact category in Section III of this IS/MND. The locations of the related projects are shown in Figure II-22, Related Project Location Map.

Table II-3
Related Project List

Project Number	Project Status	Project Name/Number Address/Location	Land Use Data	
			Land-Use	Size
1	Proposed	3060 South Crenshaw Boulevard	Retail Office Bank	15,300 SF 24,000 SF 6,000 SF
2	Proposed	Washington Square Mixed-Use 4040 West Washington Boulevard	Condominium Apartment Live/Work Retail Restaurant (total)	219 DU 200 DU 128 DU 82,500 SF 24,300 SF
3	Proposed	2401 Jefferson Boulevard	Apartment Retail	52 DU 20,877 SF
4	Proposed	3650 South Crenshaw Boulevard	Shopping Center	298,800 SF
5	Proposed	5301 South Crenshaw Boulevard	Supermarket	14,000 SF
6	Proposed	5400 South Crenshaw Boulevard	Retail	60,000 GSF
7	Proposed	Marlton Square/Santa Barbara Plaza [2] 3900 West M.L. King Jr. Boulevard	Condominium Office Community College	200 DU 50,000 SF 3,600 Students
8	Completed	Buckingham Place Senior Housing 4020-4070 Buckingham Road	Senior Housing	71 DU
9	Proposed	Crenshaw Plaza 3650 Martin Luther Kind Jr. Boulevard	Apartment Condominium Hotel Office Fitness Center Movie Theater Shopping Center Supermarket	410 DU 551 DU 400 Rooms 148,000 SF 50,000 SF 2,823 Seats 737,361 SF 44,052 SF

Source: Linscott, Law, & Greenspan Engineers, Traffic Impact Study, Kaiser Permanente Baldwin Hills Crenshaw MOB Project, July 8, 2013.



Source: Linscott Law & Greenspan, Engineers, Traffic Impact Study Kaiser Permanente Bladwin Hills Crenshaw MOB Project, July 8, 2013

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Figure II-22
Related Project Location Map

Necessary project entitlements would be granted by the City of Los Angeles. The Applicant has requested that the following entitlements be granted pursuant to the Los Angeles Municipal Code ("LAMC"):

A. Pursuant to LAMC Section 11.5.7 C, and Section 5.A of the Crenshaw Corridor Specific Plan, a Project Permit Compliance approval of a 4-story, 105,000 square-foot outpatient medical facility with a maximum building height of 60 feet.

B. Pursuant to LAMC Section 11.5.7 F, a Specific Plan Exception from

   a. 14c and Design Standard 11i of the Crenshaw Corridor Specific Plan Design Guidelines and Standards Manual to allow two surface parking lots to be located on the sides of the structure, fronting along Santa Rosalia Drive and portions of Marlton Avenue and Buckingham Road; and
   b. 14c and Design Standard 8a of the Crenshaw Corridor Specific Plan Design Guidelines and Standards Manual to allow a 2'-6" high fence on top of the required 3'-6" high wall (total 6'-0" High) adjacent to surface parking lots fronting along adjacent streets and a 6'-0" high fence fronting along adjacent streets.

C. Pursuant to LAMC Section 16.50, and Section 14 Design Review of the Crenshaw Corridor Specific Plan, Design Review approval of a 4-story, 105,000 square-foot outpatient medical outpatient facility with a maximum building height of 60 feet.

D. Pursuant to LAMC Section 16.05, Site Plan Review.

Other approvals (as needed), ministerial or otherwise, such as approval of a haul route, may be necessary, as the City finds appropriate in order to execute and implement the Proposed Project. Approvals to install and maintain art murals will be obtained as necessary. Other responsible governmental agencies may also serve as a responsible agency for certain discretionary approvals associated with the construction process, which include, but are not limited to the South Coast Air Quality Management District (construction-related air quality emissions) and the Regional Water Quality Control Board, Los Angeles Region (construction- related water quality).

III. ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines, (C.C.R. Title 14, Chapter 3, 15000-15387). The thresholds of significance are based on the *L.A. CEQA Thresholds Guide.*

IMPACT ANALYSIS

I. AESTHETICS

a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A significant impact may occur if the project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance); and focal views (visual access to a particular object, scene, or feature of interest). The Project Site is currently vacant of any structures. Views in the vicinity of the Project Site are largely constrained by adjacent structures and the area's relatively flat topography. The Project Site is an infill lot within a developed area of the West Adams-Baldwin Hills-Leimert Community Plan area and does not possess any unique aesthetic characteristics. No locally designated or protected scenic views are provided from or through the Project Site. Therefore, the development of a new four-story outpatient medical facility, approximately 60 feet high above grade (71 feet to the top of the rooftop solar panel), with associated surface parking lots, an open space plaza, and landscaping would have a less than significant impact upon a scenic vista.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a city-designated scenic highway?

No Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact would occur only if scenic resources would be damaged and/or removed by development of the project. The Project Site is currently vacant of any buildings and thus no historic resources exist on the site. Vegetation on the Project Site is limited to eight palm trees and invasive weeds. There are no natural scenic resources, such as native California trees or unique geologic features on the Project Site. Crenshaw Boulevard between Adams Boulevard and 60th Street is designated a Scenic Principal Major Highway. Although the Project Site is located more than one-quarter mile from Crenshaw Boulevard, and is not visible from Crenshaw Boulevard, it is located within Subarea C of the Crenshaw Corridor Specific Plan. Accordingly, the Project will be subject to design review by the Department of City Planning to ensure consistency with all aspects of the Plan. The Specific Plan allows buildings up to 60 feet high within Subarea C. Thus, the

Proposed Project would be consistent with the height limitation of the Specific Plan. The Proposed Project will, however, require a Specific Plan Exception from Section 14c and Design Standard 11i of the Crenshaw Corridor Specific Plan Design Guidelines and Standards Manual to allow two surface parking lots to be located on the sides of the structure, fronting along Santa Rosalia Drive. Due to the unique size and shape of the Project Site, the utilization of only 18 percent of the allowable FAR for development, and the proposed configuration of a central open space plaza providing public access through the Project Site, the proposed Specific Plan Exception is a necessary and reasonable request. The placement of the surface parking lots along the sides of the structure will allow parking stalls to be located at a shorter distance to the buildings entrances, which is necessary for visitors and patients accessing the outpatient medical facility. The Plan layout will also allow for a central open space plaza, which will provide a unique community benefit by facilitating pedestrian traffic through the site and providing a large centralized open space area to be utilized for passive social and community events. The configuration of the open space Plaza will also provide walking and jogging areas, areas of respite with seating, and a pedestrian oriented garden that is expected to serve the needs of medical office staff, patients and visitors at the site. Therefore, with approval of the Exception from the Specific Plan Design Guidelines the Proposed Project would have a less than significant impact upon a City-designated scenic highway.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Unless Mitigation Incorporated. Based on the *L.A. CEQA Thresholds Guide,* a significant impact would occur if the Proposed Project were to introduce incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the area surrounding the Project Site. Environmental impacts to the character of and aesthetics of the neighborhood may result from project implementation if the Project Site is not developed and maintained in a satisfactory manner. Accordingly, mitigation measures I-10 and I-20 are recommended to ensure environmental impacts to the character and aesthetics of the neighborhood are mitigated to a less than significant level.

Building Height and Massing

With respect to building mass and height, land uses in the Project vicinity vary in use and height. In a few block radius of the Project Site there low and multi-density residential, commercial, retail, restaurant, religious, and recreation land uses, generally ranging in height from one to five stories above grade. Buildings adjacent to the Project Site include low and multi-family residential and commercial buildings ranging in height from one to three stories. Height District No. 2 allows a maximum 6 to 1 FAR with no vertical height limit. However, General Plan Footnote #1 references Height District No. 1 which permits an FAR of 1.5 to 1. The Project Site is located in Subarea C of the Crenshaw Corridor Specific Plan which limits building height to a maximum of 45 feet, except projects located in Subarea C may exceed 45 feet, but shall not exceed a height of 60 feet. The Proposed Project would be four stories high (approximately 60 feet in height). The top of the screened mechanical equipment on the roof level is approximately 65 feet above grade and the top of the proposed PV (photovoltaic) solar panel structure is approximately 71 feet above grade, which is permissible under the LAMC. The proposed development would be approximately the same height as the 4-story senior housing development that is directly northwest of the Project Site. The Project Site consists of 376,633 square feet of lot area (8.65 acres).

With an allowable 1.5:1 FAR, the maximum allowable development for the entire Project Site is approximately 564,949.5 square feet. The Proposed Project would include a net floor area of 105,000 square feet, resulting in a FAR of 0.28:1. Thus, the height and massing of the Proposed Project would be compatible in scale to the existing neighborhood. The aesthetic impacts created by the scale and massing of the Proposed Project would therefore be less than significant.

Shade/Shadow

The issue of shade and shadow pertains to the blockage of direct sunlight by proposed buildings, which may affect adjacent properties. Shading is an important environmental issue because the users or occupants of certain land uses have some reasonable expectations for direct sunlight and warmth from the sun. Pursuant to the *L.A. CEQA Thresholds Guide*, "facilities and operations sensitive to the effects of shading include: routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors." These land uses are termed "shadow-sensitive" because sunlight is important to function, physical comfort of commerce. Based on the *L.A. CEQA Thresholds Guide*, a shading impact would normally be considered significant if the Proposed Project's structures cast shadows for more than three hours each day between the hours of 9:00 a.m. and 3:00 p.m. between late October and early April, or for more than four hours each day between the hours of 9:00 a.m. and 5:00 p.m. between early April and late October. As shown in Figures III-1 through III-6, the Proposed Project's shadows would mostly shade the Project Site and not the adjacent buildings to the west, north and east. There are no sensitive shade/shadow land uses within the proximity of the Project Site that would be impacted by the Proposed Project. Thus, the Proposed Project would not have the potential to significantly impact any shadow-sensitive land uses.

Construction Impacts

During construction, the Project Site would have the potential to attract unlawful bill postings, graffiti, and other forms of vandalism if the site is not properly secured and maintained. To ensure the Project Site is maintained in an acceptable manner, the Department of City Planning recommends Mitigation Measures I-90 and I-110 be implemented to ensure aesthetic impacts are mitigated to a less than significant level.

Surface Parking - Heat Gain

Environmental impacts may result from project implementation due to excessive ambient heat gain resulting from the new open-spaced parking lot. However, these impacts will be mitigated to a less than significant level by mitigation measure I-50:

Mitigation Measures:

I-10 Aesthetics (Landscape Plan)

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

I-20 Aesthetics (Landscape Buffer)

- A minimum three-foot wide landscape buffer shall be planted adjacent to the residential use.

I-50 Aesthetics (Surface Parking)

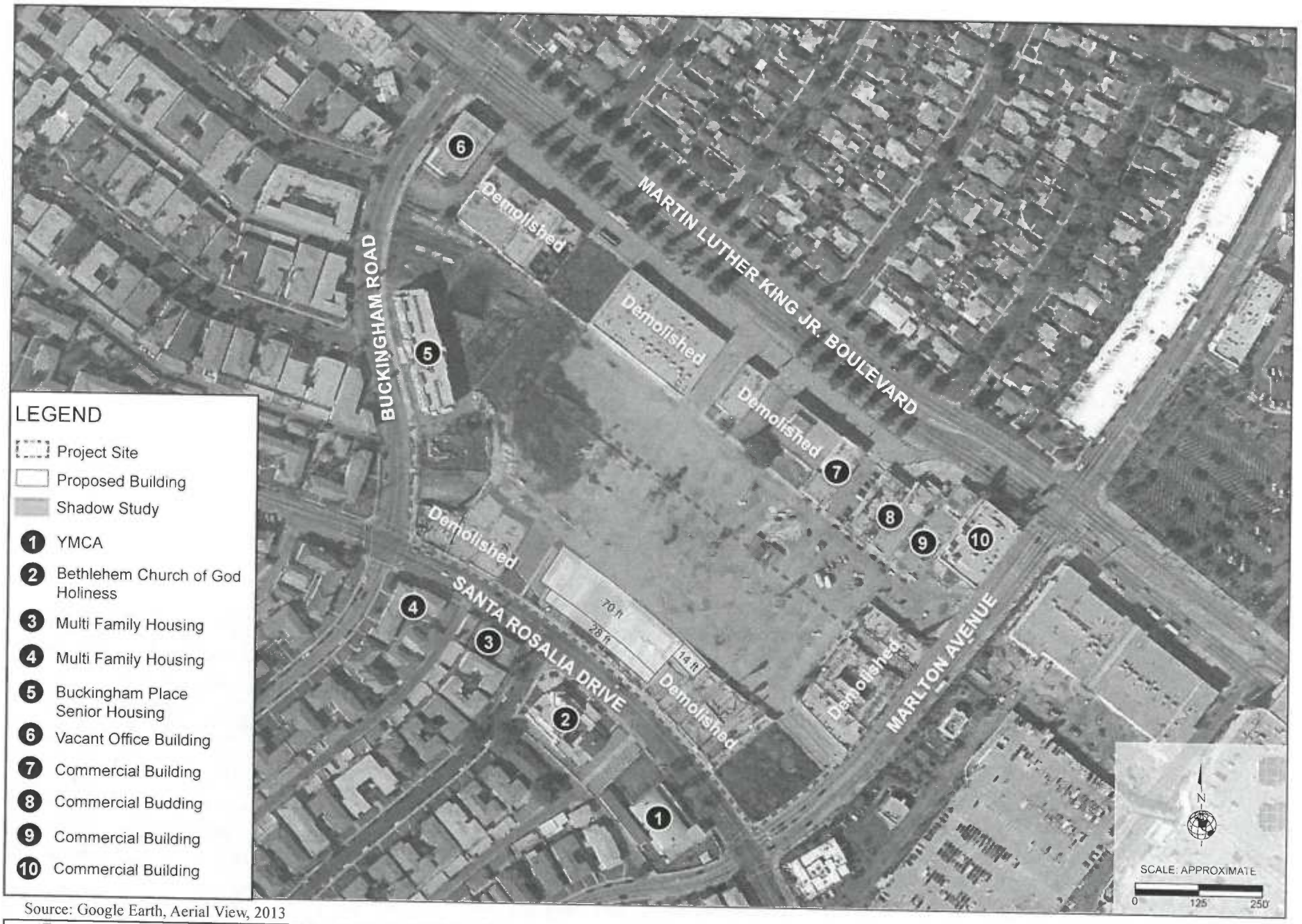
- A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new surface parking spaces.
- The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb, and landscape. An automatic irrigation plan shall be approved by the Department of City Planning.
- Palm trees shall not be considered in meeting this requirement.
- The genus or genera of the tree(s) shall provide a minimum crown of 30'- 50'. Please refer to City of Los Angeles Landscape Ordinance (Ord. No.170,978), Guidelines K - Vehicular Use Areas.

I-90 Aesthetics (Vandalism)

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

I-110 Aesthetics (Signage on Construction Barriers)

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



Source: Google Earth, Aerial View, 2013

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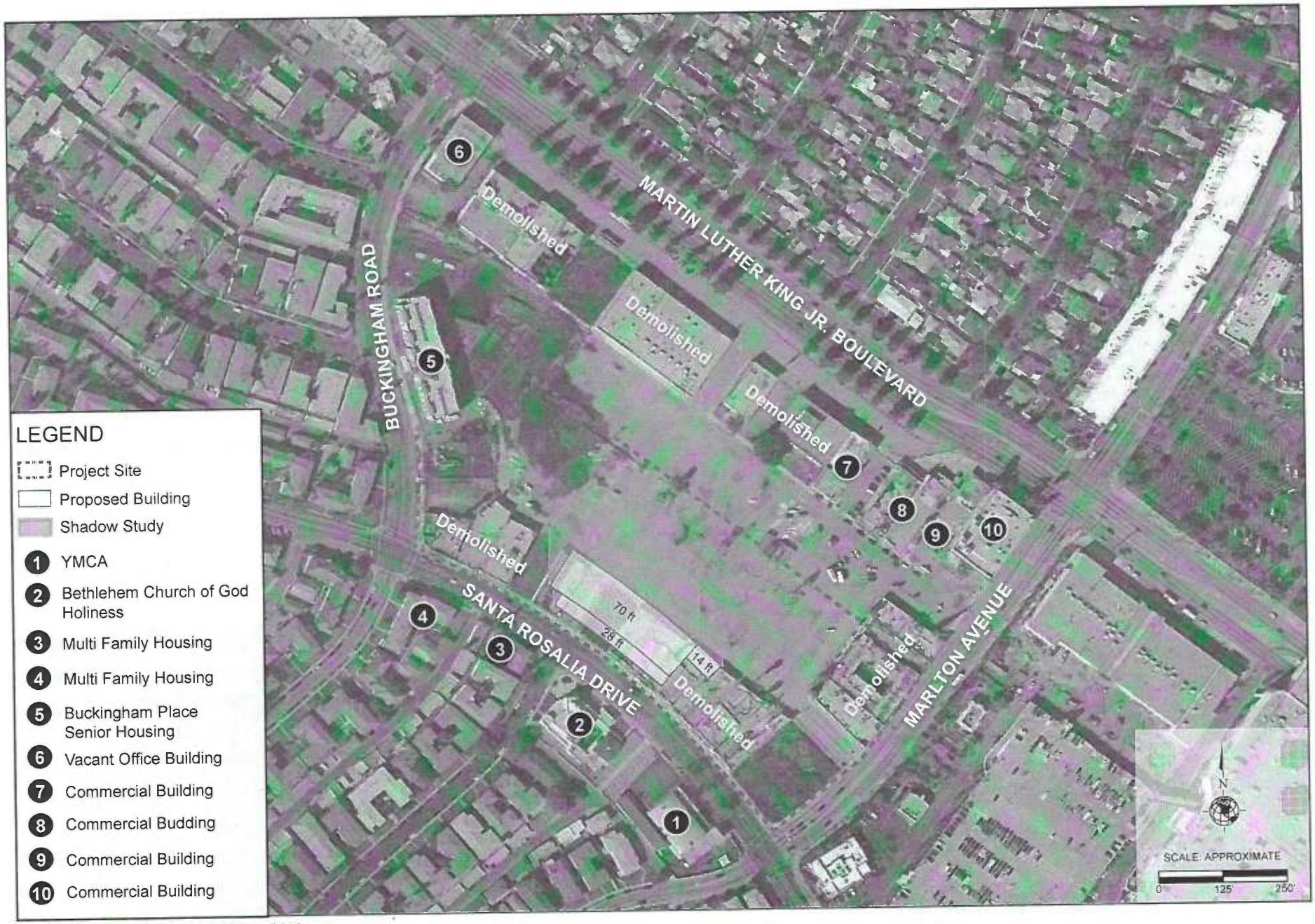
Figure III-1
Winter Solstice Shadows
9:00 A.M.



Source: Google Earth, Aerial View, 2013

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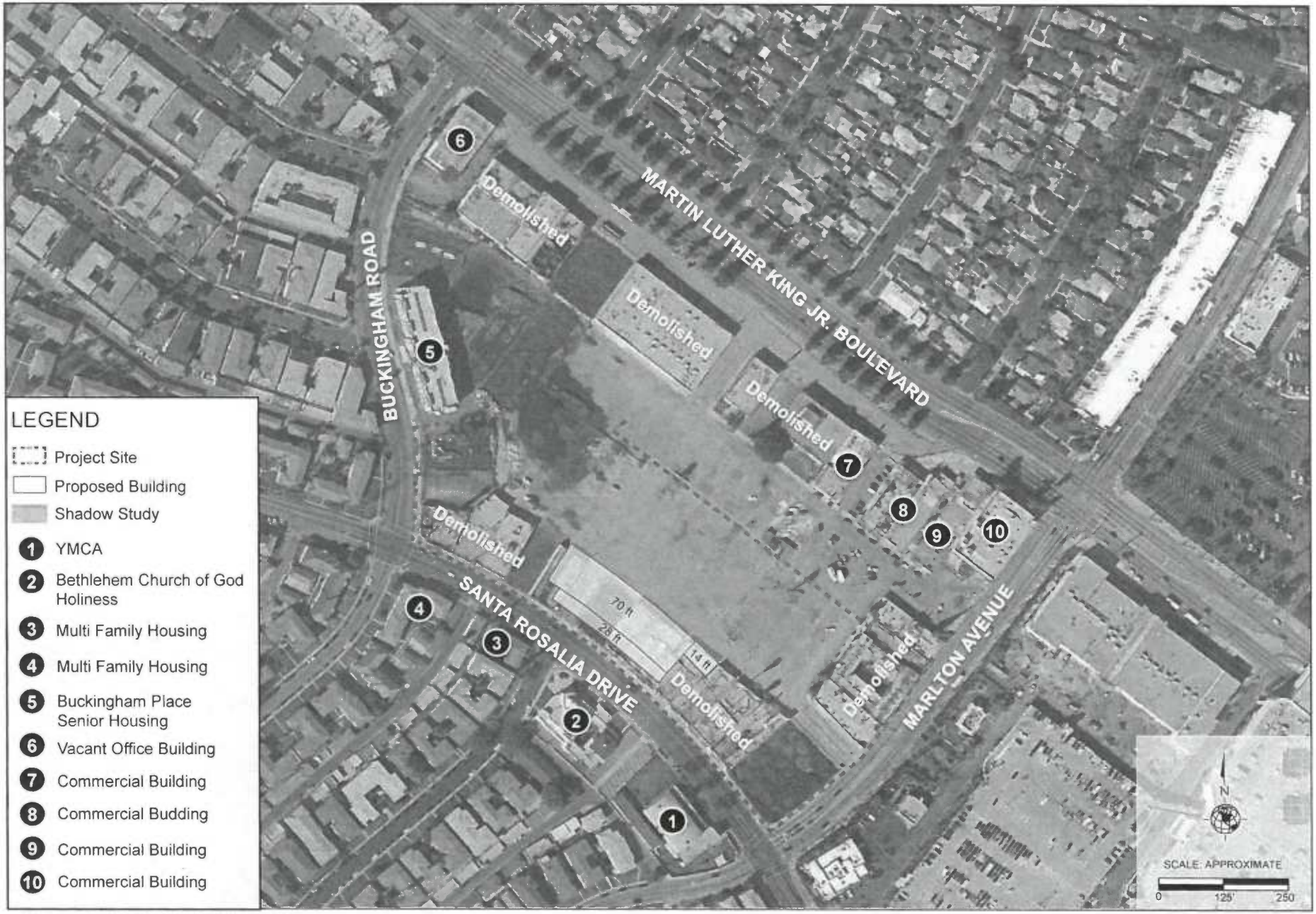
Figure III-2
Winter Solstice Shadows
12:00 P.M.



Source: Google Earth, Aerial View, 2013

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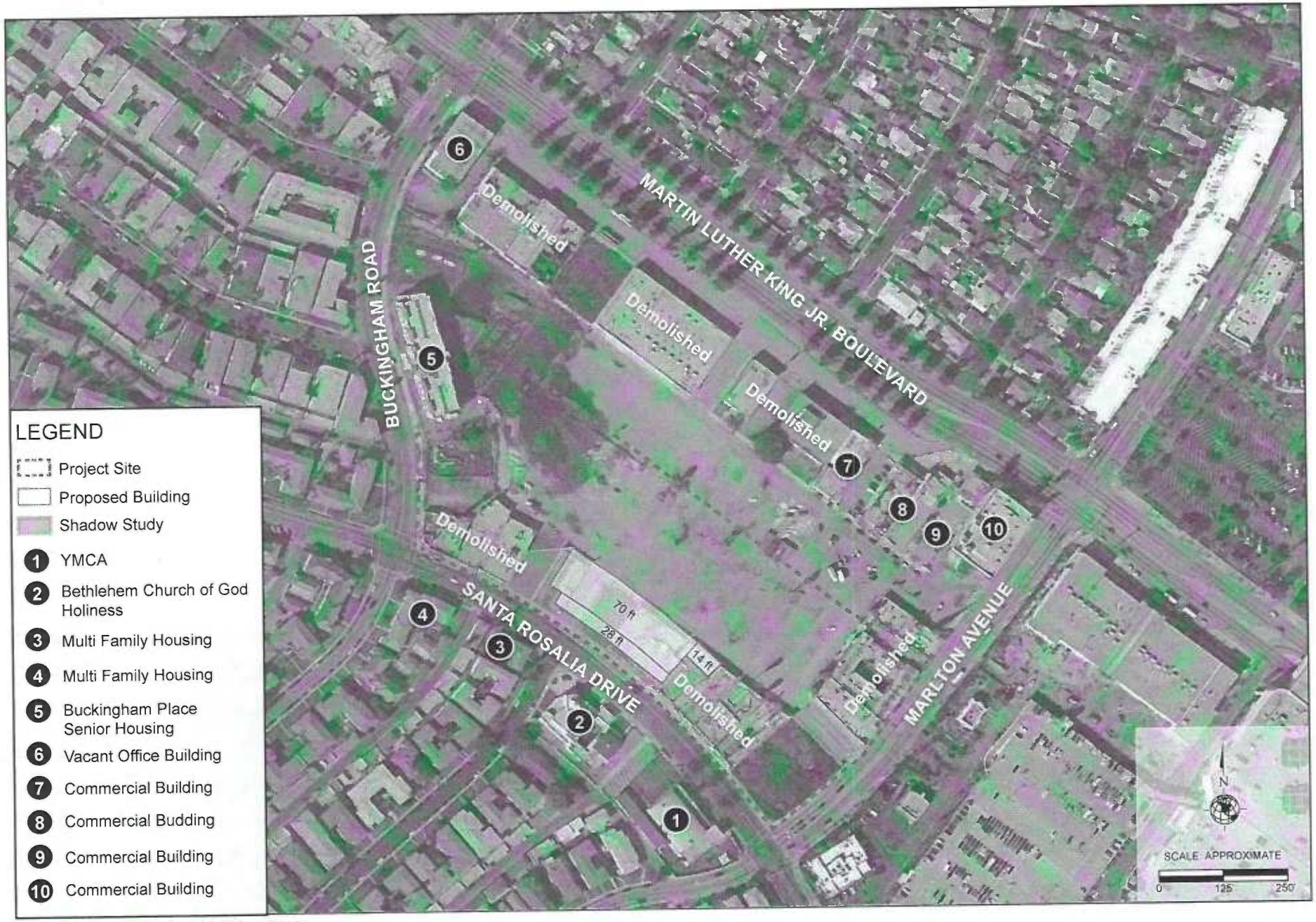
Figure III-3
Winter Solstice Shadows
3:00 P.M.



