HAMEL APARTMENTS PROJECT
411-439 HAMEL ROAD

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

CITY OF LOS ANGELES
Department of City Planning
Plan Implementation Division, Metro Unit
200 North Spring Street, Room 621
Los Angeles, CA 90012

April 2015

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1.0 INTRODUCTION

1.1 PROJECT OVERVIEW

This Initial Study analyzes the potential environmental effects of the proposed Hamel Apartments Project (proposed project) located on five contiguous lots at 411-439 Hamel Road in the Wilshire Community Plan Area (CPA) in the City of Los Angeles. The proposed project consists of the construction of a mid-rise multi-family residential building with two levels of subterranean parking and courtyard and roof garden amenities, which are further described in Section 2.0, below.

This document is prepared in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code, Sections 21000–21189.3) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Sections 15000–15387). The purpose of this document is to inform the City of Los Angeles, acting as Lead Agency for the proposed project in accordance with CEQA; public agencies; adjacent property owners; and the general public of the potential environmental effects resulting from the implementation of the proposed project.

This document alone does not determine whether the proposed project will be approved. Rather, it is a disclosure document aimed at informing all concerned parties equally and fostering informed discussion and decision-making regarding all aspects of the proposed project.

1.2 ENVIRONMENTAL COMPLIANCE REQUIREMENTS

The proposed project requires environmental review under CEQA. For the proposed project to obtain an environmental clearance in the form of an Initial Study/Mitigated Negative Declaration (IS/MND) in compliance with CEQA from the City of Los Angeles, any potential significant adverse effects must be mitigated to a less-than-significant level.

1.3 ACTIONS AND AGENCIES INVOLVED

Section 15063(a) of the State CEQA Guidelines requires the Lead Agency to prepare an Initial Study to determine if the proposed project may have a significant effect on the environment. The Initial Study is prepared for consideration by the City of Los Angeles. The Initial Study provides the basis for the declaration that, with the implementation of mitigation measures as prescribed herein, the proposed project would not have a significant adverse effect on the environment.

DISCRETIONARY ACTIONS

Discretionary actions include those local approvals or entitlements necessary in order to implement a project. Under CEQA, there are several types of discretionary actions that could be required for the eventual certification or adoption of the environmental document and approval of a project. Discretionary actions that would be required with the proposed project include the following:

- General Plan Amendment from Medium Residential to High Medium Residential;
- Zone change from R3-1-O to [Q]R4-1-O;
- Zoning Administrator Adjustment (ZAA) for Yard adjustments;
- Site Plan Review for 50 or more units; and
- Additional actions as may be determined necessary.

1.4 PROJECT INFORMATION

Project Title:	Hamel Apartments Project 411-439 Hamel Road
Lead Agency Name and Address:	City of Los Angeles Department of City Planning 200 North Spring Street, Room 621 Los Angeles, CA 90012
Contact Person and Phone Number:	Ms. Debbie Lawrence, AICP, City Planner (213) 978-1163
Project Sponsor's Name and Address:	Fisch Properties L.P. 421 South Beverly Drive, Suite 500 Beverly Hills, CA 90212

1.5 ORGANIZATION OF INITIAL STUDY

The content and format of this Initial Study is designed to meet the requirements of CEQA. This Initial Study is organized into the following four sections:

1.0 Introduction. This section provides introductory information, including the project overview, the Lead Agency for the proposed project, the required discretionary actions and approvals, and project information, including the project title and the project applicant information.

2.0 Project Description. This section provides a description of the proposed project, a description of the project site and the surrounding land uses, the estimated timeline for the construction and implementation of the proposed project.

3.0 Initial Study Checklist and Evaluation. This section contains the complete CEQA Initial Study Checklist, which identifies the level of impact under each environmental impact category. This section also includes a discussion of the environmental impacts associated with each category.

4.0 List of Preparers and Sources Consulted. This section provides a list of consultant team members that participated and a list of sources and references used in the preparation of this Initial Study.

2.0 PROJECT DESCRIPTION

This section provides a description of the project site, the surrounding land uses, project characteristics, and the estimated timeline for the implementation of the proposed project.

2.1 PROJECT SITE DESCRIPTION AND LOCATION

The project site is comprised of five contiguous lots, totaling approximately 35,100 square feet (0.81 acres), located at 411-439 Hamel Road in the Wilshire CPA of the City of Los Angeles, as shown in **Figure 2-1**. The project site has not yet been cleared of the previous uses, including five two-story apartment buildings of varying age and architectural styles and containing a total of 29 residential units.

The Wilshire Community Plan designates the project site as Medium Residential with a corresponding zoning of R3-1-O (Multiple Dwelling Zone, located in an Oil Drilling District).

2.2 SURROUNDING LAND USES

The project site is located within a low- and medium-rise residential/commercial neighborhood, as shown in **Figure 2-2**. A four-story apartment building is located to the north of the project site across an existing 20-foot alley and fronting Burton Way. Single-family homes are located to the south of the project site across Colgate Avenue. To the east of the project site across Hamel Road are apartment buildings ranging from two to four stories. Two four-story apartment buildings and three two-story apartment buildings with frontages on Arnaz Drive are located immediately west of the project site.