Source: Google Earth, Aerial View, 2013

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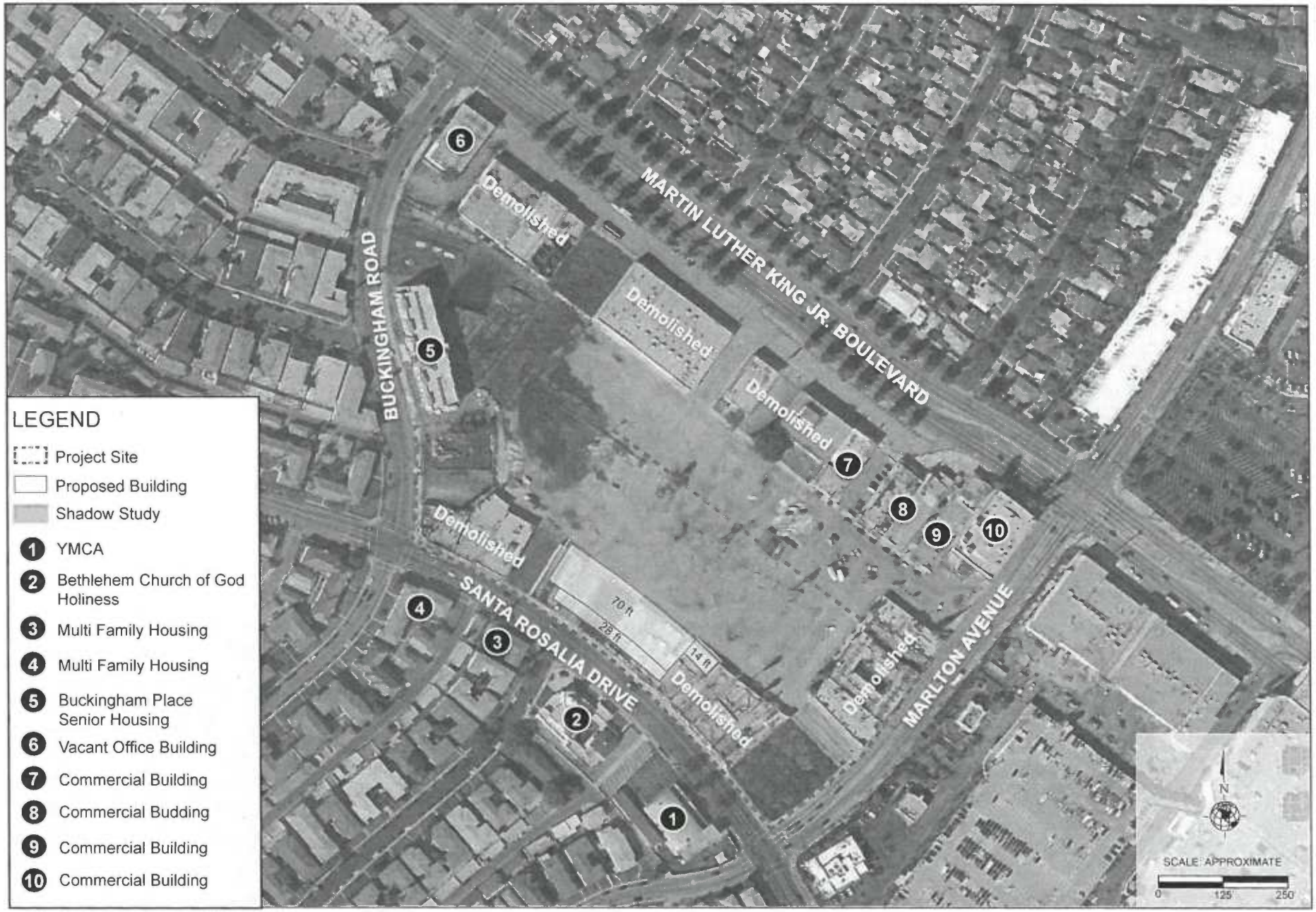
Figure III-4
Summer Solstice Shadows
9:00 A.M.



Source: Google Earth, Aerial View, 2013

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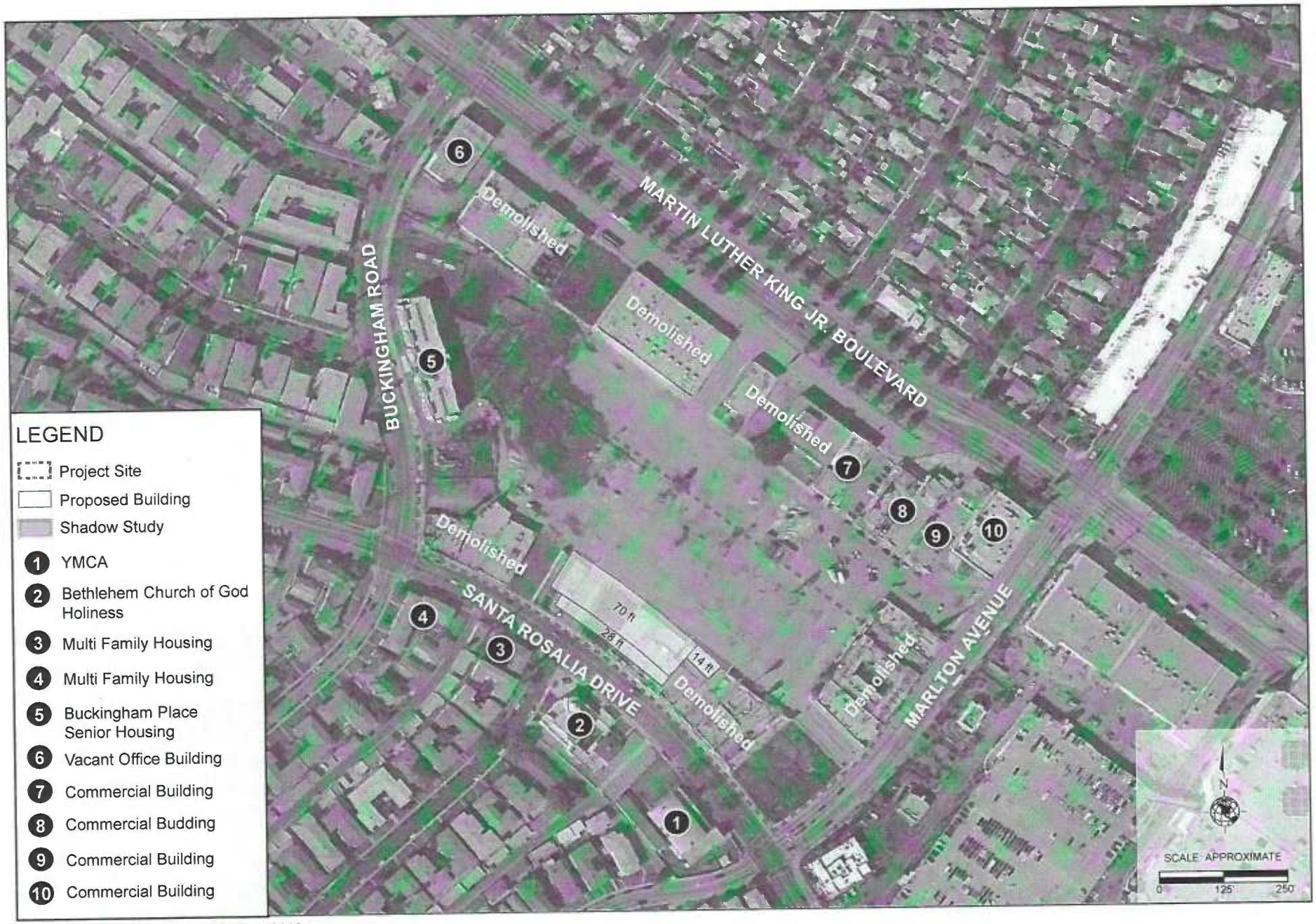
Figure III-5
Summer Solstice Shadows
1:00 P.M.



Source: Google Earth, Aerial View, 2013

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Figure III-6
Summer Solstice Shadows
5:00 P.M.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project introduces new sources of light or glare on or from the Project Site, which would be incompatible with the areas surrounding the Project Site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. Based on the *L.A. CEQA Thresholds Guide,* the determination of whether the Proposed Project results in a significant nighttime illumination impact shall be made considering the following factors: (a) the change in ambient illumination levels as a result of Proposed Project sources; and (b) the extent to which Proposed Project lighting would spill off the Project Site and affect adjacent light-sensitive areas.

Light

Night lighting for the Proposed Project would be provided in order to illuminate the building entrances, common open space areas, and parking areas, largely to provide adequate night visibility for employees and visitors and to provide a measure of security. A moderate to high degree of illumination already exists in the project vicinity along Martin Luther King Jr. Boulevard, Buckingham Road, Marlton Avenue, and Santa Rosalia Drive. The Proposed Project would not generate a substantial increase in ambient lighting. The Proposed Project would provide pole lighting within the surface parking lots. Lighting from the structure would be limited to illumination from interior spaces and low-level security lighting for pedestrian safety. The majority of lighting would be directed towards the interior of the Project Site and away from any nearby land uses. The Project would not introduce any new sources of substantial light that are incompatible with the surrounding areas. As noted in Mitigation Measure I-120 below, the Proposed Project will include directional lighting with shielding to ensure parking areas and security lights do not cast excessive light on adjacent properties. Therefore, with mitigation the Proposed Project's impacts would be less than significant.

Glare

Potential reflective surfaces in the Project vicinity include automobiles traveling and parked on streets, exterior building windows, and surfaces of brightly painted buildings. Excessive glare not only restricts visibility, but increases the ambient heat reflectivity in a given area. Landscaping buffers and street trees would be provided along all street edges of the Proposed Project to buffer and partially screen the buildings from public view. The Proposed Project would not introduce any new sources of glare that are incompatible with the surrounding areas. Additionally, as noted in Mitigation Measure I-130 below, the architectural materials to be used will be limited to such materials that do not cause excessive glare. Therefore, the Proposed Project's impacts would be less than significant.

Mitigation Measures:

I-120 Aesthetics (Light)

- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

I-130 Aesthetics (Glare)

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

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the nine related projects would result in an incremental intensification of existing prevailing land uses in an already heavily urbanized area of Los Angeles. With respect to aesthetics and views, and shade and shadow impacts, none of the related projects are located in proximity to the Project Site such that their development would affect the aesthetic character of the site or its immediate surroundings. Furthermore, development of related projects is expected to occur in accordance with adopted plans and regulations. Moreover, the Proposed Project would improve the visual character of the Project Site. Therefore, cumulative aesthetic impacts would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

a) Would the project 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 non-agricultural use?

No Impact. The Project Site is currently vacant of any structures and is located in a heavily urbanized area of the City of Los Angeles. No farmland or agricultural activity exists on or in the vicinity of the Project Site. According to the Soil Candidate Listing for Prime Farmland of Statewide Importance, Los Angeles County, which was prepared by the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS), the soils at the Project Site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the Project Site has not been mapped pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no impact to agricultural lands would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the LAMC. The Project Site is

zoned C2 (Commercial) and has a land use designation of Regional Commercial in the West Adams-Baldwin Hills-Leimert Community Plan area. The Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site.[1] Therefore no impact would occur.

c) Would the project 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))?

No Impact. The Project Site is zoned C2 (Commercial) has a land use designation of Regional Commercial in the West Adams-Baldwin Hills-Leimert Community Plan area. The Project Site is not zoned as forest land or timberland, and there is no Timberland Production at the Project Site. Therefore, no impact would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site is occupied by vacant space. No forested lands or natural vegetation exist on or in the vicinity of the Project Site. Therefore no impact would occur.

e) Would the project 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?

No Impact. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses. The Project Site is not classified in any "Farmland" category designated by the State of California. According to the City General Plan Conservation Element (Exhibit B), the Project Site is not located near or in any significant farmland area (i.e., a significant commercial crop or animal producing site). Therefore, no impact would occur.

Cumulative Impacts

No Impact. Development of the Proposed Project in combination with the nine related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of forest land or conversion of forest land to non-forest use. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category.[2] The Project Site and the surrounding area are highly urbanized area and do not include any State-designated agricultural lands or forest uses. Therefore, no cumulative impact would occur.

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1 *Williamson Act Program, California Division of Land Resource Protection, website ftp://ftp.consrv.ca.gov/pub/dlrp/wa/2012%20Statewide%20Map/WA_2012.pdf, accessed November 2013.*

2 *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program.*

III. AIR QUALITY

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant air quality impact may occur if the project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. In the case of projects proposed within the City of Los Angeles or elsewhere in the South Coast Air Basin (Basin), the applicable plan is the Air Quality Management Plan (AQMP), which is prepared by the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. The SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary.

The 2012 AQMP, adopted by the Governing Board of the SCAQMD on December 7, 2012, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. It builds on the approaches taken from the 2007 AQMP for the attainment of the federal ozone air quality standard. These planning efforts have substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the Regional Comprehensive Plan (RCP) are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP. As discussed in Question 13(a), the project would not have the potential to conflict with the regional growth projections for the Los Angeles Subregion. In addition, as discussed in the Project's Traffic Study (see Appendix G), the Proposed Project's urban location and proximity to transit result in fewer trips and an approximate 25% reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates assigned to medical offices that are not located in urban settings nor located in proximity to transit. Thus, the Proposed Project would not conflict with or obstruct implementation of the applicable air quality plan and Project impacts would be less than significant.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Unless Mitigation Incorporated. Based on the *L.A. CEQA Thresholds Guide,* a project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation.

Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 16 months. This assumption is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in two main steps: (1) grading and foundation, and (2) building construction. The building construction phase includes the construction of the proposed buildings, connection of utilities to the buildings, laying irrigation for landscaping, architectural coatings, paving, and landscaping the Project Site.

These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving site excavation, grading and foundation preparation would primarily generate $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. Each construction phase is described in more detail below.

Grading and Foundation Phase

The grading phase for the Proposed Project would occur for approximately 4 months and would involve the cut and fill of land to ensure the proper base and slope for the building and parking lot foundations. Due to potential soil remediation efforts, the Proposed Project would require the hauling of approximately 74,146 cubic yards (cy) of material (37,073 cy of soil export and 37,073 cy of soil import). Haul trips would occur outside of the peak hours and during the permissible hauling hours identified in the haul route to be approved by the Department of Building and Safety. This analysis assumes daily grading and site preparation activities would require the following equipment: one scraper, one grader, one excavator, one rubber tired dozer, and one tractor/loader/backhoe. For purposes of modeling the emissions associated with this equipment fleet, it was conservatively estimated that each piece of equipment would be operated for 8 hours each day.

Building Construction Phase

The building construction phase consists of below grade and above grade structures and is expected to occur for approximately 12 months. Upon completion of the structures, architectural coating, finishing, and paving would occur. It is estimated that architectural coatings would occur over the final 2 months of the building construction phase, and paving would occur during the final month of construction. This analysis assumes that the maximum daily construction building activities would require the following equipment: one crane, three forklifts, one generator set, three tractors/loaders/backhoes, one welder, one air compressor, one piece of paving equipment, one paver and one roller. For purposes of modeling the emissions associated with this equipment fleet, it was conservatively estimated that each piece of equipment would be operated for 8 hours each day.

The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD. Due to the construction time frame and

the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table III-1, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each construction phase. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. To ensure compliance with these applicable rules, the following mitigation measures will apply to the Proposed Project:

Mitigation Measures:

III-10 Air Pollution (Grading and Construction Activities)

- All unpaved demolition and construction areas shall be wetted at least three times 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 61 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.

As shown in Table III-1, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, construction impacts are considered to be less than significant.

Operational Emissions

The existing Project Site is vacant. Therefore, this analysis assumes there are no existing air quality emissions from the Project Site.

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the Proposed Project. Area source emissions would be generated by the consumption of

Table III-1
Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Grading & Foundation Phase						
Fugitive Dust	--	--	--	--	2.43	1.30
Off-Road Diesel Equipment	4.59	53.08	33.82	0.04	2.58	2.38
On-Road Diesel (Hauling)	2.56	39.32	28.28	0.08	2.55	1.16
Worker Trips	0.07	0.10	1.04	0.01	0.15	0.04
Total Emissions	***7.22***	***92.50***	***63.14***	***0.13***	***7.71***	***4.88***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Construction Phase						
Building Construction Off-Road Diesel Equipment	3.89	32.42	20.04	0.03	2.27	2.13
Building Construction Vendor Trips	0.18	1.72	2.27	0.01	0.13	0.06
Building Construction Worker Trips	0.17	0.23	2.45	0.01	0.38	0.10
Architectural Coatings	55.30	--	--	--	--	--
Architectural Coating Off-Road Diesel Equipment	0.54	3.43	2.54	0.01	0.29	0.26
Architectural Coatings Worker Trips	0.04	0.05	0.50	0.01	0.08	0.02
Paving Off-Road Diesel Equipment	1.16	12.59	7.49	0.01	0.71	0.65
Paving Worker Trips	0.04	0.06	0.58	0.01	0.09	0.02
Total Emissions	***61.32***	***50.50***	***35.87***	***0.09***	***3.95***	***3.24***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.
Calculation sheets are provided in Appendix A to this Draft IS/MND.

natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site. The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod recommended by the SCAQMD. The results of these calculations are presented in Table III-2, Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Proposed Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

c) Would the project 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 threshold for ozone precursors)?

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project adds a considerable cumulative contribution to federal or State non-attainment

Table III-2
Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Project Emissions						
Mobile (Vehicle) Sources	10.17	25.74	108.19	0.24	16.04	4.53
Energy (Natural Gas)	0.03	0.26	0.22	0.01	0.02	0.02
Architectural Coatings	0.67	--	--	--	--	--
Consumer Products	2.08	--	--	--	--	--
Landscape Maintenance Equipment	0.01	0.01	0.01	0.00	0.01	0.01
Total Project Emissions	**12.96**	**26.01**	**108.42**	**0.25**	**16.07**	**4.56**
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Project Emissions						
Mobile (Vehicle) Sources	10.74	27.11	109.66	0.23	16.05	4.53
Energy (Natural Gas)	0.03	0.26	0.22	0.01	0.02	0.02
Architectural Coatings	0.67	--	--	--	--	--
Consumer Products	2.08	--	--	--	--	--
Landscape Maintenance Equipment	0.01	0.01	0.01	0.00	0.01	0.01
Total Project Emissions	**13.53**	**27.38**	**109.89**	**0.24**	**16.08**	**4.56**
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
Calculation sheets are provided in Appendix A.						

pollutants. As the Basin is currently in State non-attainment for ozone, NO_2, PM_{10} and $PM_{2.5}$, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. In regards to determining the significance of the Proposed Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed under Question 3(b) above, the Proposed Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. Therefore, the Proposed Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment, and impacts would be less than significant.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.[3] The land uses adjacent to the Project Site are identified in Figure III-7, Surrounding Land Uses. As shown in Figure III-7, sensitive land uses in the project vicinity include multi-family residential land uses, single-family residences, senior housing, and daycare.

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD,[4] apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM_{10}, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each SRA. For PM_{10}, the LSTs were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For $PM_{2.5}$, the LSTs were derived based on a general ratio of $PM_{2.5}$ to PM_{10} for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 source receptor areas (SRA) at various distances from the source of emissions. The Project Site is located within SRA 1, which covers the Central Los Angeles area. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project include multi-family residences and child care/youth centers. Given the proximity of these sensitive receptors to the Project Site, the LSTs with receptors located within 25 meters (82.02 feet) are used to address the potential localized air quality impacts associated with the construction-related NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions for each construction phase.

Localized Construction Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. However, as shown in Table III-3, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs in SRA 1.

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[3] *South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, page 5-1.*

[4] *South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*

LEGEND

Project Site | Access Easement | Commerical Property/Zone | Residential Property/Zone

1. Multi-family Housing
   4108 Buckingham Rd.
   3920 Santa Rosalia Dr.
2. Multi-family Housing
   3904-3908 Santa Rosalia Dr.
   4101-4104 Somerset Dr.
3. Bethlehem Church
   of God Holiness
   3850 Santa Rosalia Dr.
4. YMCA
   3820 Santa Rosalia Dr.
5. Multi-Family Housing
   3790 Santa Rosalia Dr
   4106-4112 Marlton Ave..
6. Baldwin Hills Crenshaw Plaza
   3650 MLK Jr. Blvd.
7. Vacant Building
   3710 MLK Jr. Blvd.
8. African Book Club & Tame Salon
   3718 MLK Jr. Blvd.
9. The Flying Fox Restaurant
   3726 MLK Jr. Blvd.
10. The Oran Z Pan African
    Black Facts and Wax Museum
    3738 MLK Jr. Blvd.
11. Baldwin Plaza Villas
    Senior Housing
    3939 Marlton Ave.
12. Single-Family Residential
13. Demolished/Vacant
    3850-3900 MLK Jr. Blvd.
14. Vacant Office Building
    3916 MLK Jr. Blvd.
15. Valero Gas Station
    3930-3950
    MLK Jr. Blvd.
16. Multi-Family Housing
    4001 Palmyra Rd.
17. Multi-Family Housing
    4000 Palmyra Rd.
18. Buckingham Place
    Senior Housing
    4042 Buckingham Rd.
19. Multi-Family Housing
    4043 Buckingham Rd.
20. Multi-Family Housing
    4053 Buckingham Rd.
21. Multi-Family Housing
    4069 Buckingham Rd.
    4007-4011 Santa Rosalia Dr.
22. Multi-Family Housing
    4107 Buckingham Rd.

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ENVIRONMENTAL CONSULTANTS

Figure III-7
Surrounding Land Use Map

Table III-3
Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Grading & Foundation Emissions	**53.08**	**33.82**	**5.01**	**3.68**
SCAQMD Localized Thresholds (2.5 acres daily)	*61.59*	*1,148.06*	*9.21*	*5.13*
Potentially Significant Impact?	No	No	No	No
Building Construction Emissions	**48.44**	**30.07**	**3.27**	**3.04**
SCAQMD Localized Thresholds (4.0 acres daily)	*78.93*	*1,582.54*	*13.31*	*6.92*
Potentially Significant Impact?	No	No	No	No

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.

[a] *The localized significance thresholds for the grading phase is based on 2.5 acres daily per the equipment utilized, consistent with Appendix A to the CalEEMod User's Guide for Version 2013.2 (July 2013). Building construction areas would not exceed 4.0 acres based on footprint areas of proposed building and parking areas. Thresholds are based on a receptor distance of 82 feet in SCAQMD's SRA 1.*

[b] *The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.*

Calculation sheets are provided in Appendix A.

Therefore, localized air quality impacts from construction activities on the off-site sensitive receptors would be less than significant.

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) to any level below C, and for any intersection rated D or worse where the project would increase the V/C ratio by two percent or more. Based on a review of the Project's Traffic Study, the Proposed Project would not meet these criteria at any of the studied intersections. Therefore, the Proposed Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard, or 0.45 ppm for the eight-hour CO standard at any local intersection. Therefore, impacts with respect to localized CO concentrations would be less than significant.

Toxic Air Contaminants (TAC)

The Project consists of an outpatient medical facility and would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. As such, no toxic airborne emissions would typically result from Project implementation. In addition, construction activities associated with the Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

e) Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. No objectionable odors from the proposed outpatient medical facility are anticipated. Garbage collection areas for the Proposed Project would be covered and situated away from the property line and sensitive uses. Good housekeeping practices would be sufficient to prevent nuisance odors. In addition, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's long-term operations phase. Therefore, potential operational odor impacts would be less than significant.

During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to adjacent uses SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on mandatory compliance with SCAQMD Rules, no construction activities or materials that would create a significant level of objectionable odors are proposed. Therefore, impacts associated with objectionable odors would be less than significant.

Cumulative Impacts

Less than Significant Impact. Development of the Project in conjunction with the related projects in the Project Site vicinity would result in an increase in construction and operational emissions in the already urbanized area of the City of Los Angeles. Cumulative development can affect implementation of the 2012 AQMP. The 2012 AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth considered to be consistent with the 2012 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2012 AQMP will not be obstructed by such growth and cumulative impacts would be less than significant. Since the Proposed Project is consistent with SCAG's growth projections, it would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, cumulative impacts related to conformance with the 2012 AQMP would be less than significant.

Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-

attainment. Thus, as discussed in Question 3(c) above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Proposed Project would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

IV. BIOLOGICAL RESOURCES

a) Would the project 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 regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Potentially Significant Impact Unless Mitigation Incorporated. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is currently vacant and devoid of any vegetation except for invasive weed species and eight Mexican fan palm trees. The Project Site does not contain any critical habitat or support 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. The eight existing mexican fan palms would be removed during construction (See Appendix B to this IS/MND). Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) *(Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10)* and Section 3503 of the California Department of Fish and Game Code. Thus, the Project Applicant will be required to comply with the measures listed below to ensure that no significant impacts to nesting birds would occur. With mitigation, the Proposed Project would result in a less than significant impact upon sensitive biological species or habitat.

Mitigation Measures:

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

- Proposed Project activities (including disturbances to native and non-native vegetation, structures and substrates) shall 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 of 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:

a. 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.
b. 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.
c. 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.
d. 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.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; (c) the alternation of an existing wetland habitat; or (d) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species. No riparian or other sensitive natural community is located on or adjacent to the Project Site. Therefore, implementation of the Proposed Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities.

c) Would the project 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?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat. The Project Site is a vacant infill lot and does not contain any wetlands or natural drainage channels. Stormwater runoff from the vacant lot is directed to the adjacent stormdrains along

Santa Rosalia drive and Marlton Avenue. Therefore, the Project Site does not have the potential to support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act (see Section 4(b), above) and no impacts to riparian or wetland habitats would occur with implementation of the Proposed Project.

d) Would the project 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?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project Site is vacant and located in an area that has been previously developed. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Proposed Project vicinity. Therefore, the Proposed Project would not interfere with the movement of any resident or migratory fish or wildlife species.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the *L.A. CEQA Thresholds Guide,* a project-related significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance, 177,404. There are eight existing mexican fan palms located on the Project Site that may be removed, trimmed, or otherwise disturbed during the Proposed Project's construction. As noted in the Tree Survey contained in Appendix B to this IS/MND, the Project Site does not contain any protected tree species (i.e., Valley Oak, California Live Oak, Southern California Black Walnut, Western Sycamore, or California Bay). The removal and placement of these trees would be subject to the review and approval of the Board of Public Works, Urban Forestry Division. Therefore, with implementation of the mitigation measures listed below, the Proposed Project would not have the potential to conflict with any tree preservation ordinance and any potential impacts associated with the removal of street trees would be mitigated to less than significant levels.

Mitigation Measures:

IV-70 Tree Removal (Non-Protected Trees)

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. A significant impact would occur if the Project would be inconsistent with mapping or policies in any conservation plans of the types cited. The Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, no impact would occur with implementation of the Project.

Cumulative Impacts

Less Than Significant Impact. The Project would have a less than significant impact upon biological resources with mitigation. Development of the Project in combination with the nine related projects would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS. No such habitat occurs in the vicinity of the Project Site or related projects due to the existing urban development. Development of any of the related projects would be subject to the City of Los Angeles Protected Tree Ordinance. Thus, cumulative impacts to biological resources would be considered less than significant.

V. CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of an historic resource pursuant to §15064.5?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide,* a significant impact may occur if the project would disturb historic resources which presently exist within the Project Site.

The Project Site is vacant of any structures. Thus no historic structures would be impacted by the redevelopment of the Project Site. Therefore the Proposed Project would have no impact upon any known historic resources.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with the Proposed Project would disturb archaeological resources which presently exist within the project Site. The Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas.[5] The Proposed Project would include the excavation up to 20 feet below grade under the proposed building footprint. Approximately 74,146 cubic yards of soil will be excavated and hauled off-site. Thus, the potential exists for the accidental discovery of archaeological materials in the area of excavation. Because the presence or absence of such materials cannot be determined until the site is excavated, no further evaluation of this issue is warranted at this time. However, as a precautionary measure, the Department of City Planning recommends the following mitigation measure be implemented to ensure that the accidental discovery of any archaeological resources be appropriately mitigated to a less than significant level.

Mitigation Measures:

V-20 Cultural Resources (Archaeological)

- If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
  a. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
  b. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
  c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

  SCCIC Department of Anthropology
  McCarthy Hall 477
  CSU Fullerton

[5] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996.*

800 North State College Boulevard
Fullerton, CA 92834

- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with the project were to disturb paleontological resources or geologic features which presently exist within the Proposed Project site. The Project Site has been previously graded and is currently vacant. The Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources.[6] Although no paleontological resources are known to exist on site, there is a possibility that paleontological resources exist at sub-surface levels on the Project Site and may be uncovered during excavation. Implementation of the following mitigation measure will ensure that if any such resources are found during construction of the Proposed Project, they would be handled according to the proper regulations and any potential impacts would be reduced to less than significant levels.

Mitigation Measures:

V-30 Cultural Resources (Paleontological)

- If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
  a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
  b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
  c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
  d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.

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[6] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Vertebrate Paleontological Resources in the City of Los Angeles, September 1996.*

- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a Project-related significant adverse effect could occur if grading or excavation activities associated with the Proposed Project would disturb previously interred human remains. No known human burials have been identified on the Project Site or its vicinity. However, it is possible that unknown human remains could occur on the Project Site, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur. The following mitigation measure is therefore recommended to reduce potential impacts related to the disturbance of unknown human remains to a less than significant level.

Mitigation Measures:

V-40 Cultural Resources (Human Remains)

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

Cumulative Impacts

Less Than Significant Impact. Implementation of the Proposed Project, in combination with the other nine related projects in the Project Site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Proposed Project's impacts to cultural resources concluded that the Proposed Project would have no significant impacts with respect to cultural resources following appropriate mitigation. Therefore, the Proposed Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to cultural resources would be less than significant.

VI. GEOLOGY AND SOILS

The following section summarizes and incorporates by reference information from the Geotechnical Evaluation Kaiser Foundation Health Plan, Inc., Kaiser Permanente – Baldwin Hills/Crenshaw MOB, 4033 Marlton Avenue, Los Angeles, California, prepared by Geobase, Inc. on January 2012, and the Additional Site Subsurface Investigation Work Plan, Baldwin Hills Crenshaw - MOB, Los Angeles, California, prepared by Geosyntec Consultants on April 10, 2013. Both Geotechnical Reports are included in the Appendicesto this IS/MND.

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

(i) 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.

Potentially Significant unless Mitigation Incorporated. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the Project Site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The Project Site is located within the seismically active area of Southern California, and there is the potential for the site to experience strong ground shaking from local and regional faults. Within the Puente Hills to the west, faulting is very common. The closest identified active fault near the site is the Puente Hills Fault, a blind thrust fault, which is located about 1.3 miles west of the site. The other fault close to the Project Site having displaced during the Holocene is the Newport-Inglewood Fault Zone, located approximately 1.5 miles of the site to the southwest. Other seismically active faults in the area are the Hollywood Fault which is approximately 6 miles northwest, and the Santa Monica Fault, which is located about 7.5 miles northeast of the Project Site.

The Project Site is located in City of Los Angeles Fault Rupture Study Area. Based on a literature review, no known active faults are mapped as crossing or projecting towards the site. The Project Site is

not located in a currently established Alquist-Priolo Special Studies Fault Zone based on a review of the Hollywood Quadrangle Alquist-Priolo Map.[7] Therefore, the possibility of ground surface fault rupture at the site is considered low and potential for impacts associated with surface fault rupture would be considered low. Nevertheless, the following mitigation measures are recommended to reduce impacts associated with seismic hazards to a less than significant level.

Mitigation Measures:

VI-10 Seismic

- 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-50 Geotechnical Report

- 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.

(ii) Strong seismic ground shaking?

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California. The Project Site is located within a seismically active region, as is all of Southern California. The intensity of ground shaking depends primarily upon the earthquake magnitude, the distance from the source, and the site response characteristics. The Project Site is located within an area subject to liquefaction; however, results of the liquefaction analyses, reported in previous reports and carried out during the GeoBase's evaluation, showed that at the boring locations, the subsoils are not potentially liquefiable. The Project Site is not located within a seismic hazard zone for landsliding or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act. The Project Site is located on Quanternary Period Alluvium and located on the Gaspur Aquifer. The Project Site's soil primarily consists of silt, sand, and silty sand with discontinuous clay layers on portions of the Site. The silty soil are generally inferred to have a "firm" to "hard" consistency and the sands and silty sands are considered to be "medium dense" to "very dense." Layers of silt and clay are considered "very soft" soil and were also encountered in the upper fifteen (15) feet depth at some boring locations. Consolidation tests from the GeoBase and previous investigations showed that the peat soils found on the Project Site have high compressibility with volume changes in excess of fifteen (15) percent when subject to a vertical pressure of three thousands (3,000) pounds per square foot.

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[7] *California Division of Mines and Geology (CDMG), 1986. Special Studies Zones Map of the Hollywood Quadrangle, Alquist-Priolo Special Studies Zones Act, California.*

Seismically induced settlement is often caused when loose to medium-dense granular soils are densified during ground shaking. The alluvial materials encountered in the exploratory borings are predominantly medium dense to very dense. The consolidation test results indicate that the peat layer possesses a high level of compressibility and, as a result, footing and slabs supported by such layer will be subject to excessive settlement. Therefore, potential for seismically induced settlement at the Project Site is considered high. For this reason, GeoBase, Inc. recommends fill and foundation alternatives that may be suitable for the Proposed Project: removal of the peat soils and silts with peat and organic inclusions and replacement with properly compacted backfill soils or the implementation of deep foundations with no soil removal. The Proposed Project would follow the recommendation to remove the peat soils beneath the building footprint, to a depth of approximately 20 feet. Provided that the recommendations specified in the Geotechnical Report are included in the design and construction of the Proposed Project to the satisfaction of the Department of Building and Safety and mitigation measures VI-10 and VI-50 are implemented, impacts associated with seismic hazards will be reduced to a less than significant level.

(iii) Seismic-related ground failure, including liquefaction?

Less Than Significant. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. Most of the Project Site subsurface material consists of alluvial clays and silts, with some thin sandy soils layers. The Project Site is located within a State of California Liquefaction Hazard Zone (CDMG 1998); however, results of the liquefaction analyses, reported in previous reports and carried out during GeoBase's evaluation in January 2012, showed that at the boring locations the subsoils are not potentially liquefiable. GeoBase drilled boring holes around the site to a depth of 51 to 51.5 feet and no groundwater was encountered. According to Geosyntec Consultants investigation of the Project Site on April 10, 2013, groundwater was encountered in four borings at a depth of 85 to 115 feet on the Project Site. Historical highest groundwater contours shown on the Beverly Hills Quadrangle Plate of the Seismic Hazard Zone Report prepared by the California Geological Survey (CGS) published in 1998 indicate a groundwater level of approximately ten (10) feet deep at the site location. A groundwater depth of 10 feet was conservatively used in the liquefaction analysis performed on GeoBase's Standard Penetration Test (SPT) and Cone Penetration Test (CPT) results. Results of the analysis are included in Appendix D to GeoBase's Geotechnical Investigation (See Appendix C to this IS/MND). The analysis indicates that the potential for liquefaction at the site is considered very low during the design level earthquake. Therefore, impacts associated with the seismic related hazards including liquefaction would be less than significant.

(iv) Landslides?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazard, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. The Project

Site is paved with asphalt and has a surface elevation differential of approximately 7 feet across the Project Site. The ground surface is gently sloping from the southeast corner to the northwest corner, with approximate elevations of 117 and 110, respectively. Based on the State of California Seismic Hazard Zones Map for the Hollywood Quadrangle (CDMG, 1999), the site is not located within an area that has been identified by the State of California as being potentially susceptible to seismically induced landslides. The Project Site lies far enough from the nearest significant upland slopes to preclude the hazards of induced landsliding. The probability of landslides, including seismically induced landslides, is considered to be very low. Impacts associated with landslides would therefore be less than significant.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have significant sedimentation or erosion impact if it would: (a) constitute a geological hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled onsite. Although development of the Proposed Project has the potential to result in the erosion of soils during site preparation and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed through grading and building permit regulations. All onsite grading and Site preparation would be required to comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. With implementation of mitigation measure VI-20, a less than significant impact would occur with respect to erosion or loss of topsoil. The specifications listed in mitigation measure VI-20 are in addition to any conditions that may be imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter (see MM VI-50, above).

Mitigation Measures:

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

- 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.

c) Would the project 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?

Less Than Significant. Based on the findings of field explorations and engineering analyses, GeoBase concluded that the Project Site is feasible for the proposed construction from a geotechnical standpoint provided that the recommendations presented in the Geotechnical Study are included in the design and construction of the Proposed Project. Additionally, the geotechnical analysis provided by Geobase or Geosyntec Consultants did not reveal any adverse soil conditions that could potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Therefore, the Proposed Project is not anticipated to result in a significant impact due to on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Geotechnical recommendations for site development and foundation support are provided in GeoBase's Geotechnical Investigation Report (See Appendix C to this IS/MND). Impacts associated with potentially unstable geologic unit or soils would therefore be considered less than significant.

d) Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards, which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. The potential for a significant impact to occur would be present if the Proposed Project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and which shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result. The soils present at the Project's basement level consist of silty sands and sandy silts with an expansion index (EI) of zero. According to CBC (2010) Section 1802.3.2, if the EI is greater than 20, the soils should be considered expansive. Thus, the soils at basement level have a very low expansive potential. The Proposed Project will comply with the geotechnical recommendations for site preparation, grading, and foundation support that are provided in the Geotechnical Investigation Reports for each site. Construction of the Proposed Project would also be required to comply with the City of Los Angeles Uniform Building Code. Therefore, impacts related to expansive soil would be less than significant.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. This question would apply to the Proposed Project only if it was located in an area not served by an existing sewer system. The Project Site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the

City of Los Angeles. No septic tanks or alternative disposal systems neither are necessary, nor are they proposed. Thus, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Proposed Project and any of the nine related projects. Similar to the Proposed Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Proposed Project's geology and soils impacts concluded that, through the implementation of the mitigation measures recommended above, Proposed Project impacts would be reduced to less than significant levels. Therefore, the Proposed Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.

VII. GREENHOUSE GAS EMISSIONS

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Unless Mitigation Incorporated. Gases that trap heat in the atmosphere are called greenhouse gases ("GHG"), since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California. Activities associated with the Proposed Project, including construction and operational activities, would have the potential to generate greenhouse gas emissions.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

California has enacted several pieces of legislation that relate to GHG emissions and climate change, much of which sets aggressive goals for GHG reductions within the state. In 2010, the California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of significance nor any specific mitigation measures are included or provided in these CEQA Guideline amendments.

Regulatory Environment

Assembly Bill 32 (Statewide GHG Reductions): The California Global Warming Solutions Act of 2006, widely known as AB 32, requires the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed to set a statewide GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. Under AB 32, the ARB s required to perform the following specific tasks:

- Determine the 1990 GHG emission level to serve as the 2020 emission limit. In December 2007, the Board approved the 2020 limit of 427 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) GHG emissions.
- Adopt a regulation requiring GHG emission reporting. In December 2007, the Board adopted a regulation requiring the largest industrial sources in California to report and verify their GHG emissions.
- Identify and adopt regulations that could be enforceable by January 1, 2010. In 2007, the Board identified nine discrete early action measures, which have all been adopted.
- Develop a scoping plan for achieving the maximum technologically feasible and cost-effective GHG emission reductions to achieve 1990 GHG emission levels and update the report every five years.
- Maintain and continue GHG emission reductions beyond 2020.

As reported by CARB's *Climate Change Scoping Plan First Update, Discussion Draft for Public Review and Comment (October 2013)*, California is on track to meet the goals of AB 32. AB 32 required ARB to determine California's 1990 statewide GHG emissions level, which would become California's statewide emissions limit to be achieved by 2020. ARB developed a California statewide GHG emission inventory for years 1990–2004 to support the effort of determining the 1990 level and 2020 emissions limit. In December 2007, the Board approved a total statewide GHG 1990 emissions level and 2020 emissions limit of 427 $MMTCO_2e$. ARB maintains the statewide GHG emission inventory to track California's progress to meet the 2020 emissions limit.

In determining the amount of GHG emission reductions needed to meet the 1990 level, ARB developed a forecast of 2020 emissions in a business-as-usual scenario (2020 BAU), which is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. As summarized in Table III-4, California's Progress Towards Meeting the AB 32 2020 Emissions Target, ARB subtracts the estimated reductions from adopted and anticipated measures in 2020 to determine whether the 2020 target is within reach. The Cap-and-Trade regulation provides a firm cap, ensuring that the 2020 emission target will be achieved. Thus, the estimated emission reductions attributed to the Cap-and-Trade program depend on the emissions forecast. For example, if the emissions forecast increases, the reductions associated with the Cap-and-Trade program will increase.

Table III-4
California's Progress Towards Meeting the AB 32 2020 Emissions Target

Category	2020 (MMT)
AB32 Baseline 2020 Forecast Emissions	509
Expected Reductions from Sector Based Measures	
Energy	25
Transportation	23
High GWP	5
Waste	2
Cap and Trade Reductions	23 [a]
2020 Emissions Target	431 [b]

Notes
[a] The Cap-and-Trade emissions reductions depend on the emission forecast.
[b] ARB is proposing to update the 2020 goal, weighting the 1990 emissions with GWPs from the IPCC's Fourth Assessment Report. The new target would be 431 $MMTCO_2e$, approximately a one percent increase from the 427 MMTCO2e target adopted by the Board in 2007.
Source: California Air Resources Board, Climate Change Scoping Plan First Update, Discussion Draft for Public Review and Comment, October 2013.

California Senate Bills 1078, 107, and 2; Renewables Portfolio Standard: Established in 2002 under California Senate Bill 1078 and accelerated in 2006 under California Senate Bill 107, California's RPS requires retail suppliers of electric services to increase procurement from eligible renewable energy resources by at least 1 percent of their retail sales annually, until they reach 20 percent by 2010.

On April 2, 2011, Governor Jerry Brown signed California Senate Bill 2 to increase California's RPS to 33 percent by 2020. This new standard also requires regulated sellers of electricity to procure 25 percent of their energy supply from certified renewable resources by 2016.

Low Carbon Fuel Standard: California Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average carbon intensity for transportation fuels in California regulated by CARB. CARB identified the LCFS as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009.

Sustainable Communities and Climate Protection Act (SB 375)

California's Sustainable Communities and Climate Protection Act, also referred to as Senate Bill (SB) 375, became effective January 1, 2009. The goal of SB 375 is to help achieve AB 32's GHG emissions reduction goals by aligning the planning processes for regional transportation, housing, and land use. SB 375 requires CARB to develop regional reduction targets for GHGs, and prompts the creation of regional plans to reduce emissions from vehicle use throughout the State. California's 18 Metropolitan Planning Organizations (MPOs) have been tasked with creating Sustainable Community Strategies (SCS) in an effort to reduce the region's vehicle miles traveled (VMT) in order to help meet AB 32 targets through

integrated transportation, land use, housing and environmental planning. Pursuant to SB 375, CARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the State's 18 MPOs. On September 23, 2010, CARB issued a regional eight (8) percent per capita reduction target for the planning year 2020, and a conditional target of 13 percent for 2035.

With respect to motor vehicles, page 48 of the 2008 Scoping Plan acknowledges that local governments play a significant role in the regional planning process to reach passenger vehicle greenhouse gas emissions reduction targets. Local governments have the ability to directly influence both the siting and design of new residential and commercial developments in a way that reduces greenhouse gases associated with vehicle travel, as well as energy, water, and waste.

Local Policies and Regulations

The City is addressing the issue of global climate change through implementation of the Green L.A., An Action Plan to Lead the Nation in Fighting Global Warming (*L.A. Green Plan*), which outlines the goals and actions that the City has established to reduce the generation and emission of GHGs from public and private activities. According to the *L.A. Green Plan,* the City is committed to the goal of reducing emissions of CO2 to 35 percent below 1990 levels by the year 2030. To achieve this goal, the City is increasing the generation of renewable energy, improving energy conservation and efficiency, and changing transportation and land use patterns to reduce dependence on automobiles.

L.A. Green Code: In 2010, the City adopted the 2010 California Green Building Standards Code, also known as CALGreen, with amendments, as Ordinance No. 181,480, thereby codifying provisions of CALGreen as the new Los Angeles Green Code ("*L.A. Green Code*"). As of January 2011, the *L.A. Green Code* is applicable to the construction of new buildings (residential and nonresidential), building alterations with a permit valuation of over $200,000, and residential and nonresidential building additions. The *L.A. Green Code* contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. The *L.A. Green Code* requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission on December 17, 2008, and meet 50 percent construction waste recycling levels. In addition, the Proposed Project is required to implement applicable energy conservation measures to reduce GHG emissions such as those described in AB 32, described above.

GHG Significance Threshold

The *L.A. CEQA Thresholds Guide* does not provide any guidance as to how climate change issues are to be addressed in CEQA documents. Furthermore, neither the SCAQMD nor the State CEQA Guidelines Amendments provide any adopted quantitative thresholds of significance for addressing a commercial project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a commercial project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the State CEQA Guidelines.

As required in Section 15604.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) an estimate of the amount of greenhouse gas emissions resulting from the Proposed Project; (2) a qualitative analysis or performance based standards; (3) a quantification of the extent to which the Proposed Project increases greenhouse gas emissions as compared to the existing environmental setting; and (4) the extent to which the Proposed Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

With respect to demonstrating consistency with AB 32 and the State's Scoping Plan, one methodology commonly used to demonstrate consistency with the State's Scoping Plan is to compare the proposed Project's mitigated scenario to a BAU scenario that quantifies the project's potential GHG emissions absent the proposed Project's project design features, energy conservation commitments, and GHG emission regulations that have since been enacted and signed into law in response to AB 32. Consist with AB 32's methodology for demonstrating the State's GHG emissions reductions estimates, this analysis includes a quantified estimate of the Project's GHG emissions as if the State were to proceed on its pre-AB 32 emissions track.

Construction

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from on-site construction activities and off-site hauling and construction worker commuting are considered as Project-generated. As explained by California Air Pollution Controls Officers Association (CAPCOA) in its 2008 white paper, the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level, and is therefore not addressed within the scope of this IS/MND. All GHG emissions are reported on an annual basis.

Emissions of construction-related GHGs were calculated using CalEEMod for each year of construction of the Proposed Project (as described in Section II, Project Description) and the results of this analysis are presented in Table III-5, Predicted Proposed Project Construction-Related Greenhouse Gas Emissions.

Table III-5
Proposed Project Construction-Related Greenhouse Gas Emissions

Year	CO_2e Emissions (Metric Tons per Year) [a]
2014	493.96
2015	458.18
Total Project Construction GHG Emissions	**952.14**

[a] *Construction CO_2 values were derived using CalEEMod Version 2013.2.2 Calculation data and results are provided in Appendix D.*

As shown in Table III-5, above, the Project's construction related GHG emissions would yield a total of 952.14 metric tons (CO_2e). The greatest annual increase in GHG emissions from Project construction activities would be 493.96 metric tons in 2014.

Operational Impacts

Baseline GHG Emissions

The existing Project Site is a vacant infill lot with no land uses. Therefore, this analysis assumes there are no existing GHG emissions from the Project Site.

Proposed Project GHG Emissions

The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment, and generation of solid waste and wastewater, were calculated under two separate scenarios in order to illustrate the effectiveness of the Project's compliance with the *L.A. Green Code* and to illustrate the reduction of motor vehicle-related GHG emissions as a result of the Project's urban location and proximity to transit. These scenarios are characterized as the Project Without GHG Reduction Measures (i.e., the "BAU Scenario") and the Project With GHG Reduction Measures. Emissions of operational GHGs are shown in Table III-6, Proposed Project Operational Greenhouse Gas Emissions. As shown, the net increase in GHG emissions generated by the Proposed Project under the Project Without GHG Reduction Measures ("BAU Scenario") would be 6,096.24CO_2e MTY and the net increase in GHG emissions generated by the Proposed Project under the Project With GHG Reduction Measures scenario would be 4,835.86 CO_2e MTY. This represents an approximate 20.7% reduction in GHG emissions as a result of the implementation of the *L.A. Green Code*, the Project's urban location, and proximity to transit. As the Project's GHG reduction measures would result in an approximate 20.7% reduction in GHG emissions, the Project would be consistent with statewide goals to reduce GHG emissions to 1990 emissions levels by 2020.

Table III-6
Proposed Project Operational Greenhouse Gas Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)		
	Project Without GHG Reduction Measures (i.e., BAU Scenario)	Project With GHG Reduction Measures	Percent Reduction
Natural Gas Consumption	61.62	52.70	14.5%
Electricity Demand	851.43	802.04	5.8%
Landscaping Equipment	0.01	0.01	--
Solid Waste Generation	515.87	464.29	10.0%
Water Consumption	127.64	102.57	19.6%
Motor Vehicles	4,507.93	3,382.51	25.0%
Construction Emissions[a]	31.74	31.74	--
Project Total	**6,096.24**	**4,835.86**	**20.7%**

[a] *The total construction GHG emissions were amortized over 30 years and added to the operation of the Project. Calculation data and results provided in Appendix D.*

A project's GHG emissions are relatively very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many regulatory agencies, including the SCAQMD, concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project direct impact. Accordingly, the GHG analysis presented in this Section analyzes whether the Proposed Project's impact would be cumulatively considerable using a plan-based approach (and quantitative and qualitative analysis) to determine the Proposed Project's contributing effect on global warming.

Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, it is speculative to identify the specific impact, if any, to global climate change from one project's incremental increase in global greenhouse gas emissions. The Proposed Project's greenhouse gas emission and the resulting level of significance of the Proposed Project's potential impacts are more properly assessed in terms of the Proposed Project's cumulative impact on global GHG emission on climate change. Accordingly, a quantified analysis of the GHG emissions anticipated to result from the Proposed Project's construction and operational activities was calculated as part of the cumulative impact analysis. As part of that analysis, the Proposed Project's GHG emissions were analyzed on a project-specific basis with respect to its impacts on global climate change.

As shown in Table III-6 above, the Proposed Project with the emission reduction measures mandated by the *L.A. Green Code* would result in an approximate 20% reduction in GHG emissions. As such, the Proposed Project would be consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. It should be noted that this estimate is based on the Project's compliance with the minimum energy efficiency requirements adopted in the *L.A. Green Plan*, and does not factor in the Project's ambitious goal to achieve LEED Goal or LEED Platinum certification through the U.S. Green Building Council. The Proposed Project includes the installation of photovoltaic panels and solar structures that would achieve further emission reductions. The Project's co-generation component would further promote the State's AB32 goals to achieve 1990 GHG levels by the year 2020. Therefore, the Proposed Project's generation of GHG emissions would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant. Nevertheless, the Department of City Planning recommends the following mitigation measures to further reduce the Proposed Project's greenhouse gas emissions.