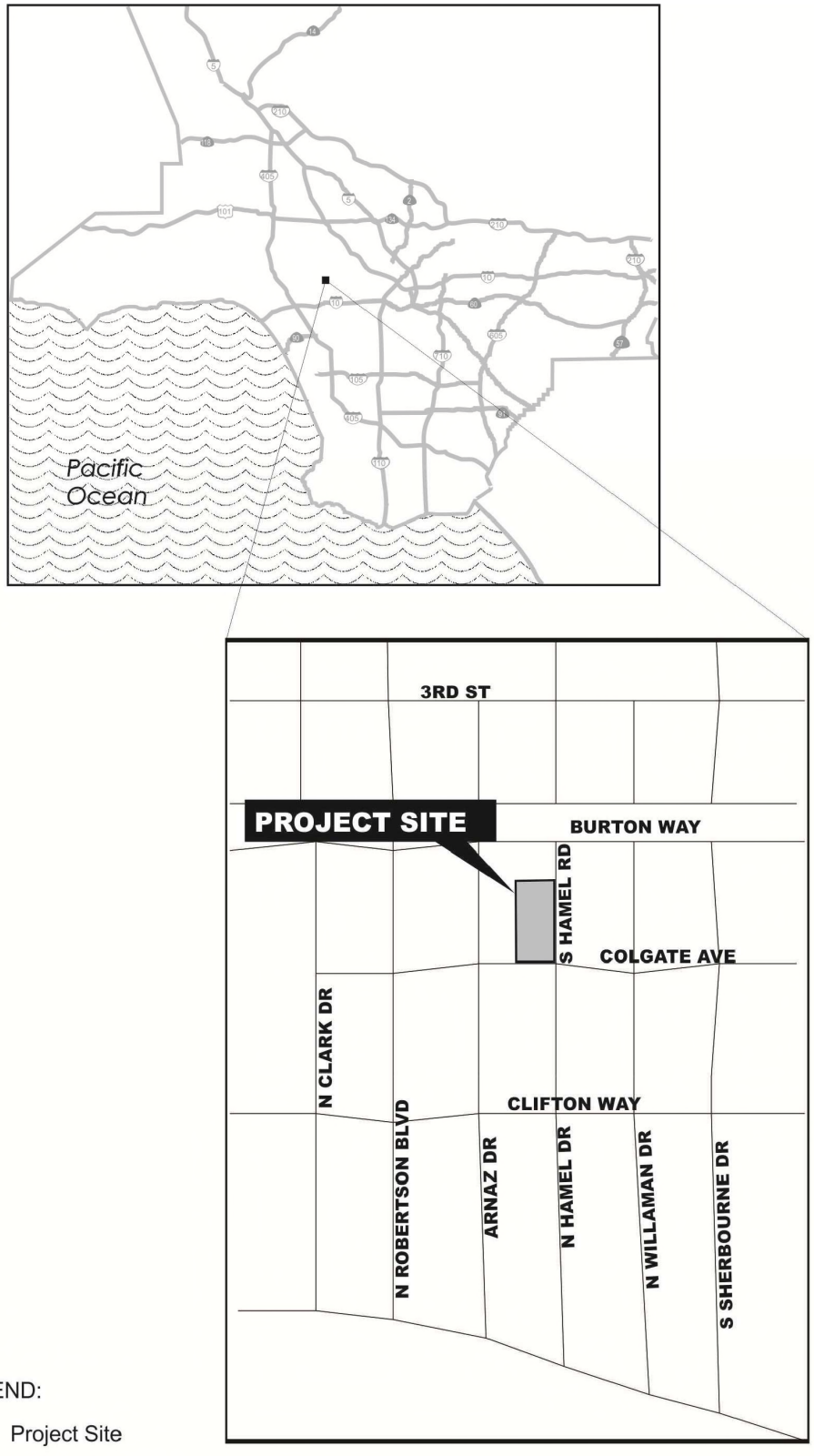
Generally, La Cienega Boulevard, Robertson Boulevard, and 3rd Street in the project vicinity consist of a retail/commercial frontage with low-rise multi-family residential buildings and single family homes beyond the retail/commercial frontage. North of 3rd Street, approximately 800 feet north of the project site, the Cedars-Sinai Medical Center campus occupies 4.5 blocks. The Beverly Center and Beverly Connection are located on the west and east sides of La Cienega Boulevard, respectively, between 3rd Street and Beverly Boulevard, approximately 0.25 mile northeast of the project site.

2.3 PROJECT CHARACTERISTICS

The proposed project includes demolition of five two-story apartment buildings on the project site. Following demolition and clearing of all structures, the project site would be redeveloped with a residential building that would contain 45 one-bedroom units and 43 two-bedroom units. The proposed project would be comprised of 90,000 square feet of gross floor area.

As shown in **Figure 2-3**, the proposed project would consist of a total of 88 residential units on five floors, including the ground floor (at street level) The proposed project would also include approximately 12,300 square feet of open space, consisting of 7,900 square feet of common open space that includes two landscaped courtyards that open towards Hamel Road, a community room and gym, and a roof garden; and 4,400 square feet of private open space to provide 50-square-foot balconies/patios for each of the 88 residential units. As shown in **Figure 2-3**, the amount of open space required (9,875 square feet) by Section 12.21.G of the Los Angeles Municipal Code (LAMC) would be exceeded by the proposed project. Similarly, the proposed project would provide at least 47 trees on-site, exceeding the LAMC requirement of providing one 24-inch box tree for every four dwelling units (22 trees).

As shown in **Figure 2-4**, the height of the proposed building would be stepped up from three stories (37 feet) on Colgate Avenue to be more compatible in scale to the adjacent apartment buildings immediately to the west and the single family homes to the south and rising up to five stories (54.4 feet) at the existing alley along the northern boundary of the project site.



Hamel Apartments Project
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FIGURE 2-1

REGIONAL LOCATION

SOURCE: Google Map; TAHA, 2015.

Hamel Apartments Project
Initial Study/Mitigated Negative Declaration
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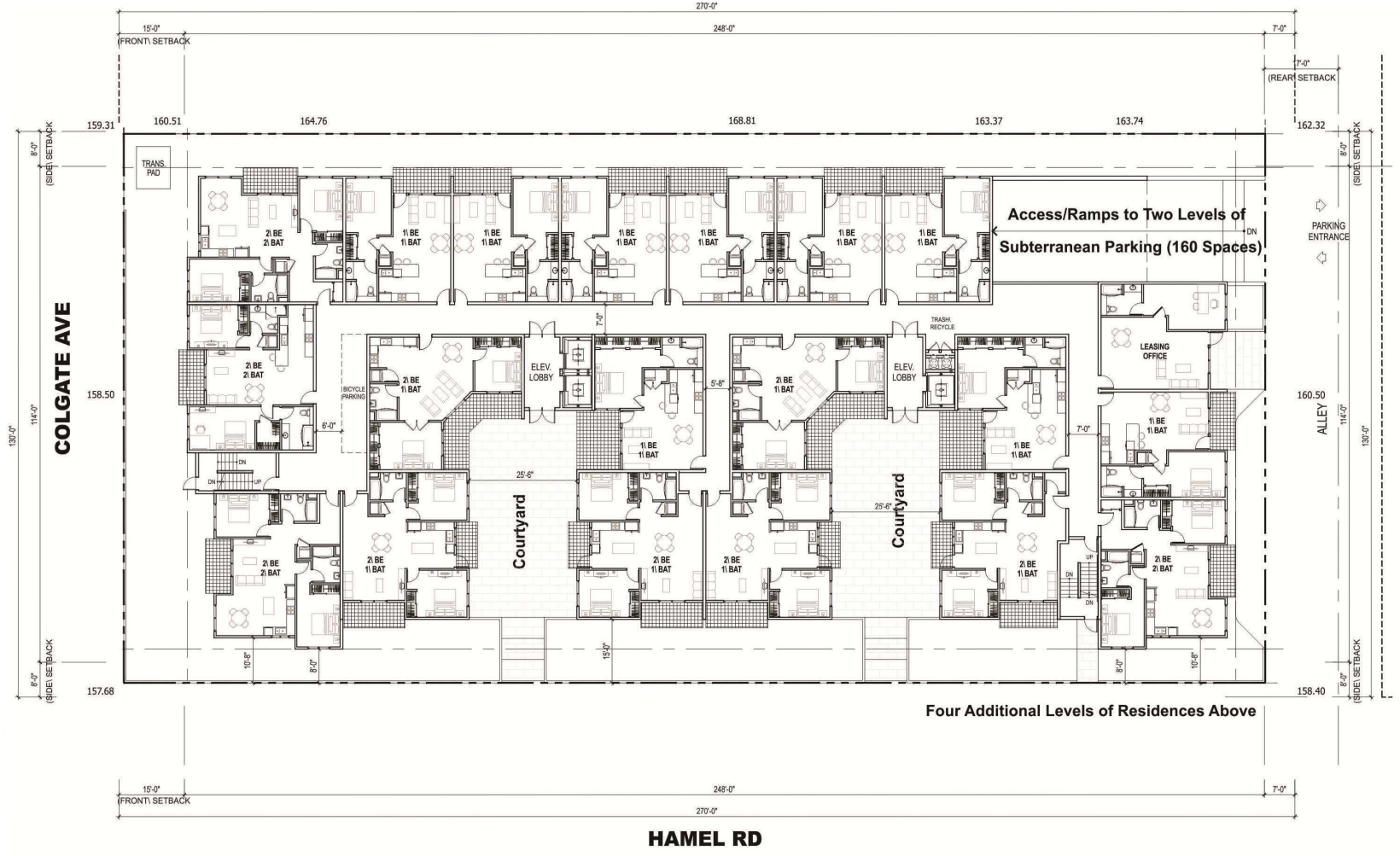
FIGURE 2-2

PROJECT LOCATION



RESIDENTIAL UNIT SUMMARY

	GROUND	2ND\ FL	3RD\ FL	4TH\ FL	5TH\ FL	TOTAL
2\ BE	10	11	11	8	3	43
1\ BE	\	10	10	10	6	45
TOTAL	19	21	21	18	9	88

SOURCE: Corbel Architects, 2015.

REQUIRED OPEN SPACE SUMMARY

TOTAL	=9,875 SQ FT

PROVIDED OPEN SPACE SUMMARY

BALCONY :88 UNITS X 50 SQ FT	= 4,400 SQ FT
COMMUNITY ROOM & GYM:	= 1,900 SQ FT
COURTYARD:	= 4,000 SQ FT
ROOF GARDEN:	= 2,000 SQ FT
TOTAL	= 12,300 SQ FT

Approx. Scale

0 16 32 FEET

taha Hamel Apartments Project
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FIGURE 2-3

PROJECT PLOT PLAN

NORTH SIDE ELEVATION

SOUTH SIDE ELEVATION

EAST SIDE ELEVATION

Approx. Scale

0 16 32 FEET

SOURCE: Corbel Architects, 2015.

taha

Hamel Apartments Project
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FIGURE 2-4

ELEVATIONS

The proposed project involves a Zoning Administrator Yard Adjustment to (1) allow for a wider setback on Colgate Avenue from the required 7 feet to 15 feet to promote architectural compatibility and accommodate the proposed landscaped area that would provide a greater buffer between the proposed project and the R1-1 properties on the south side of Colgate Avenue, (2) allow for a reduced setback on Hamel Road from the required 15 feet to 8 feet to accommodate the proposed landscaped courtyards in keeping with the R4-1-O immediately to the north of the project site and create a walkable street between Colgate Avenue and Burton Way, and (3) allow for a reduced setback along the western boundary from the required 17 feet to 8 feet and along the existing alley from the required 17 feet to 7 feet to accommodate vehicular access to the parking area for the project.

Based on the parking requirements specified in LAMC Section 12.21.A.4(a), the proposed project requires 154 spaces (1.5 spaces per one-bedroom unit and 2 spaces per two-bedroom unit); the proposed project would provide a total of 160 parking spaces on two levels of subterranean parking. The proposed project would exceed the parking requirement by six spaces. Ingress/egress to the subterranean parking levels would be provided through the existing alley along the northern boundary of the project site, which could be accessed from either Hamel Road to the east or Arnaz Drive to the west. Bicycle parking would be provided per LAMC Section 12.21.A.16(a), which requires one long-term parking space per unit and one short-term parking space per 10 units. Pedestrian access to the residential units would be provided to project tenants via the ground floor lobbies through the two courtyards and stairwells along Colgate Avenue and Hamel Road.

The proposed project would be designed to comply with the City's Los Angeles Green Building Code and achieve the United States Green Building Council's Leadership in Energy and Environmental Design (LEED™) certification. In addition, the proposed project would be designed to incorporate Crime Prevention Through Environmental Design (CPTED) principles to ensure a safe environment. Other pertinent improvements, including, but not limited to, lighting, loading areas, landscaping, and trash collection, would be designed to be compatible with existing and future neighborhood developments and properties. All proposed night lighting would be shielded down to prevent glare and spillover onto adjacent properties.

The proposed project would connect to existing utility infrastructure (e.g., water mains, sewer lines, and storm drain inlets), which could require off-site improvements in the adjacent rights-of-way. At this time, locations for connection have not been defined. Coordination with the City of Los Angeles utility providers would be required prior to completion of final project design to ensure that all local requirements are met for project implementation.

2.4 CONSTRUCTION ACTIVITIES AND SCHEDULE

Construction activities include site clearance and demolition, which would entail the removal of the existing residential buildings, associated pavement, and vegetation on the project site; excavation and grading; and building construction. Construction is anticipated to be completed in 18 months, with project occupancy in 2018. Construction of the proposed project would occur in one phase.