Mitigation Measures:

VII-10 Greenhouse Gas Emissions

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

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Unless Mitigation Incorporated. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if the Proposed Project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As described in Question 7(a), through required implementation of the *L.A. Green Building Code*, the Project's urban location, and proximity to transit, the Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. Therefore, the Proposed Project's generation of GHG emissions would not make a cumulatively considerable contribution to conflicting with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gasses. With the incorporation of Mitigation Measure VII-10, the Proposed Project's impact would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS

The following section summarizes and incorporates by reference information from the Phase I Environmental Site Assessment Report, Marlton Square 8.647 Acres, Los Angeles, California 90008, prepared by Stantec, November 10, 2011; the Phase II Environmental Site Assessment Report, Marlton Square Los Angeles California 90008, prepared by Stantec, December 16, 2011; and the Geotechnical Evaluation Kaiser Foundation Health Plan, Inc., Kaiser Permanente – Baldwin Hills/Crenshaw MOB, 4033 Marlton Avenue, Los Angeles, California, prepared by Geobase, Inc. on January 2012. Both Environmental Reports are included in Appendix E to this IS/MND.

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The Proposed Project involves the construction and operation of an outpatient medical facility and would result in the routine transport, use, or disposal of potentially hazardous materials that are typically associated with outpatient medical facilities and medical practices. No hazardous materials other than modest amounts of typical cleaning supplies and solvents used for medical office practices, housekeeping and janitorial purposes would be employed on site. The handling of all materials transported, used, or stored on site would be in compliance with all applicable State Health Codes and Regulations. Therefore, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and a less than significant impact would occur.

b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. The Project Site is not located within the City of Los Angeles Methane Zone based on the City of Los Angeles Department of Building and Safety (LADBS), Zone Information

and Map Access System. For this reason, there is little probability that the Project would create a significant hazard to the public or the environment through reasonable foreseeable upset and accidental conditions involving the release of hazardous materials to the environment, and a less than significant impact would occur.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. The closest public schools to the Project Site are the Hillcrest Drive Elementary School, located approximately 0.43 miles west of the Project Site at 4041 Hillcrest Drive; Audubon Middle School, located approximately 0.80 miles east of the Project Site at 4120 11th Avenue; and Dorsey High School, located approximately 1.2 miles north of the Project Site at 3537 Farmdale Avenue.[8] As these schools are located outside the quarter mile walking distance, project impacts associated with construction activities would be less than significant. In addition, the proposed haul route would not affect either of these school sites. Therefore, the Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Project impacts to public school sites would be less than significant.

d) Would the project 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?

Potentially Significant Unless Mitigation Incorporated. The Project Site is currently undergoing soil remediation efforts conducted by the Applicant under the direction and oversight of the Los Angeles Regional Water Quality Board (LARWQCB). As detailed in the Phase I and Phase II studies conducted by Stantec in 2011, four former dry cleaners and one former gas station/auto center were identified as potential contributing sources of recognized environmental concerns (RECs). These REC's under investigation are identified by the following five addresses:

- Former Roe's Cleaners: 3839 Santa Rosalia Drive;
- Former Chinese Laundry (Former Hung Lee Laundry): 3847 Santa Rosalia Drive;
- Former Crenshaw Village Cleaner: 3917 Santa Rosalia Drive;
- Former JJ Cleaners (Former Custom Cleaner): 3933 Santa Rosalia Drive; and
- John's Auto Center: 4081 Marlton Avenue

A review of available public information identified no potential concerns with regard to off-site properties. The results of the on-site soil, soil vapor, and groundwater investigations conducted as part of the Phase II investigation by Stantec indicated the following:

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[8] *Los Angeles Unified School District, Resident School Identifier, http://rsi.lausd.net/ResidentSchoolIdentifier/, accessed October 2013.*

- Total petroleum hydrocarbon (TPH) concentrations for the C18 to C40 range exceeded the TPH as diesel (TPH-d) screening level[9] of 1,000 milligrams per kilogram (mg/kg) at one location (SB13) at one foot below ground surface (bgs);
- Tetrachloroethene (PCE) concentrations exceeded screening levels at two former dry cleaners;
- Chromium was analyzed at six location and all six locations detected concentrations above regulatory screening levels established for industrial use.[10] The highest chromium concentration was 16.5 mg/kg detected at SB1 at 5 feet bgs. However, the chromium concentrations detected at the Site were concluded to be within the acceptable range for soils in California; and
- Groundwater was not encountered up to 20 feet bgs.

Soil Vapor

PCE in soil vapor was detected at the highest frequency (15 of 18 samples) and most concentrations exceeded the CHHSLs for residential land-use. TCE was detected in 4 of the 18 samples but did not exceed residential CHHSLs. Toluene, o-xylene, and p/m-xylenes were only detected below the residential CHHSLs at offsite boring GSB-15 through GSB-17; at onsite boring they were non-detect. No other VOCs were detected above the laboratory reporting limit.

The highest PCE concentrations were detected at or near the former dry cleaner operations, except at GSB-4 (located near the Former Chinese Laundry) where the concentration was below the residential CHHSLs. The PCE concentrations were highest at GSB-5 with 237,000 micrograms per cubic meter ($\mu g/m^3$) located at the Former Crenshaw Village Cleaner. The offsite PCE concentrations were several orders of magnitude lower than the onsite concentrations, measured at 268 and 529 $\mu g/m^3$, at GSB-15 and GSB-16 locations, respectively. At the remaining two offsite locations GSB-15 and GSB-16 PCE was non-detect or below residential CHHSLs. The leak test tracer compound was not detected in any samples.

Soil Results

PCE was detected above the shallow screening level of 44 µg/kg at locations GSB-5, GSB-7, GSB-8, and GSB-9, coinciding with the area with high PCE soil vapor concentrations near the former dry cleaners – Former Crenshaw Village Cleaners and Former JJ Cleaners. Concentrations above the shallow soil screening level ranged from 53 to 7,700 µg/kg, at between approximately 1 and 19.5 feet bgs. In general, a decreasing trend with depth for PCE concentrations was observed, and it is estimated that PCE concentrations significantly decrease to non-detect or below screening levels below 22 feet bgs. PCE concentrations were not detected above shallow soil screening levels near Former Roe's Cleaners and Former Chinese Laundry. No soil samples were analyzed at the locations GSB-11 through GSB-18 as the PID screening did not indicate impacted soil. Only the deep soil sample collected at boring GSB-12 located in the parking lot had a VOC level detected above the deep soil screening level of 5 µg/kg (14

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[9] *LARWQCB, Interim Site Assessment and Cleanup Guidebook, 1996.*

[10] *United States Environmental Protection Agency (USEPA) regional screening levels for residential and industrial land use, Regional Screening Level Summery Table, Pacific Southwest, Region 9, http://www.epa.gov/region9/superfund/prg, November 2011.*

µg/kg at 74 feet bgs of PCE). No other VOCs were detected above the laboratory reporting limit. TCE was only detected at GSB-5 at 10 to 10.5 feet bgs above the deep soil screening level of 5µg/kg.

TPH-g was only detected at locations GSB-5 and GSB-8, located near the southwest corner of the Site, between 5 and 10.5 feet bgs. TPH-g decreased vertically to non-detect to the total depth explored (21 feet bgs). The highest concentrations detected were at GSB-5 at 5.5 to 6 feet bgs (1,700 µg/kg), and GSB-8 at 5.5 to 6 feet bgs at 2,900 µg/kg. TPH-g was not detected above the laboratory reporting limit at any other location; therefore, concentrations did not exceed the screening level of 500,000 µg/kg.

TPH-d and TPH-mo concentrations were not detected above the screening level of 1,000 and 10,000 mg/kg, respectively. TPH-d and TPH-mo concentrations detected did not exceed the soil screening levels. TPH-d was detected in soil at all locations with concentrations ranging from 1.1 to 58 mg/kg between 1 and 20 feet bgs. The concentrations decreased vertically to non-detect or did not exceed 1.3 µg/kg. The highest concentrations detected were at 1 to 1.5 feet bgs at GSB-3 (22 mg/kg) and at 1 to 1.5 feet bgs and 5 to 5.5 feet bgs at GSB-10 (29 mg/kg and 58 mg/kg, respectively).

TPH-mo was detected less frequently than TPH-d in samples collected at locations GSB-3, GSB-4. GSB-5, GSB-8, GSB-9, GSB-10 with concentrations ranging from 56 to 330 mg/kg between 1 and 11 feet bgs. The highest concentration was at 5 to 5.5 feet bgs at GSB-8 (330mg/kg).

Chromium was detected at depths between 1 and 5.5 feet bgs at every location where it was sampled (GSB-1 though GSB-10) and exceeded the shallow soil screening level of 0.44 mg/kg. STLC was analyzed at GSB-3, GSB-9, GSB-10 where the concentrations exceeded 50 mg/kg. The STLC concentrations were less than 4 milligrams per liter (mg/L); therefore, these concentrations are considered non-hazardous per Title 22 CCR. As reported in Stantec's 2011 investigation, chromium concentrations found at the Site are representative of background concentrations for California soils. The concentrations detected ranged from 5.2 to 100 mg/kg, which is within the background range concentrations and is consistent with chromium detections observed during Stantec's 2011 investigation.

Groundwater Results

Grab-groundwater samples were collected between 88 and 120 feet bgs. PCE was detected in groundwater above MCL of 5 µg/L at only two locations: GSB-5 (8.8 µg/L in the original and duplicate sample) located at Former Crenshaw Village Cleaners, and at GSB-12 (44 µg/L) located northeast of GSB-5 in the parking lot of the Site. Additional compounds were detected but did not exceed the MCLs: PCE at GSB-13, TCE at GSB-5 and GSB-12, and c-DCE at GSB-12. No VOCs were detected at offsite borings.

TPH-g was detected only at locations GSB-12 at sample interval 90 to 95 feet bgs with a concentration of 66 µg/L; no MCLs exist for TPH-g, so this result was not evaluated against any criteria. TPH-g typically contains benzene, toluene, ethylbenzene, and xylenes (BTEX) and BTEX was not detected in any of the samples. TPH-g was not detected above the laboratory reporting limit at any other location. TPH-d was detected in groundwater at the original sample collected at GSB-5 (90 mg/L) between 88 to 95 feet bgs, and at GSB-17 (88 mg/L) between 118 and 120 feet bgs. TPH-d was not detected above the laboratory

reporting limit in the duplicate sample collected at GSB-5, nor in any other sample. TPH-mo was not detected in any groundwater sample analyzed.

Chromium was detected above the laboratory reporting limit in groundwater samples at GSB-5, GSB-13, and GSB-14. However, the concentrations did not exceed the MCL of 0.05 mg/L.

Recommendations

Geosyntec met with the LARQCB staff and management on February 28, 2012 to discuss the preliminary subsurface data collected during the recent Project Site subsurface investigation. Based on the Site subsurface investigation findings and the meeting with the LARWQCB, below are the recommendations to address the onsite and offsite environmental issues:

- Geosyntec recommends installing three groundwater monitoring wells onsite for collecting representative groundwater quality data, and monitoring these wells for four quarters. The purpose of the monitoring data will be to demonstrate that the low groundwater concentrations detected onsite are representative and stable. As mentioned above, the recent Site subsurface investigation involved collecting grab-groundwater samples, which is a screening method for evaluating the groundwater quality and to verify the need for the installation of groundwater monitoring wells.
- Geosyntec recommends further delineation of the onsite impacted soil found at the former dry cleaner operations to characterize the lateral and vertical impacted soil extent.
- Geosyntec recommends remediating the onsite impacted soil. The impacted onsite soil is likely the source of the high soil vapor concentrations detected on and offsite. The removal of the impacted soil will prevent soil vapor migration offsite and eliminate human health risk to the future occupants and offsite receptors. The soil excavation and offsite disposal is recommended as a remediation method to remove the source and prevent further offsite migration. The final excavation limits will be based on additional soil samples collected as mentioned above.
- Geosyntec recommends installing offsite temporary soil vapor probes near the residences and monitoring them during and one year after the property entitlement and soil excavation activities are completed. The purpose will be to demonstrate that there is no human health risk associated with the soil vapors and to verify the reducing trend of the soil vapor concentrations over time. It is believed that one the onsite soil source is removed, offsite soil vapor concentrations will eventually decrease and will not be a potential risk to the offsite receptors. As part of this activity, Geosyntec also recommends conducting a human health risk assessment for the offsite receptors.

Provided that the recommendations specified in the Environmental Site Assessments Reports are included in the remediation of the Project Site to the satisfaction of the Fire Department and mitigation measure VIII-150 is implemented, impacts associated with seismic hazards will be reduced to a less than significant level.

Mitigation Measures:

VIII-150 Hazardous Materials Site

- Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department and the LARWQCB indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

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?**

No Impact. A significant project-related impact may occur if the Proposed Project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The closest public airports to the Project Site are the Burbank Airport and the Los Angeles International Airport (LAX). However, neither airport is located within two miles of the Project Site. Furthermore, the Project Site is not in an airport hazard area. Therefore, no impact would occur.

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?**

No Impact. This question would apply to the Proposed Project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard.

g) **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant Impact. The Proposed Project would not interfere with an adopted emergency response or evacuation plan. As noted in the Project Traffic Study (see Appendix G to this IS/MND), there is one noted significant impact at the intersection of Arlington Avenue and Martin Luther King Jr. Boulevard. With implementation of the proposed Transportation Demand Management TDM) program (see mitigation measure XVI-10), the Proposed Project this potentially significant impact would be mitigated to a less than significant level. Thus, with mitigation, the Project would not significantly impact any roadways or study intersections in the Project vicinity. With respect to operational impacts, the Proposed Project is proposing to install a three-way signalized intersection at the Project's main entry point at Martin Luther King Jr. Boulevard, at the present location of the existing private driveway access easement. This improvement would be conducted through the City's B-Permit process in accordance with the Department of Building and Safety and Department of Transportation signalization standards and would facilitate improved emergency access to and from the Project Site. Therefore, the Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way to emergency centers.

h) Would the project 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?

No Impact. The Project Site is located in a highly urbanized area of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Fire High Fire Hazard Severity Zone (VHFHSZ).[11] Therefore, no impacts from wildland fires would occur.

IX. HYDROLOGY AND WATER QUALITY

a) Would the project violate any water quality standards or waste discharge requirements?

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

Construction

Three general sources of potential short-term, construction-related stormwater pollution associated with the Proposed Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, if not properly controlled, could generate soil erosion via storm runoff or mechanical equipment. As required under the National Pollution Discharge Elimination System (NPDES), the Project Applicant is responsible for preparing a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. The primary objectives of the NPDES storm water program requirements are to: 1) effectively prohibit non-storm water discharges; and 2) reduce the discharge of pollutants from storm water conveyance systems to the Maximum Extent Practicable ("MEP" statutory standard). The SWPPP would incorporate the required implementation of Best Management Practices (BMPs) for erosion control and other measures to meet the NPDES requirements for storm water quality. Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure

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[11] *City of Los Angeles Department of Planning, Zone Information and Map Access System, website:* http://zimas.lacity.org/, *accessed October 2013.*

that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Furthermore, the implementation of the following mitigation measures would ensure that the Proposed Project's construction-related water quality impacts would be less than significant.

Mitigation Measures:

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

- 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.

Operation

Stormwater management design will be required to conform to the City of Los Angeles Low Impact Development Ordinance (LID). This ordinance requires developments to capture and treat the first ¾-inch rainfall in accordance with established stormwater treatment priorities. The LID Ordinance priorities are, in decreasing order of importance, infiltration, capture and reuse, and biofiltration. A development must utilize the highest priority treatment method that has been deemed feasible for the Project Site. Therefore, with implementation of mitigation measure IX-30 operational water quality impacts would be less than significant.

Mitigation Measures:

IX-30 Standard Urban Stormwater Mitigation Plan

- Prior to issuance of a grading permit, the Project shall comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) and/or the site-specific mitigation plan to mitigate stormwater pollution as required by Ordinance Nos. 172,176 and 173,494. The appropriate design and application of Best Management Practices (BMP) devices and facilities shall be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public Works. More information may be obtained at www.lastormwater.org.

b) Would the project 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 pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to: (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity. Historical highest groundwater contours shown on the Beverly Hills Quadrangle Plate of the Seismic Hazard Zone report prepared by the California Geological Survey (CGS) published in 1998 indicate a groundwater level of approximately 10 feet deep at the Project Site. However, Geobase Inc. did not encounter any groundwater in recent borings drilled for this Project to a maximum depth of fifty and one-half feet (See Appendix C to this IS/MND). Accordingly, excavation of soils to a depth of 20 feet would not impact the groundwater table. Further, the Project's potable water would be obtained through the LADWP and the Project would not include the installation of any potable water wells on the Project Site that would have the potential to deplete the groundwater table. Thus, the Proposed Project would not deplete groundwater supplies or interfere substantially with groundwater recharge and no impact would occur.

c) Would the project 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?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project Site is located in a highly urbanized area of Los Angeles, and no streams or river courses are located on or within the project vicinity. Implementation of the Proposed Project would not increase site runoff or result any changes in the local drainage patterns. Implementation of the SWPPP, however, would reduce the amount of surface water runoff after storm events, as the project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period. Therefore, the potential for the project to result in substantial erosion or siltation on- or off-site would be less than significant.

d) Would the project 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?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Proposed Project would not result in a significant increase in

site runoff, or any changes in the local drainage patterns. Stormwater runoff is directed to the adjacent stormwater infrastructure serving the greater Project area. As required by the City's LID Ordinance, the Project would be designed to retain the first ¾-inch of rainfall on site. The rate of surface water runoff under the Proposed Project would not increase as compared to existing conditions. Therefore, as the Proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, Project impact's would be less than significant.

e) Would the project 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?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of storm water runoff from the Project Site were to increase to a level which exceeds the capacity of the storm drain system serving the Project Site. A significant adverse effect would also occur if a project substantially increases the probability that polluted runoff would reach the storm drain system.

Pursuant to local practice and City policy storm water retention will be required as part of the LID/SUSMP implementation features (despite no increased imperviousness of the site). Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable Low Impact Development (LID) Ordinance. The Proposed Project will be required to demonstrate compliance with Low Impact Development Ordinance standards and retain or treat the first ¾ inch of rainfall in a 24-hour period, which will reduce the Proposed Project's impact to the stormwater infrastructure. Therefore, Proposed Project would not 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. Potential impacts to surface water quality would be less than significant.

f) Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. Potential sources of contaminants which could potentially degrade water quality and would comply with all federal, state and local regulations governing stormwater discharge, include the surface parking lots. In urban areas, street and parking lot surfaces are the primary source of stormwater pollution. The Proposed Project would include approximately 525 surface parking spaces over approximately 3.6 acres. Stormwater runoff from the parking lots would have the potential to contribute oil and grease, suspended solids, metals, gasoline, pesticides, and

pathogens to the stormwater conveyance system. Pursuant to the City's LID Ordinance, new developments are required to be designed so as to reduce water pollution to the Maximum Extent Practicable (MEP). The Proposed Project will be required to manage and capture stormwater runoff to the maximum extent feasible utilizing various LID techniques, including but not limited to infiltration, evapotranspiration, capture for use, high efficiency bio-filtration and retention systems BMP (listed in priority order). In the event partial or complete onsite compliance of any type is found to technically infeasible, the Project Site and LID Plan shall be required to comply with all applicable SUSMP requirements in order to maximize onsite compliance. Compliance with the mandatory LID Ordinance and/or SUSMP requirements would ensure water quality impacts are reduced to less than significant levels. .

g) Would the project 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?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if the Proposed Project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood which results from a severe rainstorm with a probability of occurring approximately once every 100 years. According to a Federal Emergency Management Agency (FEMA) flood insurance rate map, the Project Site is not located within a flood zone.[12] Therefore, the Proposed Project would not place housing within a 100-year flood hazard area and no impact would occur.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the project was located within a 100-year flood zone, which would impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area.[13] The Project Site is located in a highly urbanized area and, as no changes to the local drainage pattern would occur with implementation of the Proposed Project, the Proposed Project would not have the potential to impede or redirect floodwater flows. No impact would occur.

i) Would the project 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?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche. Seiches are large waves generated in very large enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement. Based on the lack of such large enclosed water bodies nearby, seiches and tsunami

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[12] *FEMA, 2008, web site (https://hazards.fema.gov/femaportal/wps/portal/), accessed November 2013.*

[13] *Ibid.*

risks are considered nil. Thus, the Proposed Project would not 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 and no impact would occur.

j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the Project Site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami), or if the Project Site is located adjacent to a hillside area. The Proposed Project site is not located in a potential seiche or tsunami zone.[14] With respect to the potential impact from a mudflow, the Proposed Project site is relatively flat and is surrounded by urban development; therefore, it does not contain any sources of mudflow. As concluded in the Geotechnical Report (See Appendix C to this IS/MND), the Project Site lies far enough from the nearest significant upland slopes to preclude the hazards of induced landsliding. In addition, the potential for liquefaction and lateral spreading is considered very low. Therefore, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with the nine related projects would result in the further infilling of uses in an already dense urbanized area. As discussed above, the Project Site and the surrounding area are served by the existing City storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Project Site and the related Project Sites, since this part of the City is already fully developed with impervious surfaces. Therefore, cumulative impacts to the existing or planned stormwater drainage systems would be less than significant. In addition, all of the related projects would be required to implement BMPs and to conform to the existing NPDES water quality program. Therefore, cumulative water quality impacts would be less than significant.

X. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. A significant impact may occur if the project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which

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[14] *City of Los Angeles, Safety Element of the Los Angeles City General Plan, Exhibit G, Inundation & Tsunami Hazard Areas, March 1994.*

existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Proposed Project.

The Project Site is located within an urbanized area of the West Adams - Baldwin Hills - Leimert Community Plan Area. The Project Site is currently undeveloped and vacant of any structures. The Proposed Project would include the development of a 105,000 square foot outpatient medical facility. No separation of uses or disruption of access between land use types would occur as a result of the Proposed Project. The Project would develop an in fill lot that has been fenced off and underutilized for more than a decade. Accordingly, implementation of the Proposed Project would not disrupt or divide the physical arrangement of the established community, and no impact would occur.

b) Would the project 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?

Less Than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the Project Site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate.

Regional Plans

SCAQMD Air Quality Management Plan

The Proposed Project is located within the South Coast Air Basin (Basin) and, therefore, falls under the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD's Air Quality Management Plan (AQMP) was updated in 2012 to establish a comprehensive air pollution control program leading to the attainment of State and federal air quality standards in the Basin, which is a non-attainment area. Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the Regional Comprehensive Plan (RCP) are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP.

The Proposed Project generally conforms to the zoning and land use designations for the Project Site as identified in the General Plan, and, as such, would not add emissions to the Basin that were not already accounted for in the approved AQMP. As discussed in Question 13(a), the project would not have the potential to conflict with the regional growth projections for the Los Angeles Subregion. In addition, as discussed in the Project's Traffic Study (see Appendix G), the Proposed Project's urban location and proximity to transit result in fewer trips and an approximate 25% reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates assigned to medical offices that are not located in urban settings nor located in proximity to transit. Thus, the Proposed Project would not

conflict with or obstruct implementation of the applicable air quality plan and Project impacts would be less than significant.

SCAG Regional Comprehensive Plan and Guide

The Project Site is located within the six-county region that comprises the SCAG planning area. The SCAG Regional Comprehensive Plan and Guide (RCPG) includes growth management policies that strive to improve the standard of living, maintain the regional quality of life, and provide social, political, and cultural equity. The Proposed Project would be consistent with policies set forth in the RCPG, as the Proposed Project would redevelop a vacant site with a new 105,000 square foot outpatient medical facility. The Proposed Project would thereby maximize the use of an infill development lot that is in an area that is accessible to mass transit.

Local Plans

City of Los Angeles General Plan

The Proposed Project would conform to the objectives outlined in the City of Los Angeles General Plan (General Plan). The General Plan is a comprehensive, long-range declaration of purposes, policies and programs for the development of the City. The General Plan is a dynamic document consisting of a General Plan Framework and 11 other elements; 10 Citywide elements (Air Quality Element, Conservation Element, Historic Preservation and Cultural Resources Element, Housing Element, Infrastructure Systems Element, Noise Element, Open Space Element, Public Facilities and Services Element, Safety Element, and Transportation Element) and the Land Use Element, which provides individual plans for each of the City's 35 Community Planning Areas.

Those elements that would be most applicable to the Proposed Project are the Land Use Element, and the Transportation Element. Transportation Element objectives with which the Proposed Project conforms include: focus of future growth of the City around public transit opportunities; reduced reliance on the automobile; and creation of a pedestrian-friendly environment. The Proposed Project would introduce a outpatient medical facility in an area located in close proximity to a variety of public transportation options, including LADOT and MTA bus lines. The Proposed Project would also conform to the City of Los Angeles General Plan Framework Element (Framework) designation for Regional Commercial land uses.

West Adams - Baldwin Hills - Leimert Community Plan

The Project Site is located within the West Adams - Baldwin Hills - Leimert Community Plan area of the City of Los Angeles. The West Adams - Baldwin Hills - Leimert Community Plan encourages the function, design and economic vitality of the commercial corridors, and to plan the few remaining sites for major development for needed job producing uses that improve the economic and physical condition of the community. The Project Site is designated Regional Commercial by the Community Plan and is zoned [Q]C2-2D which allows for office, business or professional uses. As shown in Table II-7, Proposed Project Consistency with Applicable Policies of the West Adams - Baldwin Hills - Leimert

Community Plan, the Proposed Project is substantially in compliance with the applicable polices set forth in the Community Plan.