Demolition of the five apartment buildings on project site may include removal of asbestos-containing materials (ACMs) and lead-based paint (LBP). If found to be present in the building, removal of these hazardous materials would occur in compliance with applicable federal, State, and/or South Coast Air Quality Management District (SCAQMD) regulations. Demolition would result in an estimated 23 truckloads per day of exported materials during site clearance.[1] Excavation and grading of the project site would require export of soil materials to accommodate the project development. In particular, the proposed project would include two subterranean levels of parking, which would require excavation to a maximum depth of 30 feet (including excavation for project footings and foundations). Approximately 33,000 cubic

[1]Based on the building outlines and building height derived from the Los Angeles County GIS Data Portal (Countywide Building Outlines) (November 1, 2012) and the CalEEMod Model.

yards of excavated materials are preliminarily calculated for the project site, resulting in an estimated 4,127 truckloads of exported materials or approximately 69 truckloads per day over 60 construction days.

In accordance with the City of Los Angeles Noise Ordinance, construction crews would work no more than eight hours per day and would restrict their activities to between 7:00 a.m. and 8:00 p.m. on non-federal holiday weekdays, and between 8:00 a.m. and 6:00 p.m. on Saturdays. No construction on Sundays or federal holidays would occur.

2.5 DISCRETIONARY ACTIONS AND APPROVALS

The proposed project would require at least two discretionary actions by the City, including a General Plan Amendment from Medium Residential to High Medium Residential, and a Zone Change for the project site from R3-1-O to [Q]R4-1-O. Due to the restrictions imposed by the R3 zone, any development on the project site requires larger units with less parking. The requested Zone Change would allow for smaller units with adequate off-street parking and stoop units to create a sense of security and a vibrant walkable community. The proposed zoning would be consistent with the surrounding uses as adjacent properties to the north along Burton Way are similarly zoned and developed with multi-family uses. Accordingly, the proposed zone change would result in an increase in the allowable density of development on the project site and would allow for a greater number of units at reduced sizes. The provision of a greater number of smaller units as compared to what is currently permitted under the existing zoning is intended to accommodate the housing needs in the Wilshire CPA.

Discretionary actions include those local approvals or entitlements necessary in order to implement a project. Under CEQA, there are several types of discretionary actions that could be required for the eventual certification or adoption of the environmental document and approval of a project. Discretionary actions that would be required with the proposed project include the following:

- General Plan Amendment from Medium Residential to High Medium Residential;
- Zone change from R3-1-O to [Q]R4-1-O;
- Zoning Administrator Adjustment (ZAA) for Yard adjustments; and
- Site Plan Review for 50 or more units.

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3.0 INITIAL STUDY CHECKLIST AND EVALUATION

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	☐ Agriculture/Forestry Resources	☒ Air Quality
☐ Biological Resources	☐ Cultural Resources	☒ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☒ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities/Service Systems	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the 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 in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a "potentially significant" 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 the 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 Date

Ms. Debbie Lawrence, AICP, City Planner Los Angeles Department of City Planning

Printed Name For

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.1 AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☑	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☑	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☑	☐	☐

a) Less-Than-Significant Impact. A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. A panoramic view would be generally wide and extend into the distance. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected.

The project site is located in the northwestern portion of the Wilshire CPA near Beverly Hills, approximately six miles west of downtown Los Angeles. The Wilshire CPA has a pattern of low to medium density residential uses interspersed with areas of higher density residential uses. Long narrow corridors of commercial activity can be found along major boulevards, including Robertson Boulevard, La Cienega Boulevard, Wilshire Boulevard, and Beverly Boulevard. These commercial corridors consist primarily of one-story pedestrian-oriented street fronts. The Beverly Center, which is a regional shopping center approximately one quarter mile northeast of the project site; the Beverly Connection, which is another shopping center directly across La Cienega Boulevard from the Beverly Center; and Cedars-Sinai Medical Center campus, which is located less than one quarter mile north of the project site, are three prominent land uses in the northwestern corner of the Wilshire CPA.

The Santa Monica Mountains are located approximately 2.5 miles north of the project site. However, the relatively flat topography and the density of development in the project area largely prevent long-range views of the mountains from the project site. Similarly, short-term views to, from, and through the project site are limited beyond the immediately adjacent land uses, sidewalks, and street corridors, and, as such, the project area does not offer any vantage points for scenic vistas or panoramic views. Therefore, project implementation would not partially or entirely obstruct any views of unique scenic vistas or focal points. Accordingly, impacts related to scenic vistas would be less than significant.

b) No Impact. A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. While the nearest State-designated scenic highway (Angeles Crest Highway) is located approximately 16 miles northeast of the project site, the Wilshire CPA includes four City-designated scenic highways, two of which are within the vicinity of the project site – Burton Way (east-west from La Cienega Boulevard to Oakhurst Drive), located approximately 170 feet north of the project site, and San Vicente Boulevard (southeast-northwest from Pico Boulevard to La Cienega Boulevard), located approximately 0.3 mile west of the project site.[2] The City of Los Angeles' General Plan Transportation Element was also reviewed, which confirmed no other City-designated scenic highways in other adjacent CPAs are located near the project site.[3] It is

[2]California Department of Transportation. *California Scenic Highway Mapping System*, Los Angeles County. Available: http://www.dot.ca.gov/hq/LandArch/scenic_highways/, accessed on September 8, 2014; City of Los Angeles, *Wilshire Community Plan*, September 19, 2001.

[3]City of Los Angeles, *Transportation Element of the General Plan*, Map E: Scenic Highways in the City of Los Angeles, June 1998.

not likely that the proposed project would be visible from a State-designated scenic highway. Although the project site would be visible from a very short segment of Burton Way (at Hamel Road), the proposed project would not damage scenic resources within a designated scenic highway. Therefore, no impacts related to scenic resources would occur.

c) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area.

The project area is developed with a mix of land uses, including residential, commercial, and institutional/medical facilities. The Beverly Center, which is a regional shopping center approximately one quarter mile northeast of the project site, and Cedars-Sinai Medical Center campus, which is located less than one quarter mile north of the project site, are two prominent land uses in the northwestern corner of the Wilshire CPA. Immediately east, west, north, and south of the project site are low- and medium-rise multi-family residential buildings, and low-rise single family residential buildings. Commercial corridors in the immediate vicinity of the project site are located on Robertson Boulevard (two blocks west of the Hamel Road) and 3rd Street (one block north of Burton Way).

The proposed project would involve demolition of five two-story multi-family residential buildings. The proposed project would develop a stepped, three- to five-story residential structure that would house a total of 88 units above two levels of subterranean parking with two courtyards that open up to Hamel Road. Although the proposed project would entail a higher density and scale than the existing uses on-site, the proposed project would be designed to enhance the neighborhood character by improving parking conditions, walkability, and landscaping on-site and on Hamel Road. Accordingly, the proposed project would not degrade the existing visual character or quality of the project site and its surroundings as the project would enhance rather than detract from the visual character of an area. Therefore, the proposed project would result in a less-than-significant impact on visual quality.

d) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions.

Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The proposed project would include nighttime security lighting primarily along the perimeter of the project site. However, the security lighting would be night-friendly light-emitting diodes (LEDs) and would not substantially change existing ambient nighttime lighting conditions. The proposed project does not include any elements or features that would create substantial new sources of glare. However, the potential impacts from light and glare will be mitigated through Mitigation Measures **I-120** and **I-130**.

According to the *L.A. CEQA Thresholds Guide*, the screening criteria for shading involve the following question and determination:

Would the project include light-blocking structures in excess of 60 feet in height above the ground elevation that would be located within a distance of three times the height of the proposed structure to a shadow-sensitive use on the north, west or northeast?

A "yes" response to the preceding question indicates further study in an expanded Initial Study, Negative Declaration, Mitigated Negative Declaration or EIR may be required....

A "no" response to the preceding question indicates that there would normally be no significant impact on Shading from the proposed project.

As shown in **Figure 2-4**, the roof level elevation on the northern portion of the project site along the alley, where the proposed building would reach its maximum height, would be 53 feet; the building parapet and elevator shaft could add a maximum of 6 feet. Since the proposed building would not exceed 60 feet in height, a less-than-significant impact on shading from the proposed project would occur based on the negative response to the screening criteria question, and no further study is required.

Mitigation Measures

I-120 Aesthetics (Light)
Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:

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

I-130 Aesthetics (Glare)
Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:

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

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.2 AGRICULTURE AND FOREST - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to 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 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)?	☐	☐	☐	☑
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

a) **No Impact**. A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site is currently developed with five, two-story multi-family apartment buildings. No farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Accordingly, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. Therefore, no impact would occur.

b) **No Impact**. A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The project site is not zoned for agricultural use or under a Williamson Act; the project site is currently zoned R3-1-O. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Act contract. Therefore, no impact would occur.

c-d) **No Impact**. A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land[4] or timberland[5] or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned R3-1-O. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

e) **No Impact**. A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, timberland, or timberland zoned Timberland Production. Accordingly, the proposed project would not result in the conversion of these uses to non- agricultural or forest uses. Therefore, no impact would occur.

		Potentially Significant Impact	**Less-Than-Significant Impact with Mitigation Incorporated**	**Less-Than-Significant Impact**	**No Impact**
3.3	**AIR QUALITY -** Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☑	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☑	☐	☐

[4]Forest Land defined in Public Resources Code Section 12220(g): "Forest land is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

[5]Timberland defined in Public Resources Code Section 4526: "Timberland means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis after consultation with the district committees and others."

c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☑	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☑	☐

a) **Less-Than-Significant Impact**. The overall control strategy for the South Coast Air Quality Management District (SCAQMD) 2012 Air Quality Management Plan (AQMP) is to meet applicable federal and State requirements, including attainment of ambient air quality standards. The focus of the 2012 AQMP is to demonstrate attainment of the 2006 federal 24-hour fine particulate matter ($PM_{2.5}$) ambient air quality standard, as well as to update and further define measures to meet the federal and State 8-hour ozone (O_3) standards. The attainment demonstration for the recent 8-hour ozone standard (75 parts per billion) will be addressed in the 2015 Ozone Plan.

The 2012 AQMP provides base year emissions and future baseline emission projections. In doing so, the 2012 AQMP relies upon the most recent zoning and land use designations and the best available information, including the California Air Resources Board's (CARB) latest emission factors (EMFAC2014) for the on-road mobile source emissions inventory, CARB 2011 in-use fleet inventory for the off-road mobile source emission inventory, the latest point-source inventory, updated area-source inventories, and Southern California Association of Governments' (SCAG) forecast growth assumptions based on the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The baseline emission projections provide a snapshot of the future air quality conditions, including the effects from already adopted rules and regulations.

A project would not conflict with the AQMP if it is consistent with the population, housing, and employment assumptions, which were used in the development of the AQMP. The 2012 AQMP incorporates, in part, SCAG's 2012-2035 RTP/SCS socioeconomic forecast projections of regional population and employment growth. The proposed project would add 134 net new residents (see Response to Checklist Question 3.13(a)), which represents 0.06 percent of the 221,200 new residents projected in the 2012-2035 RTP/SCS between 2008 and 2020 for the City of Los Angeles. The proposed project would add 59 net new housing units, which represents 0.04 percent of the 145,800 new housing units projected for the City. Such levels of population growth are consistent with population forecasts for the subregion as adopted by SCAG. Therefore, the proposed project would not conflict with the AQMP, and impacts would be less than significant.

b) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. The SCAQMD has developed construction and operational thresholds of significance to ascertain if projects comply with air quality regulations. Construction of the proposed project would contribute air quality emissions through the use of heavy-duty construction equipment, truck deliveries and haul trips, and vehicle trips generated by construction workers traveling to and from the project site. Fugitive dust emissions would primarily result from excavation activities. Nitrogen oxide (NO_X) emissions would primarily result from the use of construction equipment. The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, and prevailing weather conditions.

It is mandatory for all construction projects in the South Coast Air Basin (Basin) to comply with SCAQMD Rule 403 for Fugitive Dust (Regulatory Compliance Measure **RC-AQ-1**). 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. Compliance with Rule 403 would reduce regional particulate matter emissions associated with construction activities by approximately 61 percent.

Regional and localized construction emissions were analyzed for the proposed project. Construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod), which is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutants emissions for a variety of land use projects. The emissions factors and calculation methodologies contained in the CalEEMod program have been approved for use by SCAQMD. The model contains data that are specific for the SCAQMD jurisdiction and the City of Los Angeles. Supporting data and calculations, including CalEEMod output files, are presented in Appendix A (Appendix A is included with the case file ENV-2013-4029-MND).

Table 3-1 shows the maximum unmitigated daily emissions associated with construction activity. Regional construction emissions would exceed the SCAQMD threshold for volatile organic compounds (VOC) as a result of architectural coating activity.