Table III-7
Proposed Project Consistency with Applicable Policies of the West Adams - Baldwin Hills - Leimert Community Plan

Policies	Evaluation of Project Consistency
Commercial Land Uses	
Policy 2-1.1: New commercial uses shall be located in existing, established commercial areas or existing shopping centers.	**Consistent:** The Project Site is designated Regional Commercial by the Community Plan and is zoned [Q]C2-2D which allows for office, business or professional uses. The Proposed Project includes the development of 105,000 square feet of outpatient medical facility and is therefore consistent with the existing land uses designated for this site and thus is consistent with this policy.
Policy 1-1.5: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.	**Consistent:** The Proposed Project would be compatible with existing land uses surrounding the Project Site. To the east of the Project Site, across Marlton Avenue, is the Baldwin Hills Crenshaw Plaza. Properties to the east are zoned C2-D2. To the west of the Project Site, across Buckingham Road are one and two story multi family residences. Properties to the west are zoned R3-1. Adjoining the Project Site, to the immediate northwest, is a four story senior housing development. Adjoining the Project Site to the immediate north are one and two story commercial buildings facing on to Martin Luther King Jr. Boulevard. Properties to the north of the Project Site are zoned C2-D2. To the south of the Project Site, across Santa Rosalia Drive is the Crenshaw Family YMCA, Bethlehem Church of God Holiness, and multi-family residences. Properties to the south are zoned C2-D2 and R3-1. Therefore, the Proposed Project would be consistent with this policy.
Policy 1-4.1: Encourage the development of offices in the vicinity of the Crenshaw-Baldwin Hills Plaza and in mixed-use areas.	**Consistent:** The Proposed Project would be located to the west of the Crenshaw Baldwin Plaza, across Marlton Avenue and would provide 105,000 square feet of medical office uses. As such, the Proposed Project would be consistent with this policy.
Policy 1-5.2: New development should add to and enhance the existing pedestrian street activity.	**Consistent:** The Proposed Project would enhance existing pedestrian connections between the commercial and residential properties surrounding the Project Site to the Baldwin Hills Crenshaw Plaza to the east of Marlton Avenue. The Proposed Project would improve the site with pedestrian walkways that would be utilized by employees, visitors and the community. With these improvements the Proposed Project would be consistent with this policy.
Policy 1-5.3: Ensure that commercial infill projects achieve harmony with the best of existing development.	**Consistent:** The Proposed Project would develop a vacant site with a new outpatient medical facility. The Proposed Project would be compatible with existing surrounding uses and would include open space and pedestrian paths, which would be available to the public. Therefore the Proposed Project would be consistent with

	this policy.
Policy: 1-6.1: Improve the appearance and landscaping of commercial properties.	**Consistent:** The Project Site is currently vacant and there is no significant vegetation on the site. The Proposed Project would include open space and landscaping that includes amenities such as a garden area, outdoor plaza and pedestrian paths. These amenities would improve the appearance of the Project Site and enhance the surrounding commercial properties and thus would be consistent with this policy.
Policy: 1-6.3: Improve safety and aesthetics of parking areas in commercial areas.	**Consistent:** The proposed parking areas would provide landscaping per the requirements of the LAMC and the Crenshaw Corridor Specific Plan and Design Guidelines and Standard Manual. Parking areas would also include pole lighting for security purposes. As discussed in Section XIV (ii), the Proposed Project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited. The building and layout design of the Proposed Project would also include crime prevention features, such as nighttime security lighting and secure parking facilities. As such, the Proposed Project would be consistent with this policy.
Open Space and Recreation	
Policy 2-1.1: Encourage the retention of passive and visual open space which provides a balance to the urban development of the Plan area.	**Consistent:** The Proposed Project would improve the currently vacant site with new commercial medical office space. The Proposed Project would include open space such as a garden area, plaza space and pedestrian paths for visitors, employees and the public. These amenities would provide passive and active open space for the community. Therefore, the Project Site would be consistent with this policy.
Police	
Policy 5-1.1: Coordinate with Police Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.	**Consistent:** As part of the review process, the Proposed Project would be required to submit the architectural plans and security program to the LAPD for review. Upon review with the LAPD, the Proposed Project would be consistent with this policy.
Fire	
Policy 6-1.1: Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.	**Consistent:** As part of the approval process, the Project Applicant would be required to submit the Project plans to the LAFD for review. This would ensure compliance with LAMC required fire protection, life and safety provisions. During their review, the LAFD would determine the need for additional fire safety or other requirements. Upon review with the LAFD the Proposed Project would be consistent with this policy.
Transportation and Parking	
Policy: 7-1.1 Maintain an LOS not to exceed LOS "D" for streets and highways that are currently operating at LOS "D" or better. Where existing levels of service are LOS "E" or LOS "F" on any portion of a major or secondary highway, then those segments should be improved, where economically feasible and environmentally acceptable, to operate at LOS "E" or, at	**Consistent with Incorporation of Mitigation:** As noted in the Traffic Study (See Appendix G to this IS/MND), the Proposed Project is expected to result in a significant impact at one of the 17 study intersections; Intersection No. 15 at Arlington Avenue and Martin Luther King Jr. Boulevard. Weekday peak hour with the addition of ambient growth, related projects traffic, and

a minimum, those segments should be maintained to operate at their existing level of service.	project-related traffic increases the AM peak hour V/C ratio by 0.010 [to 0.969 (LOS E) from 0.959 (LOS E)]. As noted in Mitigation Measure XVI-10, the Applicant will be responsible for implementing traffic mitigation measures including a Transportation Demand Management (TDM) plan to limit or reduce the project's potential contribution of vehicular traffic on the local street system a study intersection. Such measures are designed to reduce the amount of vehicular traffic that would be generated by a project as compared to an unmanaged condition. With implementation of the recommended mitigation measures, traffic impacts at the significantly impacted intersection would remain at LOS E, which is consistent with the criteria identified in policy 7-1.1. Thus, with mitigation the Project's traffic impacts would be reduced to less than significant levels.
Policy 7-2.2: New development projects should be designed to minimize disturbance to existing traffic flow with proper ingress and egress to parking.	**Consistent:** Vehicular access to the site will be provided via an existing 60-foot wide private driveway easement extending from Martin Luther King Jr. Boulevard and access points along Buckingham Road and Marlton Avenueand an easement through. The Martin Luther King Jr. Boulevard driveway will be a primary access point and will include two inbound and outbound lanes separated by a landscaped raised median island. This driveway is planned accommodate access both for the Proposed Project and the adjacent retail parcels. It is anticipated that full access (i.e., left-turn and right-turn ingress and egress turning movements) will be accommodated at this driveway. The Proposed Project will also include pedestrian pathways that provide connections to the surrounding community. Thus, the Proposed Project would be consistent with this policy.
Policy 7-2.3: Require that driveway access points onto major and secondary highways and collector streets be limited in number and be located to ensure the smooth and safe flow of vehicles and bicycles.	**Consistent:** The primary vehicular access to the site will be provided via a single access drive along Martin Luther King Jr. Boulevard. Additional access to the Project Site will be accommodated via a single driveway on Buckingham Road and two driveways on Marlton Avenue. Vehicular circulation and connectivity throughout the Project Site will be provided via an internal roadway system which will facilitate drop-off and pick-up operations near the outpatient medical facility and access to/from the project's parking facilities. Therefore, the Proposed Project will be consistent with this policy.
Policy 7-2.4: Require that new development install traffic signals at intersections on arterials when such is warranted on an individual case by case study.	**Consistent:** The Project is proposing to install a three-way traffic signal at the Martin Luther King Jr. Boulevard driveway easement located approximately mid-block between Buckingham Road and Marlton Avenue. This driveway will be made possible through an existing access easement that extends through the adjacent retail parcels to the north that front the south side of Martin Luther King Jr. Boulevard. The Martin Luther King Jr. Boulevard driveway will be a primary access point and will include two inbound and outbound lanes separated by a landscaped raised median island. This driveway is planned accommodate access both for

	the proposed project and the adjacent retail parcels. It is anticipated that full access (i.e., left-turn and right-turn ingress and egress turning movements) will be accommodated at this driveway. Additionally, it is expected that the future intersection at Martin Luther King Jr. Boulevard to be created with this driveway will be controlled by a traffic signal. With the installation of this traffic signal, the Proposed Project would be consistent with this policy.
Non Motorized Transportation	
Policy 11-1.1: Plan for and encourage funding and construction of bicycle routes connecting residential neighborhoods to regional open space areas and employment centers.	**Consistent:** Bicycle access to the Project Site is facilitated by the City of Los Angeles bicycle roadway network. Existing or proposed bicycle facilities (e.g., Class I Bicycle Path, Class II Bicycle Lanes, Class III Bicycle Routes, Proposed Bicycle Routes, Bicycle Friendly Streets, etc.) in the City's 2010 Bicycle Plan are located within an approximate one-mile radius from the Project Site. The Proposed Project would include new pedestrian paths through the Project Site for use by visitors, employees and the surrounding community. Bicycle parking would be provided for visitors and employees. These paths and bicycle parking spaces would create new connections between existing residential and commercial uses and thus, the Proposed Project would be consistent with this policy.
Sources: West Adams - Baldwin Hills - Leimert Community Plan and Parker Environmental Consultants, 2013.	

Crenshaw Corridor Specific Plan

The Project Site is located within the Crenshaw Corridor Specific Plan. Goals of the Specific Plan that are relevant to this Proposed Project include assuring a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area, and promoting a high level of pedestrian activity in areas identified as Pedestrian Oriented by promoting neighborhood serving uses, which encourage pedestrian activity and promote reduced traffic generation. The Proposed Project is located in Subarea C of the Specific Plan. As shown in Table III-8, Proposed Project Consistency with Applicable Sections of the Crenshaw Specific Plan, the Proposed Project is in compliance with the applicable sections of the Specific Plan. In order to fully comply with the policies set forth in the Crenshaw Specific Plan, the Project Applicant seeks the following discretionary approvals: (a) Project Permit Compliance approval of a 4-story, 105,000 square-foot outpatient medical facility with a maximum building height of 60 feet, (b) a Specific Plan Exception from 14c and Design Standard 11i of the Crenshaw Corridor Specific Plan Design Guidelines and Standards Manual to allow two surface parking lots to be located on the side of the structure, fronting along Santa Rosalia Drive, (c) Design Review approval of a 4-story, 105,000 square-foot outpatient medical facility with a maximum building height of 60 feet, and (d) Site Plan Review. With approval of the requested entitlement requests, the Project's land use impacts would be less than significant.

Table III-8
Proposed Project Consistency with Applicable Sections of the Crenshaw Corridor Specific Plan

Sections	Evaluation of Project Consistency
Section 2. Purposes	
B. To assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.	**Consistent.** The land use designation of the Project Site is Regional Commercial which allows for allows office, business or professional uses. The Proposed Project would redevelop a vacant site with a new outpatient medical facility. Therefore, the Proposed Project is consistent with this goal.
C. To promote a compatible and harmonious relationship between residential and commercial development where commercial areas are contiguous to residential neighborhoods.	**Consistent.** Surrounding land uses include commercial and residential uses. The Proposed Project would include the development of a new outpatient medical facility. The Proposed Project would also include pedestrian pathways and open space for use by the community. As such, proposed uses on the Project Site would be consistent with this goal.
D. To preserve and enhance community aesthetics by establishing coordinated and comprehensive standards for signs, buffering, setbacks, building and wall height, open space, lot coverage, parking, landscaping and facade treatment.	**Not Consistent.** The Proposed Project would substantially comply with applicable design guidelines outlined in the Specific Plan to meet these aesthetic requirements. However, the Proposed Project would require a discretionary approval for a Specific Plan Exemption from 14c and Design Standard 11i of the Crenshaw Corridor Specific Plan Design Guidelines and Standards Manual to allow two surface parking lots to be located on the sides of the proposed building, fronting along Santa Roaslia Drive. With approval of this discretionary request the Proposed Project would be consistent with this goal.
Section 5. Specific Plan Compliance and Exemptions	
A. Specific Plan Compliance Required for Building Permit. Notwithstanding any provision of the LAMC to the contrary, no building permit, grading permit or foundation permit shall be issued for a Project, including Projects on the public right-of-way, unless the applicant complies with this Specific Plan. All Projects shall be subject to the Project Permit Compliance requirements of Section 11.5.7 C of the LAMC.	**Consistent.** The Proposed Project would request a design review approval for development of a 105,000 square foot outpatient medical facility with a maximum of 60 feet pursuant to LAMC Section 16.50 and Section 14 Design Review of the Crenshaw Corridor Specific Plan. With approval of this discretionary request, the Project Site would be compliant with this policy.
Section 10. Height	
Notwithstanding Section 8, no Project located in whole or in part within the Specific Plan area shall exceed 45 feet in height, except that Projects located within Subarea C may exceed 45 feet, but shall not exceed a height of 60 feet.	**Consistent.** The Proposed Project would include the development of a four-story outpatient medical facility, approximately 60 feet in height above grade. Therefore, the Proposed Project would be consistent with this policy.
Section 14. Design Review	
A. Jurisdiction. No building, foundation, grading or sign permit shall be issued until plans, elevations and/or other graphic representations of the Project have been reviewed and approved by the Director of Planning acting on a recommendation of the Design Review Board.	**Consistent.** The Proposed Project will submit architectural elevations, plans and illustrative renderings to Director of Planning for approval. Thus, the Proposed Project would be consistent with this policy.
C. Design and Development Guidelines. Any Project occurring within the Crenshaw Corridor Specific Plan boundary, shall comply with the Crenshaw Corridor	**Not Consistent.** As previously discussed, the Proposed Project would substantially comply with applicable design guidelines outlined in the Specific Plan to meet

Specific Plan Urban Design Guidelines and Standards.	these aesthetic requirements. However, the Proposed Project would require a discretionary approval for a Specific Plan Exemption from 14c and Design Standard 11i of the Crenshaw Corridor Specific Plan Design Guidelines and Standards Manual to allow two surface parking lots to be located on the sides of the proposed building, fronting along Santa Roaslia Drive. With approval of this discretionary request the Proposed Project would be consistent with this goal.
Sources: Crenshaw Corridor Specific Plan and Parker Environmental Consultants, 2013.	

Crenshaw Corridor Specific Plan Design Guidelines And Standards Manual

The Design Guidelines and Standards Manual supplements the Crenshaw Corridor Specific Plan. The intent of these guidelines and standards is to provide direction for the design of the corridor, so that new development and alterations to existing structures make an aesthetic contribution to the built environment, provide public amenities, and enhance neighborhood identity. The design guidelines regulate areas of architectural and building design and materials, façade treatment, roofs and rooftop equipment, storage, trash and loading areas, light and glare, freestanding walls, repair and service shops, landscaping, entrances, side and rear yards, paving and sidewalks, parking, and signage. All projects within the area of the Specific Plan must comply with the design guidelines and standards.

The Proposed Project will adhere to the Crenshaw Corridor Specific Plan Design Guidelines, with the exception of Design Standard 11i, which states that surface parking lots, parking structures, and carports shall always be to the rear of the buildings. Pursuant to LAMC Section 11.5.7 F, the Project Applicant is requesting a Specific Plan exception form 14c and Design Standard 11i of the Crenshaw Corridor Specific Plan Design Guidelines and Standard Manual to allow two surface parking lots to be located on the east and west sides of the structure, fronting along Santa Rosalia Drive. Due to the unique size and shape of the Project Site, the utilization of only 18 percent of the allowable FAR for development, and the proposed configuration of a central open space plaza providing public access through the Project Site, the proposed Specific Plan Exception is a necessary and reasonable request. The placement of the surface parking lots along the sides of the structure will allow parking stalls to be located at a shorter distance to the buildings entrances, which is necessary for visitors and patients accessing the outpatient medical facility. The Plan layout will also allow for a central open space plaza, which will provide a unique community benefit by facilitating pedestrian traffic through the site and providing a large centralized open space area to be utilized for passive social and community events. The configuration of the open space Plaza will also provide walking and jogging areas, areas of respite with seating, and a pedestrian oriented garden that is expected to serve the needs of medical office staff, patients and visitors at the site. Therefore, with the approval of this Specific Plan exception, the Proposed Project would be in substantial compliance with the Design Guidelines.

Crenshaw Redevelopment Area

The Project Site is located within the Crenshaw Redevelopment Area. The Crenshaw Redevelopment Project was adopted in 1984 to rehabilitate the former Crenshaw Shopping Center. The amended

Crenshaw Redevelopment Project consists of Baldwin Hills Crenshaw Plaza, Santa Barbara Plaza, portions of Crenshaw and Martin Luther King, Jr. Boulevards, and Leimert Park Village. Goals of the Redevelopment Project include: To rehabilitate the Santa Barbara Plaza Shopping Center; To revitalize Leimert Park Village; and To help the City's General Services and Cultural Affairs departments revitalize the Vision Complex. The CRA/LA plan to further improve the Crenshaw neighborhood by identifying new development options for Santa Barbara Plaza and attracting new development activity. The Redevelopment Plan designates the Project Site for Regional Commercial land uses. The Redevelopment Plan allows a maximum floor area of 3:1. The Proposed Project would include the development of a 105,000 square foot outpatient medical facility on a site that is currently vacant. As such, the Proposed Project would be consistent with the goals of the Redevelopment Plan and the land use and floor area designation of the Project Site.

LAMC. The Proposed Project would be comprised of medical office uses that include a retail pharmacy, medical labs, outpatient surgery center, health education programs, and other related components. Commercial uses are permitted on lots zoned for C2 uses that are located within the West Adams - Baldwin Hills - Leimert Community Plan Area. Therefore, the Proposed Project would conform to the allowable land uses pursuant to the LAMC. The zoning designation for the Project Site is [Q]C2-2D and the Community Plan designates the Project Site for Regional Commercial, with a permitted floor area ratio (FAR) of 1.5:1. Height District No. 2 allows a maximum 6 to 1 FAR with no vertical height limit. However, General Plan Footnote #1 references Height District No. 1, which permits an FAR of 1.5 to 1. The Project Site is located in Subarea C of the Crenshaw Corridor Specific Plan which limits building height to a maximum of 45 feet, except projects located in Subarea C may exceed 45 feet, but shall not exceed a height of 60 feet. The Project Site consists of 376,633 square feet of lot area (8.65 acres). With an allowable 1.5:1 FAR, the maximum allowable development for the entire Project Site is approximately 564,949.5 square feet. The Proposed Project includes 105,000 square feet of net floor area, resulting in a FAR of 0.28:1. The Proposed Project would therefore be consistent with the underlying zoning and intended land use of the General Plan. Pursuant to LAMC Section 16.05, the Project Applicant is seeking approval for Site Plan Review. As discussed in Section II, Project Description of this IS/MND, the Proposed Project would comply with the required open space, landscaping and parking requirements of the LAMC. Land use impacts would therefore be less than significant.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. A project-related significant adverse effect could occur if the Project Site were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in Section IV(f) above, no such plans presently exist which govern any portion of the Project Site. Further, the Project Site is located in an area, which is already fully developed with commercial uses, and is also within a heavily urbanized area of Los Angeles. Therefore the project would not have the potential to cause such effects.

XI. MINERAL RESOURCES

a) Would the project 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?

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance. The Project Site's [Q]C2-2D zoning designation indicates that the Project Site is not located within an Oil Drilling District. Furthermore, the Project Site is not located within a Mineral Resource Zone 2 (MRZ-2) Area.[15] Therefore, no impact associated with the loss of availability of a known mineral resource would occur.

b) Would the project 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?

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the development would convert an existing or future regionally-important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The Project Site is not located within a Mineral Resource Zone 2 (MRZ-2) Area.[16] As stated above, the Project Site is not located within an Oil Drilling District. Therefore, no impact associated with the loss of availability of a known mineral resource would occur.

XII. NOISE

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

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[15] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, September 1996.*

[16] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Areas Containing Significant Mineral Deposits in the City of Los Angeles, September 1996.*

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq} – An L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- L_{max} – The maximum instantaneous noise level experienced during a given period of time.
- L_{min} – The minimum instantaneous noise level experienced during a given period of time.
- CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any

given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.[17]

a) Would the project result in 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?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). Implementation of the Proposed Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.

Construction Noise

Construction-related noise impacts would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. Additionally, as defined in the *L.A. CEQA Thresholds Guide* threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Furthermore, the *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact.

Construction of the Proposed Project would require the use of heavy equipment for grading and foundation preparation, the installation of utilities, paving, and building construction. During each

[17] *National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers, 1971.*

construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site are presented in Table III-9, Noise Range of Typical Construction Equipment, and Table III-10, Typical Outdoor Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance).

Table III-9
Noise Range of Typical Construction Equipment

Construction Equipment	Noise Level in dBA L_{eq} at 50 Feet [a]
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

[a] *Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.*

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Table III-10
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

The noise levels shown in Table III-9 represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. As shown in Table III-9, construction noise during the heavier initial periods of construction is presented as 86 dBA L_{eq} when measured at a reference distance of 50 feet from the center of construction activity.[18] These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA L_{eq} measured at 50 feet from the noise source to the receptor would reduce to 78 dBA L_{eq} at 100 feet from the source to the receptor, and reduce by another 6 dBA L_{eq} to 72 dBA L_{eq} at 200 feet from the source to the receptor. Construction activities associated with the Proposed Project would be expected to occur and generate noise. These activities include grading and the physical construction and finishing of the proposed structures.

Land uses on the properties surrounding the Project Site primarily include residences, commercial/retail uses, churches, pre-schools and childcare centers. Among these land uses, several uses have been identified and depicted in Figure III-8, Noise Monitoring and Sensitive Receptor Location Map, as the most likely sensitive receptors to experience noise level increases during construction and operation of the Project. To identify the existing ambient noise levels at these nearby off-site sensitive receptors as well as the general vicinity of the Project Site, noise measurements were taken with a Larson Davis 824 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2001) - American National Standard Specification for Sound Level Meters. Additionally, this noise meter meets the requirement specified in LAMC Section 111.01(l) that the instruments be "Type S2A" standard instruments or better. This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately

[18] *Although the peak noise levels generated by certain construction equipment may be greater than 86 dBA at a distance of 50 feet, the equivalent noise level would be approximately 86 dBA L_{eq} (i.e., the equipment does not operate at the peak noise level over the entire duration).*

Table III-11
Existing Ambient Daytime Noise Levels in Project Site Vicinity

No.	Location	Primary Noise Sources	Noise Level Statistics [a]		
			L_{eq}	L_{min}	L_{max}
1	Southwest corner of the Project Site, at Buckingham Road and Santa Rosalia Drive.	Traffic noise along Buckingham Road and Santa Rosalia Drive; pedestrian and bus stop activity.	65.0	49.5	82.7
2	Southeast corner of the intersection of Buckingham Road and Martin Luther King Jr. Boulevard.	Traffic noise along Buckingham Road and Martin Luther King Jr. Boulevard and pedestrian activity.	77.1	52.8	99.7
3	South side of Martin Luther King Jr. Boulevard approximately mid-block between Buckingham Road and Marlton Avenue.	Traffic noise along Martin Luther King Jr. Boulevard and pedestrian activity.	68.5	46.2	79.3
4	Southwest corner of the intersection of Martin Luther King Jr. Boulevard and Marlton Avenue.	Traffic noise along Martin Luther King Jr. Boulevard and Marlton Avenue and pedestrian activity.	70.3	56.2	92.5
5	Southeast corner of the Project Site at Marlton Avenue and Santa Rosalia Drive.	Traffic noise along Marlton Avenue and Santa Rosalia Drive and pedestrian activity.	65.4	50.6	79.0
6	North side of Santa Rosalia Drive approximately mid-block between Buckingham Road and Marlton Avenue.	Traffic noise along Santa Rosalia Drive and pedestrian activity.	63.5	47.7	75.4

[a] *Noise measurements were taken on May 16, 2013 at each location for a duration of 15 minutes.*
Source: Parker Environmental Consultants, May 2013. See Appendix F to this IS/MND for noise data.

five feet above grade. The measured noise levels are shown in Table III-11, Existing Ambient Daytime Noise Levels in Project Site Vicinity. The noise measurement locations and the noise sensitive receptors are illustrated in Figure III-8, Noise Monitoring and Sensitive Receptor Location Map.

Due to the use of construction equipment during the construction phase, the Proposed Project would expose surrounding off-site receptors to increased ambient exterior noise levels comparable to those listed above in Table III-9. Table III-12, Estimated Exterior Construction Noise at Nearest Sensitive Receptors, shows the estimated construction noise levels that would occur at the nearest sensitive uses during construction of the Proposed Project.

As shown in Table III-11, the construction noise levels forecasted for the proposed construction work during each phase of development associated with the Proposed Project would result in noise increases at the nearest sensitive receptors. It should be noted, however, that any increase in noise levels at off-site receptors during construction of the Proposed Project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., grading work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed building) as the physical structure of the proposed structure would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors.