TABLE 3-1: ESTIMATED DAILY CONSTRUCTION EMISSIONS - UNMITIGATED

	Pounds Per Day					
Construction Phase	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
DEMOLITION						
On-Site Emissions	2	23	17	<1	3	2
Off-Site Emissions	1	7	6	<1	1	<1
Total	3	30	23	<1	4	2
SITE PREPARATION						
On-Site Emissions	1	16	12	<1	3	2
Off-Site Emissions	<1	<1	1	<1	<1	<1
Total	1	16	13	<1	3	2
EXCAVATION						
On-Site Emissions	1	14	10	<1	3	2
Off-Site Emissions	2	23	18	<1	2	1
Total	3	37	28	<1	5	3
BUILDING CONSTRUCTION						
On-Site Emissions	2	18	11	<1	1	1
Off-Site Emissions	1	3	9	<1	1	<1
Total	3	21	20	<1	2	1
ARCHITECTURAL COATING						
On-Site Emissions	214	2	2	<1	<1	<1
Off-Site Emissions	<1	<1	1	<1	<1	<1
Total	214	2	3	<1	<1	<1
Maximum Regional Total	214	37	28	<1	5	3
Regional Significance Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	Yes	No	No	No	No	No
Maximum Localized Total	214	23	17	<1	3	2
Localized Significance Threshold /a/	--	74	680	--	5	3
Exceed Threshold?		No	No		No	No

/a/ Assumed a 1-acre project site and a 25-meter (82-foot) receptor distance.
SOURCE: TAHA, 2015.

However, with implementation of Mitigation Measure **VII-10**, the proposed project would result in a less-than-significant impact related to regional construction emissions. With mitigation, construction emissions would not contribute to an existing or projected air quality violation.

Mitigation Measure

VII-10 Greenhouse Gas (Architectural Coatings)
Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the project to reduce VOC emissions to the maximum extent practicable.

Construction-related architectural coating activity would result in a less-than-significant with mitigation of VOC emissions. Mitigation Measure **VII-10** would reduce the VOC content of architectural coatings to 20 grams per liter or less, which would be below the 75 pounds per day significance threshold, as shown in **Table 3-2**. Therefore, the proposed project would result in a less-than-significant impact related to regional construction emissions.

TABLE 3-2: ESTIMATED DAILY CONSTRUCTION EMISSIONS – MITIGATED

Construction Phase	Pounds Per Day					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
ARCHITECTURAL COATING						
On-Site Emissions	34	2	2	<1	<1	<1
Off-Site Emissions	<1	<1	1	<1	<1	<1
Maximum Regional Total	34	2	3	<1	<1	<1
Regional Significance Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceed Threshold?	No	No	No	No	No	No

SOURCE: TAHA, 2015.

Emissions for the localized construction air quality analysis were compiled using the localized significance thresholds (LST) methodology required by the SCAQMD. Localized on-site emissions were calculated using similar methodology to the regional emission calculations. LSTs were developed based on the size or total area of the emissions source, the ambient air quality in each source receptor area, and the distance to the sensitive receptor. Localized emissions include on-site emissions from equipment exhaust and fugitive dust. As shown in **Table 3-1**, above, localized emissions would not exceed the SCAQMD thresholds. The proposed project would result in a less-than-significant impact related to localized construction emissions.

Motor vehicles that access the project site would be the predominant source of long-term project emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. The net average daily traffic associated with the proposed project is estimated to be 373 vehicles. Similar to construction emissions, operational emissions were estimated using CalEEMod. As shown in **Table 3-3**, regional operational emissions would not exceed SCAQMD significance thresholds. Therefore, the proposed project would result in a less-than-significant impact related to regional operational emissions.

TABLE 3-3: REGIONAL OPERATIONAL EMISSIONS

Emission Source	Pounds per Day					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
EXISTING (2015) CONDITIONS						
Area Source	1	<1	2	<1	<1	<1
Energy Source	<1	<1	<1	<1	<1	<1
Mobile Source	1	3	10	<1	1	<1
Total Emissions	2	3	12	<1	1	<1
EXISTING (2015) PLUS PROJECT CONDITIONS						
Area Source	4	<1	7	<1	<1	<1
Energy Source	<1	<1	<1	<1	<1	<1
Mobile Source	3	8	31	<1	4	1
Total Emissions	7	8	38	<1	4	1

Net Emissions	**5**	**5**	**26**	**<1**	**3**	**1**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	No	No	No	No	No	No
FUTURE (2018) WITHOUT PROJECT CONDITIONS						
Area Source	1	<1	2	<1	<1	<1
Energy Source	<1	<1	<1	<1	<1	<1
Mobile Source	1	2	8	<1	1	<1
Total Emissions	2	2	10	<1	1	<1
FUTURE (2018) WITH PROJECT CONDITIONS						
Area Source	4	<1	7	<1	<1	<1
Energy Source	<1	<1	<1	<1	<1	<1
Mobile Source	2	6	24	<1	4	1
Total Emissions	6	6	31	<1	4	1
Net Emissions	**4**	**4**	**21**	**<1**	**3**	**1**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	No	No	No	No	No	No
SOURCE: TAHA, 2015.						

c) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project resulted in a cumulative net increase in any criteria pollutant above threshold standards. The proposed project would not result in a cumulatively considerable net increase of criteria pollutants. The proposed project and the whole of the Los Angeles metropolitan area are located within the Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for O_3, respirable particulate matter (PM_{10}), $PM_{2.5}$, and lead (Pb) and a federal attainment/maintenance area for carbon monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for nitrogen dioxide (NO_2), sulfur oxides (SO_X), and Pb.

Because the Basin is designated as a State and/or federal nonattainment air basin for O_3, PM_{10}, $PM_{2.5}$, and NO_2, there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. Operational and construction regional emissions would not exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants. Therefore, the proposed project would not contribute to a cumulatively considerable increase in operational emissions.

d) **Less-Than-Significant Impact**. Exposure to pollutant concentrations were assessed for construction and operational activities. Regarding construction, **Table 3-1** presents maximum localized emissions associated with each construction phase and threshold values for each pollutant based on the SCAQMD LSTs. Construction-related daily maximum localized construction emissions would not exceed the SCAQMD thresholds. The proposed project would not expose sensitive receptors to substantial pollutant concentrations, particularly localized criteria pollutant emissions, during construction. Therefore, the proposed project would result in a less-than-significant impact related exposure to substantial construction pollutant concentrations.