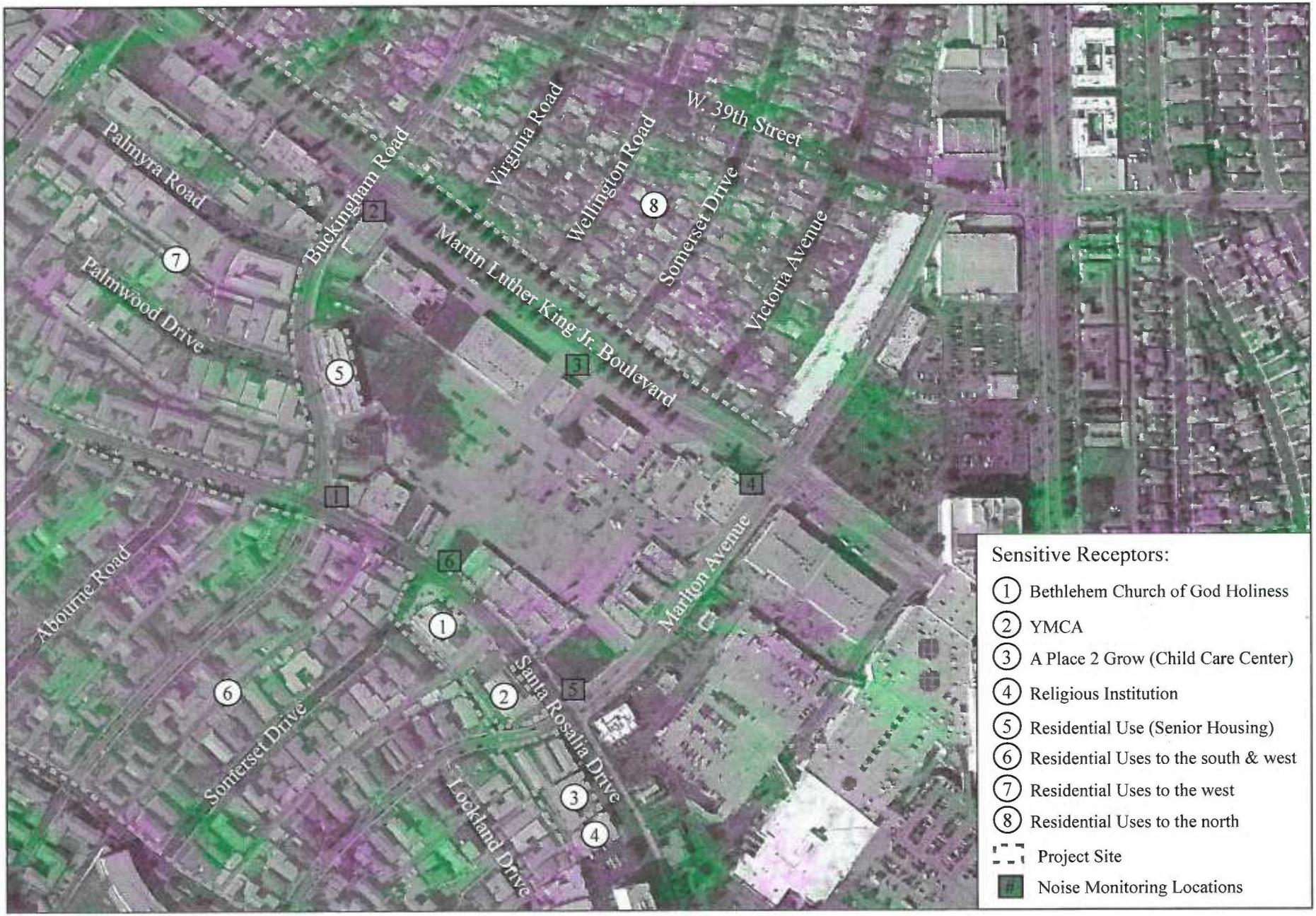
Table III-12
Estimated Exterior Construction Noise at Nearest Sensitive Receptors

Sensitive Land Uses[a]	Distance to Project Site (feet)	Existing Monitored Daytime Ambient Noise Levels (dBA L_{eq})	Estimated Peak Construction Noise Levels (dBA L_{eq})	Noise Level Increase
1. Bethlehem Church of God Holiness	85	63.5	81.4	17.9
2. YMCA	85	65.4	81.4	16.0
3. A Place 2 Grow (Child Care Center)	220	65.4	73.1	7.7
4. Religious Institution	350	65.4	69.1	3.7
5. Residential Use (Senior Housing)	30	65.0	90.4	25.4
6. Residential Uses to south & west	85	65.0	81.4	16.4
7. Residential Uses to the west	85	65.0	81.4	16.4
8. Residential Uses to the north	430	68.5	67.3	Not perceptible

[a] *See Figure III-1, Noise Monitoring and Sensitive Receptor Location Map.*
Calculations based on Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006. It should be noted that the peak noise level increase at the nearby sensitive receptors during Project construction represents the highest composite noise level that would be generated periodically during a worst-case construction activity and does not represent continuous noise levels occurring throughout the construction day or period.

As discussed previously, typical construction noise levels associated with the Proposed Project could exceed 75 dBA at 50 feet from the Project Site. However, as defined in the *L.A. CEQA Thresholds Guide* threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Furthermore, the *L.A. CEQA Thresholds Guide* also states that construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact. Since construction activities would last for more than ten days in a three-month period, the Proposed Project would cause a significant noise impact during construction if the ambient exterior noise levels at the identified off-site and on-site sensitive receptors would be increased by 5 dBA or more. Based on the results shown in Table III-12, the ambient exterior noise levels at six of the identified off-site sensitive receptors would be exceeded by 5 dBA or more (Sensitive Receptor Nos. 1, 2, 3, 5, 6, and 7). Thus, based on criteria established in the L.A. CEQA Threshold Guide, a substantial temporary or periodic increase in ambient noise levels would occur at six of the identified off-site sensitive receptors.

LAMC Section 41.40 regulates noise from construction activities. Exterior construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Demolition and construction are prohibited on Sundays and all federal holidays. The construction activities associated with the Proposed Project would comply with these LAMC requirements. In addition, pursuant the City Noise Ordinance (LAMC Section 112.05), construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. Although the estimated construction-related noise levels



Aerial Source: Google Earth, May 2013.

PARKER ENVIRONMENTAL CONSULTANTS

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0 250 500

Scale (Feet)

Figure III-8
Noise Monitoring and
Sensitive Receptor Location Map

associated with the Proposed Project would exceed the numerical noise threshold of 75 dBA at 50 feet from the noise source as outlined in the City Noise Ordinance, and the typical construction noise levels associated with the Proposed Project would exceed the existing ambient noise levels at six of the identified off-site sensitive receptors by more than the 5 dBA threshold established by the *L.A. CEQA Thresholds Guide* during all construction phases, implementation of the following mitigation measures would reduce the noise levels associated with construction of the Proposed Project to the maximum extent that is technically feasible. Thus, based on the provisions set forth in LAMC 112.05, implementation of Mitigation Measures XII-20 would ensure impacts associated with construction-related noise levels are mitigated to the maximum extent feasible and temporary construction-related noise impacts would be considered less than significant.

Mitigation Measures:

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

- 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.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.
- Barriers such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the perimeter of the construction site to minimize the amount of noise during construction on the nearby noise-sensitive uses.
- The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

Operational Noise

HVAC and Mechanical Equipment Noise

Upon completion and operation of the Proposed Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed on the roof top of the new medical office building. Noise levels generated by such equipment is not anticipated to be substantially greater than those generated by the current HVAC equipment serving the existing buildings in the Project vicinity. As such, the HVAC equipment associated with the Proposed Project would not represent a new source of noise in the Project Site vicinity. In addition, the operation of HVAC equipment and any other on-site stationary sources of noise would be screened from view and would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Noise impacts associated with rooftop HVAC and mechanical equipment would therefore be considered less than significant.

Parking Lot Noise

The proposed surface parking lots will generate noise due to cars entering and exiting the Project Site, engines accelerating, braking, car alarms, squealing tires and other general activities associated with people accessing the Site by vehicle. Access to the proposed parking lots would be primarily from Martin Luther King Jr., Blvd., and from two driveways along Marlton Avenue, and one driveway on Buckingham Road. No vehicular access would be provided via Santa Rosalia Drive. Noise levels within the parking lots would fluctuate with the amount of automobile and human activity. Noise levels would be highest in the early morning and late afternoon hours when the largest number of people would enter and exit the Project Site. The Project Site would generally operate during normal business hours (i.e., 8:00 a.m. to 6:00 p.m.). Noise generated from within the parking areas would be partially buffered by a low perimeter wall and landscaping surrounding the parking lots. As shown on the proposed Site Plan, a landscaped buffer and an approximate 3 ½-foot block wall is proposed around the perimeter of the parking lots. Noise would also be attenuated by an existing 12-foot high wall located along the northern property line, adjacent to the Buckingham Place Senior Housing building. As such, parking lot noise would not adversely affect the existing off-site sensitive receptors located near the Project Site. Furthermore, operational noise generated by motor driven vehicles within the Project Site would be regulated under the LAMC. Section 114.02 of the LAMC prohibits the operation of any motor driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five dBs. Thus, noise impacts associated with on-site parking would be less than significant.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Unless Mitigation Incorporated. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to

the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction

Construction activities for the Proposed Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate though the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the Proposed Project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

In terms of construction-related impacts on buildings, the City of Los Angeles has not adopted policies or guidelines relative to groundborne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, as both the City of Los Angeles and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the Federal Transit Administration (FTA) and California Department of Transportation's (Caltrans) adopted vibration standards for buildings which are used to evaluate potential impacts related to construction. Based on the FTA and Caltrans criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:[19]

[19] *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006; and California Department of Transportation, Transportation- and Construction –Induced Vibration Guidance Manual, June 2004.*

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced-concrete, steel, or timber;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings; or
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

In addition, the City of Los Angeles has not adopted any thresholds associated with human annoyance for groundborne vibration impacts. Therefore, this analysis uses the FTA's vibration impact thresholds for human annoyance. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses.

Table III-13, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in Table III-13, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

With respect to construction vibration impacts upon existing off-site structures, there are no existing structures within 25 feet of proposed heavy construction activity. As shown in Table III-13, at distances of 25 feet from the Project Site boundary, construction related vibration levels would not have the potential to exceed 0.089 PPV. As discussed previously, the most restrictive threshold for building damage from vibration is 0.12 PPV for historic buildings and buildings that are extremely susceptible to vibration damage, and the least restrictive threshold is 0.5 PPV at any building that is constructed with reinforced-concrete, steel, or timber. As maximum off-site vibration levels at existing structures would not have the potential to exceed 0.089 PPV, the Project's construction activities would not exceed the identified thresholds of significance for building damage from vibration. As such, impacts with respect to building damage upon off-site structures would be less than significant.

Table III-13
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

In terms of human annoyance resulting from vibration generated during construction, the sensitive receptors located in the vicinity of the Project Site could be exposed to increased vibration levels. Table III-14, Estimated Vibration Levels at Nearest Sensitive Receptors, shows that construction-generated vibration levels experienced at the identified sensitive receptors would not exceed the thresholds for all of the sensitive receptors with the exception of Sensitive Receptor No. 5. Due to this receptor's proximity to the Project Site boundary, there is a potential for human annoyance from construction related vibration levels. However, it should be noted that although construction will approach the property lines, much of the construction work would be conducted away from the property lines and vibration levels experienced in the project vicinity would be substantially reduced when the construction activities are located toward the center of the Project Site. Furthermore, consistent with LAMC Section 112.05, construction vibration levels would be considered exempt from the threshold if all technically feasible noise attenuation measures are implemented. Mitigation Measures XII-20 would also serve to reduce construction related vibration levels to the maximum extent feasible. As such, human annoyance impacts with respect to construction-generated vibration increases would be less than significant.

Operation

The Proposed Project is an outpatient medical facility and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, the proposed land use at the Project Site would not result in the increased use of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different than those presently occurring in the vicinity of the Project Site. As such, vibration impacts associated with operation of the Proposed Project would be less than significant.

Table III-14
Estimated Vibration Levels at Nearest Sensitive Receptors

Sensitive Land Uses	Distance to Project Site (feet)	Estimated Vibration Levels (VdB)
1. Bethlehem Church of God Holiness	85	71.1
2. YMCA	85	71.1
3. A Place 2 Grow (Child Care Center)	220	58.7
4. Religious Institution	350	52.6
5. Residential Use (Senior Housing)	30	84.6
6. Residential Uses to south & west	85	71.1
7. Residential Uses to the west	85	71.1
8. Residential Uses to the north	430	50.0
Calculations based on Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006.		

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. A significant impact may occur if the Proposed Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* threshold for operational noise impacts, a project would normally have a significant impact on noise levels from Proposed Project operations if the Proposed Project causes the ambient noise level measured at the property line of affected uses that are shown in Table III-15, Community Noise Exposure (CNEL), to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase. Thus, a significant impact would occur if noise levels associated with operation of the Proposed Project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a Leq standard of 5 dBA over ambient conditions as constituting a LAMC violation.

Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. As discussed above, the traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur. According to the *L.A. CEQA Thresholds Guide*, if a project would result in traffic that is less than double the existing traffic, then the Proposed Project's mobile noise impacts can be assumed to be less than significant.

According to the traffic analysis provided for the Proposed Project, the proposed development would result in a maximum net increase of 2,846 daily vehicle trips, including 188 a.m. peak hour trips and 228 p.m. peak hour trips. As shown in greater detail in the Project Traffic Study, the highest project-related trip increase would occur at intersection number 5 (Martin Luther King Jr. Boulevard & Marlton Avenue) during the p.m. peak hour with 118 peak hour trips. When compared to the existing 2,549 vehicle trips occurring at intersection number 5 during the p.m. peak hour, it is clear that the Proposed Project would not have the potential to double the traffic volumes on any roadway segment in the vicinity of the Project Site. As such, the Proposed Project would not have the potential to increase roadway noise levels by 3 dBA, and thus traffic generated noise impacts would be considered less than significant.

Operational Noise

Stationary Noise Sources

New stationary sources of noise, such as rooftop mechanical HVAC equipment would be installed on the proposed building at the Project Site. As discussed in Question 11(a) above, the design of this equipment

Table III-15
Community Noise Exposure (CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] *Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.*

[b] *Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.*

[c] *Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*

[d] *Clearly Unacceptable: New construction or development should generally not be undertaken.*

Source: Office of Planning and Research, State of California Genera Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

would be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, because the noise levels generated by the HVAC equipment serving the Proposed Project would not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. This impact would be less than significant.

Parking Noise

Noise would be generated by activities within the new parking lots associated with the Proposed Project. Sources of noise within the parking areas would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. It is anticipated that parking related noise would be substantially similar to the existing noise generated by existing roadway activity, street parking, and parking associated with adjacent residential and commercial uses in the Project vicinity. In addition, parking-related noise generated by motor driven vehicles within the Project Site is regulated under the LAMC. Specifically, with regard to motor driven vehicles, LAMC Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels. As such, noise impacts associated with the Proposed Project's parking areas would be less than significant.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Thresholds Guide* threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. In addition, construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact.

As discussed above, impacts are expected to be less than significant for construction noise and vibration, and operational noise and vibration. Implementation of Mitigation Measure XII-20 would ensure the Proposed Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity, and these impacts would be less than significant.

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?

No Impact. A significant impact may occur if the Proposed Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the Project Site. There are no airports within a two-mile radius of the Project Site, and the Project Site is not within any airport land use plan or airport hazard zone. The Proposed Project would not expose people to excessive noise levels associated with airport uses. No impact would occur.

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?

No Impact. This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project Site is not located in the vicinity of a private airstrip. As no such facilities are located in the vicinity of the Project Site, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in an already urbanized area of the City of Los Angeles. With respect to cumulative construction noise impacts, none of the related projects are located in close enough proximity to the Project Site to result in cumulatively considerable constriction noise impacts. Furthermore, similar to the Proposed Project, each of the related projects would be subject to the permissible hours of construction activities as specific in the LAMC and would be subject to the Noise Element of the General Plan, which mandates all technically feasible noise attenuating measures be complied with during construction. Cumulative construction noise impacts would be less than significant. With respect to cumulative traffic noise impacts, the Proposed Project's mobile source vehicular noise impacts are based on the future predicted noise levels from the Proposed Project and future traffic volume associated with ambient growth and the related projects. Thus, the project impact analysis is representative of a cumulative impact analysis. Based on the Proposed Project's estimated trip generation, it is clear that the Project would not have the potential to double the traffic volumes on any roadway segment or study intersection in the vicinity of the Project Site. As such, the Proposed Project's noise volumes would not be cumulatively considerable and cumulative impacts associated with noise would be less than significant.

XIII. POPULATION AND HOUSING

a) Would the project 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)?

No Impact. A significant impact may occur if the Proposed Project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the Proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. The Proposed Project includes the development of 105,000 square feet of outpatient medical facility. No residential dwelling units are proposed on the Project Site. As such, the Proposed Project would not result in any population or housing impacts.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if the Proposed Project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Proposed Project would consist of the development medical office space on a site that is currently vacant of any structures. As such, no displacement of existing housing would occur with the proposed redevelopment of the site. The proposed medical office uses are consistent with the allowable uses as permitted for the zoning and General Plan land use designations. Therefore, no impact would occur.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. The Proposed Project would consist of the development of new office land uses on a site that is currently vacant of any structures. As such, no displacement of existing housing would occur with the Proposed Project. Therefore, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. As discussed in Question XIII(a), the Proposed Project would not contribute to the resident population of the West Adams - Baldwin Hills - Leimert Community Plan Area. Because the Proposed Project would not displace any residents, and there will not be population growth associated with the Proposed Project, the Proposed Project's population growth would not be cumulatively considerable. Therefore, the Proposed Project's cumulative impacts to population and housing would be less than significant.

XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 objective for any of the following public services:

(i) Fire protection

Potentially Significant Unless Mitigation Incorporated.

Construction

Construction of the Proposed Project would increase the potential for accidental on-site fires from such sources as the operation of construction equipment and the use of flammable construction materials. The implementation of best management practices (BMPs) for the operation of mechanical equipment and the use of flammable construction materials by construction contractors and work crews would minimize fire hazards associated with the construction of the Proposed Project. The BMPs that would be implemented during construction of the Project include: the maintenance of mechanical equipment in good operating condition; and as required by law, careful storage of flammable materials in appropriate containers, and the immediate and complete cleanup of spills of flammable materials when they occur. Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and potentially requiring partial lane closures during street improvements and utility installations. Thus, construction could have the potential to adversely affect fire access impact. However, these impacts are considered to be less than significant for the following reasons: (1) Emergency access would be maintained to the Project Site during construction through marked emergency access points approved by the LAFD; (2) Construction impacts are temporary in nature and do not cause lasting effects; and (3) Partial lane closures, if determined to be necessary, would not significantly affect emergency vehicles, the drivers of which normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, if there are partial closures to streets surrounding the Project Site, flagmen would be used to facilitate the traffic flow until construction is complete.

Operation

Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to Section 57.09.07A of the LAMC, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles; while for a commercial land use, the distance is one mile for an engine company and 1.5 miles for a truck company. If either of these distances is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems. With such systems installed, fire protection would be considered adequate even if the project is located beyond the maximum response distance. The Proposed Project would include 105,000 square feet of medical office space. The Proposed Project would increase the utilization of the Project Site, which in turn, would potentially increase the demand for LAFD services. The Project Site is served by LAFD Fire Station 94, located at 4030 South Crenshaw Boulevard, approximately 0.8 mile to the east of the Project Site. Based

on the response distance criteria specified in LAMC 57.09.07A and the relative distances from Fire Stations No. 94 to the Project Site, fire protection response would be considered adequate. Fire suppression sprinklers would be installed in the proposed structures as required by code.

The Proposed Project may be required to upgrade water service laterals, meters, and hydrants to provide the required fire flow in accordance with the building design and Fire Department requirements. Such improvements would be conducted on-site or within the right-of-way under the City's B-Permit process. Construction activities to install any new pipes or pumping infrastructure would be temporary and in short duration and would not result in any significant environmental impacts. Impacts related to fire protection would be less than significant with incorporation of Mitigation Measure XIV-10 Public Services (Fire).

Mitigation Measures:

XIV-10 Public Services (Fire)

- 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.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the nine related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. Specifically, any related project that exceeded the applicable response distance standards described above would be required to install automatic fire sprinkler systems in order to mitigate the additional response distance. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development on any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable contribution to fire protection services impacts, and, as such cumulative impacts on fire protection would be less than significant.

(ii) Police Protection

Potentially Significant Unless Mitigation Incorporated. A significant impact upon police protection services may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the Proposed Project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and (c) whether the project includes security and/or design features that would reduce the demand for police services.

The Project Site is located in the Southwest Area division of the LAPD's South Bureau. The Southwest Area is approximately 13.11 square miles, bordered by the I-10 Freeway on the North, I-110 Freeway on the east, Vernon Avenue on the south, and La Cienega Boulevard on the west. The region includes the following neighborhoods and communities: Baldwin Village, Baldwin Vista, Crenshaw Community, Jefferson Park, Leimert Park, Crenshaw District, West Adams Community, and University Park. The Southwest Area is served by the Southwest Community Police Station located at 1546 West Martin Luther King Jr. Boulevard, which is approximately 2.5 miles east of the Project Site. Within the Southwest Area, the Proposed Project is located within Reporting District (RD) 363.

Construction sites, if left unsecured, have the potential to attract trespassers and/or vandals that would potentially result in graffiti, excess trash, and potentially unsafe conditions for the public. Such occurrences would adversely affect the aesthetic character of the Project Site and surrounding area and could potentially cause public health and safety concerns. With implementation of MM XIV-20, below, project impacts would be less than significant during the construction period.

Implementation of the Proposed Project would result in an increase of site visitors and employees within the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to escalate as a result of the increased onsite activity and increased traffic on adjacent streets and arterials. The Proposed Project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited and, where possible, security controlled to limit public access. The building and layout design of the Proposed Project would also include crime prevention features, such as nighttime security lighting and secure parking facilities. These preventative and proactive security measures would decrease the amount of service calls the LAPD would receive. Nevertheless, environmental impacts may result from project implementation due to the increased population on the Project Site. With implementation of mitigation measures XIV-20 and XIV-30, the Proposed Project's potential impact upon LAPD services would be mitigated to a less than significant level.

Mitigation Measures:

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

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

XIV-30 Public Services (Police)

- The plans shall incorporate the Design Guidelines (defined in the following sentence) 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.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the nine related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. On this basis, the Proposed Project would not make a cumulatively considerable contribution to police protection services impacts, and cumulative impacts on police protection would be less than significant.

(iii) Schools

Less Than Significant Level. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). Based on the *L.A. CEQA Thresholds Guide,* the determination of whether the project results in a significant impact on public schools shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for school services anticipated at the time of project buildout compared to the expected level of service available (consider, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and the project's proportional contribution to the demand); (c) whether (and to the degree to

which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and (d) whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

The Project area is currently served by the following LAUSD public schools: Hillcrest Elementary, located at 4041 Hillcrest Drive, which serves kindergarten through fifth-grade students; Audubon Middle School located at 4120 11th Avenue, which serves sixth through eighth-grade students; and Dorsey Senior High, located at 3537 Farmdale Avenue, which serves ninth though twelfth-grade students.[20]

The Project does not include any residential land uses and would not directly contribute to student generation. However, as a commercial outpatient medical facility, the Project could generate students as an indirect result of families relocating to the area for employment purposes. As shown in Table III-16, Proposed Project Estimated Student Generation, the Proposed Project would generate approximately 2 elementary students, 1 middle school student and 1 high school student, for a total of approximately 4 students. It is likely that some of the students generated by the Proposed Project would already reside in areas served by the LAUSD and would already be enrolled in LAUSD schools. However, for a conservative analysis, it is assumed that all students generated by the Proposed Project would be new to the LAUSD. The generation of up to four additional students under this conservative methodology would not impact student enrollment within the LAUSD such that additional schools would need to be constructed as a result of the Proposed Project. Impacts to schools would thus be considered a less than significant impact.

Table III-16
Proposed Project Estimated Student Generation

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total Students
Proposed Project					
Outpatient Medical Facility [a]	105,000	1.56	0.72	0.70	2.98
Total Project Estimated Students		**2**	**1**	**1**	**4**

Notes:
sf = square feet
[a] *Student generation rates are as follows for commercial uses: .0149 elementary, .0069 middle and .0067 high school students per 1,000 square feet.*
Source: Los Angeles Unified School District, School Fee Justification Study, September 2002.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the nine related projects is expected to result in a cumulative increase in the demand for school services. Development of the related

[20] *Los Angeles Unified School District, Resident School Identifier, website: http://rsi.lausd.net/ResidentSchool Identifier/, accessed November 2013.*

projects would likely generate additional demands upon school services. As shown in Table III-17, Projected Cumulative Student Population, the Proposed Project and related projects would cumulatively contribute approximately 348 elementary school students, 168 middle school students and 169 high school students. This would create an increased cumulative demand on LAUSD services. However each of the new projects would be responsible for paying applicable mandatory school fees to mitigate the increased demands for school services. Cumulative impacts on schools would be less than significant.

Table III-17
Projected Cumulative Student Population

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total Students
Multi-Family Residences [a]	1,560 du	318.55	154.13	155.22	627.90
Hotel [b c]	230,000 sf	1.75	0.80	0.78	3.33
Office [d]	228,000 sf	5.31	2.46	2.37	10.14
Retail [e f]	1,375,420 sf	20.49	9.49	9.22	39.2
Related Projects Total:		**346.10**	**166.88**	**167.59**	**680.57**
Proposed Project Net Total [g]:		2	1	1	3
Cumulative Total:		**348**	**168**	**169**	**684**

Notes:
sf = square feet; du = dwelling units
[a] *Student generation rates are as follows for residential uses: .2042 elementary, .0988 middle and .0995 high school students per unit.*
[b] *Student generation rates are as follows for hotel uses: .0076 elementary, .0035 middle and .0034 high school students per 1,000 square feet.*
[c] *Assumed 575 sf of floor area per hotel/motel room.*
[d] *Student generation rates are as follows for office uses: .0233 elementary, .0108 middle and .0104 high school students per 1,000 square feet.*
[e] *Student generation rates are as follows for retail/commercial uses: .0149 elementary, .0069 middle and .0067 high school students per 1,000 square feet.*
[f] *Retail includes restaurant, health club, supermarket, shopping center, and cinema uses.*
[g] *Refer to Table III-16 for Proposed Project Net Totals.*
Source: Los Angeles Unified School District, School Fee Justification Study, September 2002.