Regarding project operations, CO hot spots may potentially occur off-site at congested intersections with high traffic volumes. Areas of vehicle congestion have the potential to create pockets of CO called hot spots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hot

spots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.[6]

CO concentrations in future years are expected to be lower than existing conditions due to stringent State and federal mandates for lowering vehicle emissions. Although traffic volumes would be higher in the future both without and with the implementation of the proposed project, CO emissions from mobile sources are expected to be much lower due to technological advances in vehicle emissions systems, as well as from normal turnover in the vehicle fleet. Accordingly, increases in traffic volumes are expected to be offset by increases in cleaner-running cars as a percentage of the entire vehicle fleet on the road.[7]

The Basin is designated as a maintenance area for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact.[8] Based on the traffic study prepared for the project (see Appendix C), the proposed project would generate a net project total of 373 net average daily vehicle trips with 29 a.m. peak hour trips and 35 p.m. peak hour trips. Therefore, the proposed project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the project site. Accordingly, the proposed project would result in a less-than-significant impact related to localized operational emissions. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations, particularly CO hotspots, during project operation.

The SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulates (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[9,10] The proposed project would not include a significant source of diesel emissions, and does not warrant the need for a health risk assessment associated with on-site activities. Accordingly, the proposed project would result in a less-than-significant impact related to on-site operational toxic air contaminant (TAC) emissions. Therefore, the proposed project would not expose off-site sensitive receptors to substantial pollutant concentrations, particularly TAC emissions, during project operation.

The CARB has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoid siting new sensitive land uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). The project site is located approximately six miles from Interstate 10 (I-10) and over 1,500 feet from the nearest gas station (8755 West 3rd Street). The location of the proposed project would be consistent with the CARB recommendations for locating new sensitive receptors. Therefore, the proposed project would have a less-than-significant impact related to land use compatibility.

e) **Less-Than-Significant Impact**. Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in

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[6]California Department of Transportation, *Transportation Project-Level Carbon Monoxide Protocol*, UCD-ITS-RR-97-21. Prepared by Institute of Transportation Studies, University of California, Davis, 1997.

[7]Consistent with CARB's vehicle emissions inventory.

[8]Bay Area Air Quality Management District, *Revised Draft Options and Justification Report: California Environmental Quality Act Thresholds of Significance*, 2009.

[9]SCAQMD, *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions*, December 2002.

[10]CARB Guidelines define a warehouse as having more than 100 truck trips or 40 refrigerated truck trips per day, and recommend locating such facilities at least 1,000 feet away from sensitive land uses.

nature. Construction of the proposed project would not cause an odor nuisance. Therefore, the proposed project would result in a less-than-significant impact related to construction odors.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less-than-significant impact related to objectionable odors.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.4 BIOLOGICAL RESOURCES - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☑
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☑
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☑
e) Conflict with any local policies or ordinances protecting biological resources, such as 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?	☐	☐	☐	☑

a) No Impact. A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located in a highly urbanized area. Vegetation on the project site is limited to two lime trees along the alley, several Chinese sumac trees, Hong Kong orchid trees, two mature carrotwood trees, and ornamental landscaping. Based on a records search of the California Natural Diversity Database for the Beverly Hills quadrangle, in which the project site is located, 37 plant and animal species have been found to occur in the area.[11] Ten of the 37 species have been federally- and/or State-listed as threatened or endangered. However, none of these threatened or endangered species were recorded on or near the project site. Therefore, the proposed project would not have any effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS), and no impact would occur.

[11]CDFW, *California Natural Diversity Database, RareFind5*, Beverly Hills Quadrangle, query ran April 8, 2015.

b) **No Impact**. A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS, and no impact would occur.

c) **No Impact**. A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area and is currently developed with residential uses. Therefore, the proposed project would not have any 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, and no impact would occur.

d) **No Impact**. A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of trees, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.

e) **No Impact**. A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources. The project site does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Both the MBTA and CFGC protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and no impact would occur.

f) **No Impact**. A significant impact would occur if the proposed project would be inconsistent with any adopted habitat conservation plan. No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan is applicable to the project site. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.5 CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5?	☐	☐	☑	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 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?	☐	☐	☑	☐

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would substantially alter the environmental context of or remove identified historical resources. Although the residential buildings on the project site were built between 1929 and 1955, none of these structures appear in any of the listings, databases, or sources identifying historical resources, including the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmarks, California Points of Historical Interest, Los Angeles Historic-Cultural Monument (HCM) Report for the Wilshire Community Plan, and the City's Historic Preservation Overlay Zone (HPOZ) Map.[12] In addition, the survey of the Wilshire CPA did not identify any of the existing apartment buildings on the project site as meeting eligibility standards and criteria for the NRHP, CRHR, and/or HCM/HPOZ.[13] However, an adjacent property to the west at 428 S. Arnaz Drive was identified as one of the individual resources meeting eligibility. This property, which was built in 1966, was found to be an excellent example of a Dingbat apartment building in the Wilshire area and retain essential character-defining features of the property type, including full lot coverage, frontal soft story parking, applied decoration, exaggerated address numbers, and a dramatic roofline.[14] Development of the proposed project behind this property is not anticipated to alter or affect any of these character-defining features and, thus, is not anticipated to affect its eligibility for the NRHP, CRHR, and/or HCM. Therefore, impacts related to historic resources would be less than significant.

b) **Less-Than-Significant Impact**. A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories.

Given the archaeological sensitivity of the general area, there is a possibility that unknown, subsurface archaeological resources may exist at the project site. Project-related excavation for the subterranean levels and building footing may have the potential to uncover archaeological resources. To ensure that the proposed project would not cause an adverse change in the significance of archaeological resources, the project applicant would be required to comply with the City's Standard Condition of Approval related to the protection of archaeological resources (Regulatory Compliance Measure **RC-CR-2)**, which would be implemented in the event that archaeological resources are encountered during construction. Therefore, impacts to archaeological resources would be reduced to less than significant.

c) **Less-Than-Significant Impact**. A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. The project area is known for high concentrations of paleontological resources. Although the project site has been previously disturbed and developed since the late-1920s to the mid-1950s, the proposed project would require additional ground disturbance that may involve excavation into native soils that contain paleontological resources. Project-related excavation for the two subterranean parking levels and building footing may have the potential to uncover paleontological resources. To ensure that the proposed project would not cause an adverse change in the significance of paleontological resources, the project applicant would be required to comply with the City's Standard Condition of Approval related to the protection of paleontological resources (Regulatory Compliance Measure **RC-CR-3)**, which would be implemented in the event that paleontological resources are

[12]National Park Service, National Register of Historic Places Program: Research, Spreadsheet of NRHP List, available at http://www.nps.gov/nr/research/, accessed on April 8, 2015; California Office of Historic Preservation, *California Historical Resources for Los Angeles County*, available at http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=19, accessed on April 8, 2015; City of Los Angeles Department of City Planning, *City of Los Angeles Historic-Cultural Monument Report*, last updated August 9, 2014, and *City of Los Angeles Historic Preservation Overlay Zone Map*, January 2014.