(iv) Parks

Less Than Significant Impact. A significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of a project. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the Proposed Project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The Proposed Project does not include any housing units and would not generate new residents to the West Adams – Baldwin Hills – Leimert Community Plan Area. As discussed in Section II, Project

Description, the project may include on-site recreational amenities for employees, patients and visitors such as walking and jogging areas, areas of respite with seating, and a pedestrian oriented garden that is expected to serve the needs of medical office staff, patients and visitors at the site. Staff may use outdoor amenities to host monthly activities including, but not limited to, employee recognition events, health and wellness and clinical screening fairs, and certified farmers' markets. By providing on site open space that is accessible to the public, the Proposed Project 's impact upon parks and recreational facilities would be beneficial to the surrounding community and would be considered a less-than-significant impact.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the nine related projects could result in an increase in demand for park services in the Project area. The Project's demand for passive open space would be met on site with the proposed landscaping, pedestrian pathways and open space plaza. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the preferred standard. However, each of the residential related projects are required to comply with payment of Quimby (for condominium units) and other fees, such as the Parks and Recreation Fee (for apartment units) and would also be required to comply with the on-site open space requirements of the LAMC. Therefore, cumulative impacts to park and recreation facilities would be less-than-significant.

(v) Other Public Facilities

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the Proposed Project; (b) the demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library).

Within the City of Los Angeles, the Los Angeles Public Library (LAPL) provides library services at the Central Library, seven regional branch libraries, 56 community branches and two bookmobile units, consisting of a total of five individual bookmobiles. Approximately 6.5 million books and other materials comprise the LAPL collection. The LAPL branches currently serving the Project Site include: Baldwin Hills Library, located at 2960 S. La Brea Avenue, Exposition Park – Dr. Mary McLeod Bethune Regional Library, located at 3900 S. Western Avenue, Vermont Square Branch Library, located at 1201 W. 48th Street, Jefferson Library, located at 2211 W. Jefferson Boulevard, and the Angeles Mesa Library, located 2700 W. 52nd Street. Based on the 2007-2010 LAPL Strategic Plan, the LAPL does not have any plans to construct new library facilities within the Project area. The Proposed Project is consistent with the housing growth rates for the City of Los Angeles that were utilized within the LAPL Strategic Plan for

anticipating growth and future demands. Therefore, project impacts associated with library services would be less than significant.

XV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. A significant impact may occur if the project would include substantial employment or population growth, which would 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. Based on the *L.A. CEQA Thresholds Guide,* the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the Proposed Project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The project does not include any residential uses and would generate minimal demands for open space based on the proposed increase in daytime population associated with people visiting and working at the proposed outpatient medical facility. The availability of the on-site recreation amenities and opportunities within the Proposes Project would serve to reduce or off-set the demand for off-site park services in the local area. Therefore, the Proposed Project would not substantially 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 and impacts would be less than significant.

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?

No Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As previously discussed in Checklist Question XV(a) the Proposed Project would not require the construction or expansion of recreational facilities beyond the limits of the Project Site which might have an adverse physical effect on the environment and thus there would be no impact.

Cumulative Impacts

Less Than Significant Impact. Section 15355 of the State CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." As discussed above, the project would have a less than significant impact on recreational resources. The related projects would result in development of up

to 1,831 dwelling units. Like the Proposed Project, each of the nine related projects would be required to pay either the City's mandatory Dwelling Unit Construction Tax or Quimby Fees to offset potential increased demand on public recreational facilities in the area. In addition, each of the related projects with residential components would include residential open space pursuant to LAMC Section 12.21. Therefore, development of the Proposed Project and related projects would have a less than significant cumulative impact on recreational resources.

XVI. TRANSPORTATION AND TRAFFIC

The following section summarizes and incorporates by reference the information provided in the Traffic Impact Study for the Kaiser Permanente Baldwin Hills Crenshaw MOB Project, July 8, 2013, conducted by the Linscott, Law, & Greenspan Engineers. The Traffic Impact Study and related correspondence of approval from the Los Angeles Department of Transportation dated October 8, 2013 are provided in Appendix G to this IS/MND.

a) Would the project 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 Unless Mitigation Incorporated. The significance of the potential impacts of project generated traffic was identified using the traffic impact criteria set forth in LADOT's *Traffic Study Policies and Procedures*, June, 2013. According to the City's published traffic study guidelines, the impact is considered significant if the project-related increase in the V/C ratio equals or exceeds the thresholds presented in Table III-18, below. This threshold has been used to evaluate intersection capacity at all signalized study intersections. The following study intersections were selected in consultation with LADOT staff for analysis of potential impacts due to the Proposed Project:

1. La Brea Avenue/ Jefferson Boulevard
2. Martin Luther Kind Jr. Boulevard/Coliseum Street
3. Buckingham Road/Martin Luther King Jr. Boulevard
4. Buckingham Road/Santa Rosalia Drive
5. Marlton Avenue/Martin Luther King Jr. Boulevard
6. Santa Rosalia Drive/Marlton Avenue
7. Santa Rosalia Drive/Stocker Street
8. Crenshaw Boulevard/Jefferson Boulevard
9. Crenshaw Boulevard/Coliseum Street
10. Crenshaw Boulevard/39th Street
11. Crenshaw Boulevard/Martin Luther King Jr. Boulevard
12. Crenshaw Boulevard/Stocker Street
13. Crenshaw Boulevard/Vernon Avenue
14. Arlington Avenue/Rodeo Road
15. Arlington Avenue/Martin Luther King Jr. Boulevard
16. Arlington Avenue/Vernon Avenue
17. Western Avenue/Martin Luther King Jr. Boulevard

Table III-18
Definition of Significant Impact at Intersections

Level of Service	Volume-to-Capacity (V/C)	Project-related Increase in Volume-to-Capacity (V/C) Ratio
C	> 0.700–0.800	Equal to or greater than 0.04
D	> 0.800–0.900	Equal to or greater than 0.02
E, F	> 0.900	Equal to or greater than 0.01
Source: City of Los Angeles Department of Transportation.		

All 17 study intersections selected for analysis are located within the City of Los Angeles and are presently controlled by traffic signals. The traffic volumes at the study intersections during the weekday AM and PM peak hours for each of the respective scenarios analyzed are contained in Traffic Impact Study.

Estimated Trip Generation

The trip generation forecast for the Proposed Project was submitted for review and approval by LADOT staff and is summarized in Table III-19. As presented in Table III-19, the Proposed Project is expected to generate 188 net new vehicle trips (148 inbound trips and 40 outbound trips) during the AM peak hour. During the PM peak hour, the Proposed Project is expected to generate 228 net new vehicle trips (63 inbound trips and 165 outbound trips). Over a 24-hour period, the Proposed Project is forecast to generate a net increase of 2,846 daily trip ends during a typical weekday (1,423 outbound vehicle trips and 1,423 inbound vehicle trips).

Existing Conditions

As indicated in Table III-20, all of the 17 study intersections are presently operating at LOS F or better during the weekday AM and PM peak hours under the "Year 2013 Existing" conditions.

Existing With Project Conditions

As shown in Table III-20, application of the City's threshold criteria to the "Year 2013 Existing With Project" scenario indicates that the Proposed Project is not expected to create significant impacts at any of the 17 study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing With Project" conditions.

Future Cumulative Baseline Conditions

The future cumulative baseline conditions were forecast based on the addition of traffic generated by the plus completion and occupancy of related projects, as well as the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The V/C ratios at all of the study intersections are incrementally increased with the

addition of ambient traffic and traffic generated by the related projects listed in Table II-3, Related Project List, in Section II, Project Description of this IS/MND. As presented in Table III-21, all of the 17 study intersections are expected to operate at LOS F or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related project traffic under the future cumulative baseline conditions (Year 2016 Pre-Project scenario).

Future Cumulative With Project Conditions

As shown in Table III-21, application of the City's threshold criteria to the "Year 2016 Future With Project" scenario indicates that the Proposed Project is expected to create one significant impact during the AM peak hour at the Arlington Avenue / Martin Luther King Jr. Boulevard intersection. Incremental, but not significant, impacts are noted at the remaining 16 study intersections and the 16 study intersections are expected to continue operating at LOS F or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic, related project traffic, and project traffic. Based on the results of the impact analysis and implementing mitigation measures, the traffic impacts associated with the Proposed Project will be reduced to less than significant.

Table III-19
Trip Generation Estimates – Daily Trips [1]

Land Use	Size	Daily Trip Ends [2] Volumes	AM Peak Hour Volumes [2]			PM Peak Hour Volumes [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Outpatient Medical Facility [3]	105,000 GSF	3,794	198	53	251	85	219	304
• Less Pass-by Trips (10%)[4]		(379)	(20)	(5)	(25)	(9)	(21)	(30)
• Less Transit Trips (15%) [5]		(569)	(30)	(8)	(38)	(13)	(33)	(46)
TOTAL NET NEW TRIPS		**2,846**	**148**	**40**	**188**	**63**	**165**	**228**

Notes:
[1] Source: ITE "Trip Generation", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 720 (Medical-Dental Office) trip generation average rates for the daily and AM peak hour trips, and the equation rate for the PM peak hour trips.
- Daily Trip Rate: 36.13 trips/1,000 GSF; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 2.30 trips/1,000 GSF; 79% inbound/21% outbound
- PM Peak Hour Trip Rate: Ln(T) = 0.90 Ln(x) + 1.53; 28% inbound/72% outbound

[4] Source: LADOT policy on pass-by trip adjustments. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from the traffic passing the site on an adjacent street or roadway that offers direct access to the site.
[5] A transit trip reduction of 15 percent (15%) is employed based on the site's proximity to the existing bus transit lines and the nearby Metro customer center.

Source: Traffic Impact Study, Linscott, Law, & Greenspan Engineers, Traffic Impact Study, Kaiser Permanente Baldwin Hills Crenshaw MOB Project, July 8, 2013.

CMP and Freeway Analysis

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the 2010 Congestion Management Program for Los Angeles County, County of Los Angeles Metropolitan Transportation Authority, October 2010.

According to the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the Proposed Project increases traffic demand on a CMP facility by 2% of capacity (V/C > 0.02), causing or worsening LOS F (V/C > 1.00)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

Intersections

The following CMP intersection monitoring locations in the project vicinity have been identified:

CMP Station	Intersection
No. 24	Crenshaw Boulevard/Manchester Avenue
No. 25	La Brea Avenue/Manchester Avenue
No. 46	La Cienega Boulevard/Jefferson Boulevard
No. 95	La Cienega Boulevard/Stocker Avenue

The CMP TIA guidelines require that intersection monitoring locations must be examined if the Proposed Project will add 50 or more trips during either the AM or PM weekday peak hours. The Proposed Project will not add 50 or more trips during either the AM or PM weekday peak hours (i.e., of adjacent street traffic) at the four CMP monitoring intersections in the project vicinity, which is stated in the CMP manual as the threshold criteria for a traffic impact assessment. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

Table III-20
Summary of Volume to Capacity Ratios and Level of Service AM and PM Peak Hours
Year 2013 Existing and Year 2013 Existing With Project

Intersection	Peak Hour	Year 2013 Existing		Year 2013 Existing w/Project		Change V/C	Significant Impact Prior to Mitigation?
		V/C	LOS	V/C	LOS		
1. La Brea Avenue / Jefferson Boulevard	AM	0.937	E	0.938	E	0.001	NO
	PM	0.878	D	0.882	D	0.004	NO
2. Martin Luther King Jr. Boulevard/ Coliseum Street	AM	0.385	A	0.386	A	0.001	NO
	PM	0.356	A	0.363	A	0.007	NO
3. Buckingham Road / Martin Luther King Jr. Boulevard	AM	0.413	A	0.417	A	0.004	NO
	PM	0.423	A	0.427	A	0.004	NO
4. Buckingham Road / Santa Rosalia Drive	AM	0.381	A	0.385	A	0.004	NO
	PM	0.433	A	0.444	A	0.011	NO
5. Marlton Avenue / Martin Luther King Fr. Boulevard	AM	0.308	A	0.323	A	0.015	NO
	PM	0.337	A	0.368	A	0.031	NO
6. Santa Rosalia Drive / Marlton Avenue	AM	0.344	A	0.353	A	0.009	NO
	PM	0.371	A	0.377	A	0.006	NO
7. Santa Rosalia Drive / Stocker Street	AM	0.541	A	0.552	A	0.011	NO
	PM	0.563	A	0.568	A	0.005	NO
8. Crenshaw Boulevard / Jefferson Boulevard	AM	0.727	C	0.729	C	0.002	NO
	PM	0.666	B	0.671	B	0.005	NO
9. Crenshaw Boulevard / Coliseum Street	AM	0.506	A	0.508	A	0.002	NO
	PM	0.507	A	0.510	A	0.003	NO
10. Crenshaw Boulevard / 39th Street	AM	0.545	A	0.550	A	0.005	NO
	PM	0.534	A	0.550	A	0.016	NO
11. Crenshaw Boulevard / Martin Luther King Jr. Boulevard	AM	0.648	B	0.653	B	0.005	NO
	PM	0.685	B	0.699	B	0.014	NO
12. Crenshaw Boulevard / Stocker Street	AM	0.649	B	0.656	B	0.007	NO
	PM	0.834	D	0.842	D	0.008	NO
13. Crenshaw Boulevard / Vernon Avenue	AM	0.728	C	0.736	C	0.008	NO
	PM	0.708	C	0.716	C	0.008	NO
14. Arlington Avenue / Rodeo Road	AM	0.482	A	0.482	A	0.000	NO
	PM	0.623	B	0.625	B	0.002	NO
15. Arlington Avenue / Martin Luther King Jr. Boulevard	AM	0.915	E	0.925	E	0.010	NO
	PM	0.620	B	0.626	B	0.006	NO
16. Arlington Avenue / Vernon Avenue	AM	0.505	A	0.509	A	0.004	NO
	PM	0.601	B	0.606	B	0.005	NO
17. Western Avenue / Martin Luther King Jr. Boulevard	AM	0.670	B	0.670	B	0.000	NO
	PM	1.063	F	1.066	F	0.003	NO

Source: Traffic Impact Study, Linscott, Law, & Greenspan Engineers, Traffic Impact Study, Kaiser Permanente Baldwin Hills Crenshaw MOB Project, July 8, 2013.

Table III-21
Summary of Volume to Capacity Ratios and Level of Service AM and PM Peak Hours
Year 2016 Pre-Project and Year 2016 With Project

Intersection	Peak Hour	Year 2016 Future Pre-Project		Year 2016 Future W/Project		Change V/C	Significant Impact Prior to Mitigation?
		V/C	LOS	V/C	LOS		
1. La Brea Avenue / Jefferson Boulevard	AM	0.976	E	0.977	E	0.001	NO
	PM	0.942	E	0.946	E	0.004	NO
2. Martin Luther King Jr. Boulevard/ Coliseum Street	AM	0.419	A	0.420	A	0.001	NO
	PM	0.422	A	0.429	A	0.007	NO
3. Buckingham Road / Martin Luther King Jr. Boulevard	AM	0.474	A	0.478	A	0.004	NO
	PM	0.505	A	0.510	A	0.005	NO
4. Buckingham Road / Santa Rosalia Drive	AM	0.405	A	0.410	A	0.005	NO
	PM	0.460	A	0.471	A	0.011	NO
5. Marlton Avenue / Martin Luther King Fr. Boulevard	AM	0.390	A	0.415	A	0.025	NO
	PM	0.414	A	0.435	A	0.021	NO
6. Santa Rosalia Drive / Marlton Avenue	AM	0.369	A	0.377	A	0.008	NO
	PM	0.407	A	0.413	A	0.006	NO
7. Santa Rosalia Drive / Stocker Street	AM	0.576	A	0.587	A	0.011	NO
	PM	0.602	B	0.616	B	0.014	NO
8. Crenshaw Boulevard / Jefferson Boulevard	AM	0.781	C	0.784	C	0.003	NO
	PM	0.772	C	0.780	C	0.008	NO
9. Crenshaw Boulevard / Coliseum Street	AM	0.583	A	0.588	A	0.005	NO
	PM	0.611	B	0.615	B	0.004	NO
10. Crenshaw Boulevard / 39th Street	AM	0.616	B	0.623	B	0.007	NO
	PM	0.671	B	0.691	B	0.020	NO
11. Crenshaw Boulevard / Martin Luther King Jr. Boulevard	AM	0.712	C	0.717	C	0.005	NO
	PM	0.845	D	0.860	D	0.015	NO
12. Crenshaw Boulevard / Stocker Street	AM	0.715	C	0.722	C	0.007	NO
	PM	0.954	E	0.963	E	0.009	NO
13. Crenshaw Boulevard / Vernon Avenue	AM	0.815	D	0.823	D	0.008	NO
	PM	0.837	D	0.845	D	0.008	NO
14. Arlington Avenue / Rodeo Road	AM	0.505	A	0.505	A	0.000	NO
	PM	0.686	B	0.688	B	0.002	NO
15. Arlington Avenue / Martin Luther King Jr. Boulevard	AM	0.959	E	0.969	E	0.010	YES
	PM	0.672	B	0.679	B	0.007	NO
16. Arlington Avenue / Vernon Avenue	AM	0.541	A	0.545	A	0.004	NO
	PM	0.647	B	0.651	B	0.004	NO
17. Western Avenue / Martin Luther King Jr. Boulevard	AM	0.687	B	0.687	B	0.000	NO
	PM	1.107	F	1.110	F	0.003	NO

Source: Traffic Impact Study, Linscott, Law, & Greenspan Engineers, Traffic Impact Study, Kaiser Permanente Baldwin Hills Crenshaw MOB Project, July 8, 2013.

Table III-22
Summary of Volume to Capacity Ratios and Level of Service AM and PM Peak Hours
Year 2016 with Project with Mitigation

Intersection	Peak Hour	Year 2016 W/ Project Mitigation		Change V/C	Significant Impact After Mitigation?
		V/C	LOS		
1. La Brea Avenue / Jefferson Boulevard	AM	0.977	E	0.001	---
	PM	0.946	E	0.004	---
2. Martin Luther King Jr. Boulevard/ Coliseum Street	AM	0.420	A	0.001	---
	PM	0.429	A	0.007	---
3. Buckingham Road / Martin Luther King Jr. Boulevard	AM	0.478	A	0.004	---
	PM	0.510	A	0.005	---
4. Buckingham Road / Santa Rosalia Drive	AM	0.410	A	0.005	---
	PM	0.471	A	0.011	---
5. Marlton Avenue / Martin Luther King Fr. Boulevard	AM	0.415	A	0.025	---
	PM	0.435	A	0.021	---
6. Santa Rosalia Drive / Marlton Avenue	AM	0.377	A	0.008	---
	PM	0.413	A	0.006	---
7. Santa Rosalia Drive / Stocker Street	AM	0.587	A	0.011	---
	PM	0.616	B	0.014	---
8. Crenshaw Boulevard / Jefferson Boulevard	AM	0.784	C	0.003	---
	PM	0.780	C	0.008	---
9. Crenshaw Boulevard / Coliseum Street	AM	0.588	A	0.005	---
	PM	0.615	B	0.004	---
10. Crenshaw Boulevard / 39th Street	AM	0.623	B	0.007	---
	PM	0.691	B	0.020	---
11. Crenshaw Boulevard / Martin Luther King Jr. Boulevard	AM	0.717	C	0.005	---
	PM	0.860	D	0.015	---
12. Crenshaw Boulevard / Stocker Street	AM	0.722	C	0.007	---
	PM	0.963	E	0.009	---
13. Crenshaw Boulevard / Vernon Avenue	AM	0.823	D	0.008	---
	PM	0.845	D	0.008	---
14. Arlington Avenue / Rodeo Road	AM	0.505	A	0.000	---
	PM	0.688	B	0.002	---
15. Arlington Avenue / Martin Luther King Jr. Boulevard	AM	0.967	E	0.008	NO
	PM	0.678	B	0.006	---
16. Arlington Avenue / Vernon Avenue	AM	0.545	A	0.004	---
	PM	0.651	B	0.004	---
17. Western Avenue / Martin Luther King Jr. Boulevard	AM	0.687	B	0.000	---
	PM	1.110	F	0.003	---

Source: Traffic Impact Study, Linscott, Law, & Greenspan Engineers, Traffic Impact Study, Kaiser Permanente Baldwin Hills Crenshaw MOB Project, July 8, 2013.

Freeways

The following CMP freeway monitoring locations have been identified in the project vicinity:

CMP Station	Location
No. 1011	I-10 Freeway eat of Overland Avenue
No. 1012	I-10 Freeway east of La Brea Avenue
No. 1013	I-10 Freeway at Budlong Avenue

The CMP TIA guidelines require that freeway monitoring locations must be examined if the Proposed Project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. The Proposed Project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

Transit Impact Review

As required by the *2010 Congestion Management Program for Los Angeles County*, a review has been made of the potential impacts of the project on transit service. As discussed in Subsections 4.5 herein, existing transit service is provided in the vicinity of the Proposed Project.

The Project trip generation, as shown in Table III–18, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 15.0 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the Proposed Project is forecast to generate demand for 39 transit trips during the weekday AM peak hour and 48 transit trips during the weekday PM peak hour. Over a 24-hour period, the Proposed Project is forecast to generate demand for 598 daily transit trips. Therefore, the calculations are as follows:

- Weekday Daily Trips = 2,846 × 1.4 × 0.15 = 598 Transit Trips
- Weekday AM Peak Hour = 188 × 1.4 × 0.15 = 39 Transit Trips
- Weekday PM Peak Hour = 228 × 1.4 × 0.15 = 48 Transit Trips

As shown in Table III–23, 19 bus transit lines and routes are provided adjacent to or in close proximity the project site. As outlined in Table III-23, under the "No. of Buses During Peak Hour" column, these 19 transit lines provide services for an average of (i.e., average of the directional number of buses during the peak hours) generally 201 buses/trains during the AM peak hour and roughly 207 buses/trains during the PM peak hour. Therefore, based on the above calculated AM and PM peak hour trips, this would correspond to no more than one additional transit rider per bus/train. It is anticipated that the existing transit service in the project area will adequately accommodate the increase of project-generated transit trips. Thus, given the low number of project-generated transit trips per bus, no project impacts on existing or future transit services in the project area are expected to occur as a result of the Proposed Project.

Construction Traffic

The Proposed Project would require the use of haul trucks during site clearing and excavation and the use of a variety of other construction vehicles throughout the construction of the Proposed Project. Approximately 74,146 cubic yards (cy) of soil will be excavated and hauled off-site. Based on an average load capacity of 20 tons per haul truck, soil export activities will generate a total of approximately 3,707 haul trips, or approximately 56 round trips per day for a projected duration of 66 hauling days. The addition of these vehicles onto the street system would contribute to increased traffic in the Project vicinity. As noted in Section II, Project Description of this IS/MND, the haul trucks would travel along Crenshaw Boulevard between the Project Site and the Santa Monica (I-10) Freeway. The haul route to and from the 110 Freeway would utilize Martin Luther King Jr. Boulevard. The haul trips would occur during the permissible hauling hours identified in the haul route to be approved by the Department of Building and Safety. The Proposed Project's construction trip traffic would be a fraction of the operational traffic that would not cause any significant impacts at the studied intersections. Therefore, it is not anticipated that they would contribute to a significant increase in the overall congestion in the Project vicinity. In addition, any truck trips would be limited to the length of time required for the Project's construction. Due to the temporary nature of the traffic, construction impacts would be less than significant with the incorporation of Mitigation Measures XVI-10 and XVI-30, below.

Table III-23
Existing Transit Routes

Route	Destinations	Roadway(s) Near Site	No. of Buses/Trains During Peak Hour		
			DIR	AM	PM
Metro 37	Washington/Fairfax Transit Hub to Downtown LA	Adams Boulevard, La Brea Avenue, Crenshaw Boulevard, Western Avenue	EB	11	8
			WB	11	9
Metro 38	Washington/Fairfax Transit Hub to Downtown LA	Jefferson Boulevard, La Cienega Boulevard, La Brea Avenue, Crenchaw Boulevard, Arlington Avenue, Western Avenue	EB	5	4
			WB	4	5
Metro 40	Redondo Beach to downtown LA via Hawthorne, Hyde Park, Leimert Park	Martin Luther King Jr., Western Ave., Arlington Avenue, Crenshaw Blvd., Vernon Ave., Slauson Ave., Florence Ave.	NB	9	6
			SB	9	8
Metro 102	LAX to South Gate via Leimert Park, Los Angeles	Western Ave., Martin Luther King Jr. Blvd., Arlington Ave., Crenshaw Blvd, Stocker St., La Brea Ave., Overhill Dr., Slauson Ave.	EB	2	2
			WB	2	2
Metro 105	West Hollywood to Vernon via Beverly Hills, Los Angeles, Leimert Park, Los Angeles	Vernon Ave., Western Ave., Arlingon Ave., Crenshaw Blvd., Martin Luther King Jr. Blvd., Marlton Ave., Santa Rosalia Dr., Coliseum St., Rodeo Rd., La Brea Ave., La Cienega Blvd.	NB	4	5
			SB	4	4
Metro 108/358	Marina Del Rey to Pico Rivera via Fox Hills, Hyde Park, Los Angeles, Huntington Park, City of Commerce	Slauson Avenue, Western Avenue, Crenshaw Boulevard, La Brea Avenue, La Cienega Boulevard	EB	9	7
			WB	7	9
Metro 111/311	LAX to Norwalk via Inglewood, Hyde Park, Los Angeles, Huntington Park, Bell, Bell Gardens	Florence Avenue, Crenshaw Boulevard, Western Avenue	EB	6	8
			WB	7	7

Metro 207	Athens to Hollywood via Los Angeles, Koreatown	Western Ave., Florence Ave., Slauson Ave., Venon Ave., Martin Luther King Jr. Blvd., Jeffereson Blvd., Adams Blvd.	NB	7	6
			SB	5	8
Metro 209	Athens to Wilshire Center via Hawthorne, Hyde Park, Jefferson Park	Arlington Ave., Adams Blvd., Jefferson Blvd., Martin Luther King Jr. Blvd., Vernon Ave., Slauson Ave., Florence Ave.	NB	1	2
			SB	1	2
Metro 210	Redondo Beach to Hollywood via Torrance, Hawthorne, Inglewood, Hyde Park, Jefferson Park Country Club Park	Crenshaw Blvd., Adams Blvd., Jefferson Blvd., Coliseum St., 39th St., Martin Luther King Jr. Blvd., Stocker St., Vernon Ave., Slauson Ave., Florence Ave.	NB	5	5
			SB	4	5
Metro 212/213	Hawthorne to Hollywood via Inglewood, Baldwin Hills, Miracle Mile	La Brea Ave., Adams Blvd., Jefferson Blvd., Rodeo Rd., Coliseum St., Stocker St., Overhill Dr., Slauson Ave.	NB	11	6
			SB	5	10
Metro 217	Fox Hills to Hollywood via Los Angeles, West Hollywood	La Cienega Blvd., Adams Blvd., Jefferson Blvd., Rodeo Rd., Stocker St.	NB	5	5
			SB	4	9
Rapid 705	Vernon to West Hollywood via Los Angeles, Leimert Park, Beverly Hills	La Cienega Blvd., Jefferson Blvd., Rodeo Rd., Martin Luther King Jr. Blvd., Coliseum St., Crenshaw Blvd., Stocker Dr., Venon Ave., Western Ave.	NB	6	5
			SB	5	5
Rapid 710	Redondo Beach to Wilshire Ctr. via Hawthorne, Exposition Park, Country Club Park	Crenshaw Blvd., Adams Blvd., Jefferson Blvd., Martin Luther King Jr. Blvd., Vernon Ave., Slauson Ave., Florence Ave.	NB	6	4
			SB	3	6
Rapid 740	Redondo Beach to Crenshaw via Hawthorne, Hyde Park	Crenshaw Blvd., Jefferson Blvd., Martin Luther King Jr. Blvd., Vernon Ave., Slauson Ave., Florence Ave.	NB	5	5
			SB	5	5
Rapid 757	Hawthorne to Hollywood via Los Angeles, Koreatown	Western Ave., Adams Blvd., Jefferson Blvd., Martin Luther King Jr. Blvd., Vernon Ave., Slauson Ave., Florence Ave.	NB	8	6
			SB	5	7
Metro Expo Line 806	Culver City to Los Angeles	Expo/Crenshaw Station	EB	5	5
			WB	5	5
DASH-Crenshaw	Martin Luther King at Magic Theater circular	Santa Rosalia Dr., Buckingham Rd., Marlton Ave., Stocker St., Crenshaw Blvd, 39th Street, Coliseum St., Martin Luther King Jr. Blvd., La Brea Ave.	EB	3	3
			WB	3	3
DASH – Leimert/Slauson	Martin Luther King at Magic Theater circular	Marlton Ave., Martin Luther King Jr. Blvd., Arlington Ave., Western Ave., Crenshaw Blvd., Slauson Ave., Vernon Avenue, Stocker St., 39th St.	EB	2	3
			WB	2	3
			Total	**201**	**207**

Source: Traffic Impact Study, Linscott, Law, & Greenspan Engineers, Traffic Impact Study, Kaiser Permanente Baldwin Hills Crenshaw MOB Project, July 8, 2013.

Mitigation Measures:

XVI-10 Increased Vehicle Trips/Congestion

- The Applicant shall comply with all mitigation measure(s) and conditions of approval detailed in the Department of Transportation's communication to the Planning Department dated October 8, 2013 (attached to this expanded IS/MND). The Project Traffic Study and subsequent revisions, dated July 8, 2013, and mitigation measure(s) are incorporated herein by reference.

XVI-30 Transportation (Haul Route)

- The developer shall install appropriate traffic signs in accordance with the LAMC around the site to ensure pedestrian and vehicle safety.
- *(Non-Hillside)*: The Project involves the import/export of 20,000 cubic yards or more of dirt. The Project Applicant shall obtain haul route approval by the Department of Building and Safety in accordance with the LAMC.
- Flag persons shall be utilized to direct haul trucks entering and leaving the site to ensure safe turning movements and prevent conflicts with pedestrian and vehicular traffic.

XVI-80 Increased Vehicle Trips/Congestion

- A construction work site traffic control plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall 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. All construction related traffic shall be restricted to off-peak hours.
- All delivery truck loading and unloading shall take place on site.

b) Would the project 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?

Less Than Significant Impact. As mentioned in section XVI.a) no CMP freeway monitoring segment or intersection analysis is required and there would be no Proposed Project-related impacts to the CMP. The Proposed Project would not conflict with any travel demand measures. Therefore, potential impacts upon CMP facilities would be less than significant.

c) Would the project 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?

No impact. This question would apply to the Proposed Project only if it involved an aviation-related use or would influence changes to existing flight paths.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if Project Site access or other features were designed in such a way as to create hazard conditions. The Proposed Project would not include unusual or hazardous design features. The Proposed Project will include new vehicular access driveways to the Project Site, which, if they are not properly designed and constructed, could potentially conflict with pedestrian circulation in the Project area. Access to the Project Site will be provided via an existing easement from Martin Luther King Jr. Boulevard as a primary entry and exit point. A new three-way signal is proposed for this intersection as part of this Project. Additional ingress and egress entry will be provided to the main parking lot via driveways from Marlton Avenue and Buckingham Road. One driveway proposed along Santa Rosalia Road will provide access to the loading dock only. With proper site planning and implementation of mitigation measure XVI-30 as identified in section XVI.a), potential vehicle-pedestrian conflicts will be mitigated to a less than significant level.

e) Would the project result in inadequate emergency access?

No Impact. A significant impact may occur if the Project design does not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses. As previously discussed in Section VII(h), above, the Proposed Project is not located on or near an adopted emergency response or evacuation plan. Development of the Project Site may require temporary and/or partial street closures due to construction activities. However, any such closures would be temporary in nature and would be coordinated with the Departments of Transportation, Building and Safety, and Public Works. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. As described in Section XIV(a), the Proposed Project would satisfy the emergency response requirements of the LAFD. There are no hazardous design features included in the access design or site plan for the Proposed Project that could impede emergency access. Furthermore, the Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. Therefore, the Proposed Project would not be expected to result in inadequate emergency access, and no impact would occur.

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The area adjacent to the Project Site provides public transportation service, as well as enhanced pedestrian and bicycle trip-making opportunities. A significant impact may occur if the Proposed Project would conflict with adopted polices or involve modification of existing alternative transportation facilities located on- or off-site. The Proposed Project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the Proposed

Project would not interfere with any class I or class II bikeway systems. Since the Proposed Project would not modify or conflict with any alternative transportation policies, plans, or programs, it would have no impact on such programs.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the nine related projects would result in an increase in average daily vehicle trips and peak hour vehicle trips. As discussed in the analysis above, the methodology for the Traffic Impact Study for the Proposed Project included both an individual project level analysis (existing With Project scenario) and a cumulative impact analysis (Future baseline w/Project scenario). As noted in Table III-22, Summary of Volume to Capacity Ratios and Level of Service AM and PM Peak Hours - Year 2016 Pre-Project and Year 2016 W/Project, the Proposed Project's contribution to cumulative impacts would result in a significant impact at one intersection. Incremental but not significant impacts are noted at the remaining study intersections. The one significantly impacted intersection would be mitigated to a level below significance with implementation of the proposed TDM Plan (see mitigation measure XVI-10). Therefore, the project's cumulative impacts would be less than significant with mitigation.

XVII. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes an NPDES permit that ensures compliance with wastewater treatment and discharge requirements. The LARWQCB enforces wastewater treatment and discharge requirements for properties in the Project area.

Wastewater from the Project Site is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP). The HTP is a public facility and, therefore, is subject to the State's wastewater treatment requirements. Wastewater from the Project Site is and would continue to be treated according to the wastewater treatment requirements enforced by the LARWQCB. Therefore, no impact would occur.

b) Would the project 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?

Less Than Significant Impact. A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. Based on the *L.A. CEQA Thresholds Guide*, the determination of

whether a project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Water Treatment Facilities and Existing Infrastructure

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of water supply through an extensive distribution system that includes more than 7,100 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. The Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, has the capacity to treat approximately 600 million gallons per day (mgd). The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and operates at between 75 and 90 percent capacity. Therefore, the LAAFP has a remaining capacity of treating approximately 50 to 150 mgd, depending on the season.[21]

As shown in Table III-24 below, the Proposed Project would generate a demand for approximately 31,500 gallons per day (gpd) of water. In accordance with the *L.A. CEQA Thresholds Guide*, the Project's estimated water demand was based on 120 percent of the sewerage generation factors for residential and commercial categories (Bureau of Sanitation, 1996). Consequently, implementation of the Proposed Project is not expected to measurably impact the LAAFP's capacity; therefore, no new or expanded water treatment facilities would be required. With respect to water treatment facilities, the Proposed Project would have a less-than-significant impact.

Although no further upgrades are anticipated at this time, in the event that water main and/or other infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the project area, and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of

[21] *Los Angeles Department of Water and Power, website: http://www.ladwp.com/accessed March 2013.*

Table III-24
Proposed Project Estimated Water Demand

Type of Use	Size	Water Demand Rate (gpd/unit) [a]	Total Water Demand (gpd)
Proposed Project			
Medical Office	105,000 sf	300 gpd/1,000 sf	31,500
		Total Project Water Demand	**31,500**

Notes:
sf =square feet, gpd = gallons per day
L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12. Water consumption is assumed to be 120% of wastewater generation.
Source: Parker Environmental Consultants, 2013

service would be of a short-term nature, (b) the replacement of the water mains would be within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate project vicinity. Therefore, potential impacts resulting from water infrastructure improvements would be less than significant.

Wastewater Treatment Facilities and Existing Infrastructure

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

The Los Angeles Bureau of Sanitation provides sewer service to the Proposed Project area. Sewage from the Project Site is conveyed via sewer infrastructure to the Hyperion Treatment Plant (HTP). The HTP treats an average daily flow of 362 million gallons per day (mgd), and has capacity to treat 450 mgd. This equals a remaining capacity of 88 mgd of wastewater able to be treated at the HTP.[22] In accordance with the *L.A. CEQA Thresholds Guide*, the base estimated sewer flows were based on the sewerage generation factors for residential and commercial categories (Bureau of Sanitation, 1996). As shown in Table III-25 below, the Proposed Project would generate approximately 26,250 gpd of wastewater, representing a fraction of one percent of the available capacity. Therefore, the HTP would have adequate capacity to serve the Proposed Project. As such, with respect to the capacities of wastewater treatment facilities, the Proposed Project would have a less-than-significant impact.

22 *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, website: http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm, accessed November 2013.*

Table III-25
Proposed Project Estimated Wastewater Generation

Type of Use	Size	Wastewater Demand Rate (gpd/unit) [a]	Total Wastewater Demand (gpd)
Proposed Project			
Medical Office	105,000 sf	250 gpd/1,000 sf	26,250
Total Project Wastewater Generation			**26,250**

Notes:
sf =square feet; gpd = gallons per day
[a] *L.A. CEQA Thresholds Guide (2006), Exhibit M.2-12.*
Source: Parker Environmental Consultants, 2013

Through the rules and regulations established in the City of Los Angeles Sewer Allocation Ordinance (Ord. 166,060), the Bureau of Sanitation does not make a determination of sewer capacity until LADBS has established that the Proposed Project's plans and specifications are acceptable for plan check. This process ensures the system can accept the anticipated wastewater flows from the Proposed Project at the time of connection, as opposed to prematurely committing to projects that are in the environmental review or entitlement process. At the time of connection, the Bureau of Sanitation will check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. The Applicant will be required to submit a Sewer Capacity Availability Request (SCAR) to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the Proposed Project. If it is determined that the local sewer system has insufficient capacity to serve the Proposed Project, the Applicants will be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate the Proposed Project's increased flows. Any infrastructure improvements to update or expand the sewer lines in the Project vicinity, if necessary, would be limited to trenching, excavating and backfilling the sewer lines beneath the public right-of way. Such construction activities would be localized in nature and would generally involve partial lane closures for a relatively short duration of time typically lasting a few days to a few weeks. Therefore, impacts to sewer capacity and infrastructure would be less than significant.

c) Would the project 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?

No Impact. A significant impact may occur if the volume of storm water runoff would increase to a level exceeding the capacity of the storm drain system serving a Project Site, resulting in the construction of new storm water drainage facilities. As described in Section IX. (c), the Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Runoff from the Project Site currently is and would continue to be collected on the site and directed towards existing storm drains in the Project vicinity. The Proposed Project will be required to demonstrate compliance with Low Impact Development Ordinance standards and retain or treat the first ¾ inch of rainfall in a 24-hour period. Stormwater will be collected through the use of catch basins, area drains, swales, and other

drainage devices as required. Because the Project would be required to comply with the City's LID Ordinance, the volume of surface water runoff will decrease after development. Therefore, with implementation of mitigation measure IX-30 the Proposed Project's impact upon stormwater facilities serving the project area would be less than significant.

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

As shown in Table III-24, the Proposed Project's net increase for water demand would be 31,500 gallons per day. As concluded above, the Proposed Project would have a less-than-significant impact on water demand. In addition, pursuant to LAMC Section 122.03(a), the Proposed Project is required to utilize water saving devices including, but not limited to, urinals equipped with flush-o-meter valves, which flush with a maximum of 1.28 gallons, which would further reduce impacts associated with this issue to a level that is less than significant. Compliance with the *LA Green Code* would result in a 20% reduction in water utilization as compared to the estimated water demand provided in Table III-24. Environmental impacts would further be reduced to less than significant levels through the implementation of the following the following standard mitigation measures:

Mitigation Measures:

XVII-10 Utilities (Local Water Supplies - Landscaping)

- The project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g, use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).
- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
    - Weather-based irrigation controller with rain shutoff
    - Matched precipitation (flow) rates for sprinkler heads
    - Drip/microspray/subsurface irrigation where appropriate
    - Minimum irrigation system distribution uniformity of 75 percent

- Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
- Use of landscape contouring to minimize precipitation runoff

- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 square feet and greater.

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

- If conditions dictate pursuant to the LAMC, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

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

- All restroom faucets shall be of a self-closing design.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project, in conjunction with cumulative growth throughout the City of Los Angeles, would further increase the demand for potable water within the City. Through the 2010 Urban Water Management Plan, the LADWP has demonstrated that it can provide adequate water supplies for the City through the year 2035. This estimate is based in part on demographic projections obtained for the LADWP service area from the MWD. The MWD utilizes a land-use based planning tool that allocates projected demographic data from the Southern California Association of Governments (SCAG) into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's 2008 Regional Transportation Plan (RTP). As discussed previously in this section under the Population and Housing subheading, the Proposed Project would be consistent with the regional and local population and housing growth projections. The Proposed Project is consistent with the underlying allowable uses per the LAMC and would not exceed the allowable density for the Project Site. As such, the additional water demands generated by the Project are accounted for in the 2010 Water Management Plan and impacts associated with increased water demand would be less than significant.

e) Would the project 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?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements. As stated in Checklist Question XVII(b), above, the sewage flow will ultimately be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the Proposed Project.[23] Therefore, impacts would be less than significant.

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (CiSWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Within the City of Los Angeles, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill serve existing land uses within the City. Both landfills accept residential, commercial, and construction waste. The Sunshine Canyon Landfill is jointly operated by the City and the County, has a remaining

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[23] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, website: http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm, accessed November 2013.*

capacity of 82.39 million tons.[24] Chiquita Canyon Landfill currently has a remaining capacity of 4.9 million tons.[25] Thus, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill combined have a remaining permitted daily intake of approximately 87.2 million tons. The Sunshine Canyon Landfill has an estimated remaining life of 25 years, and the Chiquita Canyon Landfill has an estimated remaining life of 4 years. An expansion of the Chiquita Canyon Landfill is currently proposed and would add a capacity of 23,872,000 tons (a 21-year life expectancy).

The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. The Project's solid waste disposal needs would be directed to the local recycling facilities and landfills described above. Based on the calculations provided in Table III-26, below, the proposed construction activities would generate approximately 204 tons of debris. The Proposed Project's impacts on solid waste during construction would represent a fraction of the remaining capacity at two landfills serving the project area.

Table III-26
Estimated Construction and Demolition Debris

Construction Activity	Size	Rate [a] (lbs./sf)	Generated Waste (tons)
Outpatient Medical Facility	105,000	3.89	9
Total C& D Debris			**204**

[a] *USEPA Report No EPA530-98-010, Characterization of Building Related Construction and Demolition Debris in the United States, July 1998.*
Source: Parker Environmental Consultants, 2013.

As shown in Table III-27, Proposed Project Solid Waste Generation, the Proposed Project's net solid waste generation during operation would be approximately 2,978 pounds per day, or approximately 543 tons per year. This estimate is conservative as it does not factor in any recycling or waste diversion programs. Consistent with City policy and the *L.A. Green Code*, the Proposed Project will institute on-site recycling efforts including the installation of recycling bins and ensuring recycling efforts are carried through by the Project's private waste haulers. The amount of solid waste generated by the Proposed Project is within the available capacities at area landfills. Therefore, impacts upon existing landfill facilities would be less than significant.

[24] *County of Los Angeles Department of Public Works, 2011 Annual Report, Los Angeles Countywide Integrated Waste Management Plan, November 2013.*

[25] *Ibid.*

Table III-27
Expected Operational Solid Waste Generation

Type of Use	Size	Solid Waste Generation Rate [a] (lbs/unit/day)	Total Solid Waste Generated (lbs/day)
Proposed Project			
Outpatient Medical Facility [c]	105,000	10.53 lbs/employee/day	2,978
		Total Project Solid Waste Generation	**2,978**

Notes:
sf =square feet; du = dwelling units
[a] *Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.*
[b] *L.A. CEQA Thresholds Guide (2006), Page M.3-2. Number of employees was projected based on approximately 1 employee per every 450 square feet of medical office area.*
Source: Parker Environmental Consultants, 2013

Mitigation Measures:

XVII-90 Utilities (Solid Waste Recycling)

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

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Proposed Project would generate solid waste that is typical of a school building and residential mixed-use building with ground floor retail and restaurant uses and would comply with all federal, state, and local statutes and regulations regarding proper disposal. At the local level the Project would be required to implement construction and operational based recycling programs to minimize the Project's solid waste demands upon regional landfills. Therefore, with implementation of mitigation measure XVII-90 the Project's solid waste impacts would be reduced to less than significant levels.

Cumulative Impacts

Less Than Significant Impact. Implementation of the Proposed Project in conjunction with the nine related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily capacity of the existing landfills serving the City of Los Angeles. Although there are several proposals for new landfills in the region, there are currently few viable options for City of Los Angeles waste past 2029. The Proposed Project would contribute approximately 543 tons of solid waste per year, which represents a fraction of one percent of the current remaining capacity of the Sunshine Canyon Landfill and the Chiquita Canyon Landfill, which combined have a remaining permitted daily intake of approximately 87.2 million tons. While in the short-term adequate landfill capacity exists to accommodate solid waste generated by the Proposed Project, there will be a need to develop additional landfills and other waste disposal options to accommodate future growth.

The City of Los Angeles Solid Waste Management Plan (AB 939) sets forth strategies that would provide adequate landfill capacity through 2037 to accommodate anticipated growth. The Bureau of Sanitation has projected the need for waste disposal capacity based on SCAG's regional population growth projections. The growth associated with Proposed Project is within those projections. Furthermore, projects within the City of Los Angeles must comply with the City's SRRE. As reported by the Bureau of Sanitation in 2009, the City had achieved a waste diversion rate of 65 percent. The City is also developing programs to ultimately meet a goal of zero waste by 2030. Thus, the Proposed Project's contribution to cumulative impacts will continue to decrease as it increases waste diversion rates in accordance with City goals. Therefore, the Project's contribution to cumulative solid waste impacts will be less than cumulatively considerable, and cumulative impacts with respect to solid waste would be less than significant.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Unless Mitigation Incorporated. A significant impact would occur only if the Proposed Project results in potentially significant impacts for any of the above issues. The Proposed Project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources or California's history or pre-history. As noted in the analysis above, mitigation measures are identified to mitigate the loss of trees and any potential impacts that may occur upon bird species during the breeding season as a result of removing eight palm trees that were identified on the Project Site (see mitigation measures IV-20 and IV-70). Additionally mitigation measures would be imposed to ensure any impacts upon cultural resources are mitigated to less than significant levels in the unlikely event such materially are accidentally discovered during the construction process. See mitigation measures V-20, V-30, and V-40). With mitigation, the Proposed Project would not have the potential to degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or

pre-history.

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)?

Less than Significant Impact. A significant impact may occur if the Proposed Project, in conjunction with other nine related projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. As concluded in this analysis, the Proposed Project's incremental contribution to cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology/soils, green house gas emissions, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, and utilities would be less than significant. As such, the Proposed Project's contribution to cumulative impacts would be less than significant.

c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Proposed Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less-than-significant levels through the implementation of the applicable mitigation measures identified above in Checklist Questions I through XVIII and Mitigation Measure XVIII-30.

Mitigation Measure:

XVIII-30 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 the Proposed Project's implementation.

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V. REFERENCES AND ACRONYMS

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2. ACRONYMS AND ABBREVIATIONS

AAM	Annual Arithmetic Mean
AB	Assembly Bill
ACM	Asbestos-containing materials
AEP	Association of Environmental Professionals
AFY	Acre-feet per year
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
ASTs	above-ground storage tanks
ATCS	Adaptive Traffic Control System
Basin	South Coast Air Basin
BMPs	Best Management Practices
C/D	construction/demolition
CAA	Clean Air Act
CAAQS	California ambient air quality standards
Cal/EPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code (2007)
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act

CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
Cf	Cubic feet
CFC	Chlorofluorocarbons
CGS	California Geological Survey
CH_4	Methane
CHMIRS	California Hazardous Material Incident Report System
CiSWMPP	City of Los Angeles Solid Waste Management Policy Plan
City Zoning Code	City of Los Angeles Planning and Zoning Code
CMP	Congestion Management Plan
CNEL	Community Noise Exposure Level
CO	carbon monoxide
CO_2	carbon dioxide
CO2e	carbon dioxide equivalent
COHb	carboxyhemoglobin
COPC	Chemical of Potential Concern
CORRACTS	Corrective Action Treatment, Storage, and Disposal Facilities
CPA	Community Plan Area
CPT	cone penetrometer test
CPU	Crime Prevention Unit
CRA/LA	Community Redevelopment Agency of the City of Los Angeles
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yards
dB	decibel
dBA	A-weighted decibel scale
d/D	flow level
DHS	California Department of Health and Services
DWP	Department of Water and Power
DWR	California Department of Water Resources
du	dwelling unit
EIR	Environmental Impact Report
EMS	Emergency Medical Service
EOO	Emergency Operations Organization
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
EZ	Los Angeles State Enterprise Zone
FAR	Floor Area Ratio
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GBCI	Green Building Certification Institute

GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
GWP	Global Warming Potential
HFC	hydrofluorocarbons
HSA	Hyperion Service Area
HTP	Hyperion Treatment Plant
HVAC	Heating, Ventilation and Air Conditioning
I-10	Santa Monica Freeway
I-101	Hollywood Freeway
ISO	Interim Control Ordinance
ITE	Institute of Transportation Engineers
km	kilometers
kV	kilovolt
kWh	kilowatt-hours
LAA	Los Angeles Aqueduct
LABS	Los Angeles Department of Public Works Bureau of Sanitation
LADBS	Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation
LADRP	Los Angeles Department of Recreation and Parks
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAPL	Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LBP	Lead-based paint
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standard
L_{dn}	day-night average noise level
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent energy noise level/ambient noise level
LOS	Level of Service
LST	localized significance thresholds
LUST	leaking underground storage tank
LUTP	Land Use/Transportation Policy
MBTA	Migratory Bird Treaty Act
MCE	Maximum Considered Earthquake
MEP	maximum extent practicable
Metro	Los Angeles County Metropolitan Transit Authority
mgd	million gallons per day

mi	miles
MPO	Metropolitan Planning Organization
MS4	medium and large municipal separate storm sewer systems
msl	mean sea level
mm	millimeters
M_{max}	maximum moment magnitude
MTA	Metropolitan Transportation Authority
MWD	Metropolitan Water District
MWh	Mega-Watt hours
N_2O	nitrous oxide
NAAQS	National ambient air quality standards
NFRAP	No Further Remedial Action Planned Sites
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
O_3	Ozone
OAL	California Office of Administrative Law
OPR	Office of Planning and Research
Pb	lead
PEC	Potential environmental concern
PFC	perfluorocarbons
PGA	peak horizontal ground acceleration
PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppd	pounds per day
ppm	parts per million
PRC	Public Resources Code
PSI	pounds per square inch
PUC	Public Utilities Commission (also see CPUC)
PV	Photovoltaic
PWS	Public water suppliers
RCP	Regional Comprehensive Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation Recovery Act
RD	Reporting District
REC	Recognized Environmental Condition
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board

SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCG	Southern California Gas Company
SCH	State Clearinghouse
sf	square feet
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigation and Cleanup
SO_2	sulfur dioxide
SO_4	sulfates
SOx	sulfur oxides
SOPA	Society of Professional Archeologist
SPT	Standard Penetration Test
SR-110	Harbor Freeway
SRA	source receptor area
SRRE	Source Reduction and Recycling Element
SWAT	Solid Waste Assessment Test
SWF/LF	Solid Waste Information System
SWFP	Solid Waste Facility Permit
SWMP	stormwater management plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminants
TOD	Transit Oriented District
TPH	total petroleum hydrocarbons
TSD	Treatment, Storage, and Disposal
TSP	Transportation Specific Plan
ULSD	Ultra Low Sulfur Diesel
US-101	Hollywood Freeway
USEPA/ U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGBC	United States Green Building Council
USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	Volume-to-Capacity
VCP	Voluntary Cleanup Plan
VdB	Vibration decibels
VMT	Vehicle Miles Traveled

VOC	Volatile Organic Compound
WMA	Watershed Management Area
WMUDS	Waste Management Unit Database System
WSA	Water Supply Assessment
µg/m3	micrograms per cubic meter
ZIMAS	Zoning Information and Map Access System