[13]City of Los Angeles Department of City Planning, Office of Historic Resources, *SurveyLA: Historic Resources Survey Report for the Wilshire Community Plan Area*, January 23, 2015.

[14]*Ibid.*

encountered during construction. Therefore, impacts to paleontological resources would be reduced to less than significant.

d) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Although the potential is very low, human remains may be unexpectedly encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains may be unexpectedly encountered during construction. To ensure that the proposed project would not disturb any human remains, the project applicant would be required to comply with the City's Standard Condition of Approval related to the protection and treatment of human remains (Regulatory Compliance Measure **RC-CR-4**), which would be implemented in the event that human remains are encountered during construction. Therefore, impacts to human remains would be reduced to less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.6 GEOLOGY AND SOILS - Would the project:				
a) 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.	☐	☐	☐	☑
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?	☐	☐	☐	☑

a.i) **No Impact**. A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Surface fault rupture occurs when movement on a fault deep within the earth breaks through to the surface. According to the California Department of Conservation Special Studies Zones Map for the Beverly Hills Quadrangle and the Safety Element of the City of Los Angeles General Plan, the project site is not located within the Alquist-Priolo Special

Studies Zone or Fault Rupture Study Areas.[15] The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. Therefore, no impact would occur.

a.ii) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Seismic activities associated with a number of nearby faults (e.g., Hollywood, Raymond, Verdugo, Newport-Inglewood, Santa Monica, Sierra Madre, and San Andreas Faults), as well as blind thrust faults (e.g., Elysian Park, Puente Hills, and Compton) can generate seismic shaking similar to the damaging San Fernando, Whittier, and Northridge earthquakes. Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG) Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.

a.iii) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of liquefaction or other ground failure caused by ground shaking. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. Factors that contribute to the potential for liquefaction include a low relative density of granular materials, a shallow groundwater table, and a long duration and high acceleration of seismic shaking. The effects of liquefaction include the loss of the soil's ability to support footings and foundations which may cause buildings and foundations to buckle. According to the California Department of Conservation's Seismic Hazard Zones Map for the Beverly Hills Quadrangle and the City's *Safety Element of the Los Angeles City General Plan*, the project site is located within a liquefaction hazard zone.[16] Project design and construction shall comply with all applicable building codes and standards, including those established by the California Geological Survey's "Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication No. 117" for liquefaction hazards, the International Building Code as adopted by the State of California and County of Los Angeles, and State and County laws, ordinances, and code requirements. With adherence to existing regulations (Regulatory Compliance Measure **RC-GEO-4)**, impacts related to liquefaction would be reduced to less than significant.

a.iv) **No Impact**. A significant impact would occur if the proposed project would be implemented on a site located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Department of Conservation's Seismic Hazard Zones Map for the Beverly Hills Quadrangle, the project site is not located within an earthquake-induced landslide area.[17] The project site and surrounding area are relatively flat. Therefore, the

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[15]California Department of Conservation, Special Studies Zones for the Beverly Hills Quadrangle, July 1, 1986; City of Los Angeles, *Safety Element of the Los Angeles City General Plan*, Critical Facilities and Lifeline Systems, Exhibit H, November 1996.

[16]California Department of Conservation, Division of Mines and Geology. *Seismic Hazards Zones Map, Beverly Hills Quadrangle*, March 25, 1999.

[17]California Department of Conservation, Division of Mines and Geology. *Seismic Hazards Zones Map, Beverly Hills Quadrangle*, March 25, 1999.

proposed project would not expose people or structures to potential effects resulting from landslides, and no impact would occur.

b) **Less-Than-Significant Impact**. A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of the proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. Site preparation would require removal of all vegetation, any unsuitable fill, and asphalt and concrete paving, exposing pervious surfaces to wind and rainfall. In addition, excavation activities would be necessary to accommodate the proposed project, which would include two subterranean levels of parking. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP) and implement construction-related best management practices (BMPs). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. Therefore, the proposed project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

c) **Less-Than-Significant Impact**. A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. As discussed in Response to Checklist Question 3.6(a.iii-iv) above, development of the proposed project could have the potential to expose people and structures to seismic-related ground failure, including liquefaction. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The compaction of subsurface sediments by fluid withdrawal will cause subsidence or ground collapse overlying a pumped reservoir. The project site is not identified by the City as being located in an oil field or within an oil drilling area; the project site is adjacent to the boundaries of the Salt Lake and San Vicente oil fields.[18] In addition, there are no tunnels, groundwater wells, covered quarries, or caves that are located beneath the project site. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structure is maintained. Project design and construction shall comply with all applicable building codes and standards, including those established by the California Geological Survey's "Guidelines for Evaluating and Mitigating Seismic Hazards in California, Special Publication No. 117" for liquefaction hazards, the International Building Code as adopted by the State of California and County of Los Angeles, and State and County laws, ordinances, and code requirements. In addition, with adherence to existing regulations (Regulatory Compliance Measure **RC-GEO-4)**, impacts related to liquefaction would be reduced to less than significant.

d) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral content and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to a high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. However, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements (Regulatory Compliance Measure **RC-GEO-6)**, would reduce impacts related to expansive soils, and impacts would be less than significant.

[18]City of Los Angeles, *Safety Element of the Los Angeles City General Plan*, Oil Field & Oil Drilling Areas in the City of Los Angeles, Exhibit E, November 1996.

e) No Impact. A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.7 GREENHOUSE GAS EMISSIONS - Would the project:				
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?	☐	☐	☑	☐

a) Less-Than-Significant Impact. Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and anthropogenic (human generated), that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. Simply put, the greenhouse effect compares Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), keep the average surface temperature of Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, Earth would be a frozen globe with an average surface temperature of about 5°F.

In addition to CO_2, CH_4, and N_2O, GHGs include hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and water vapor. CO_2 is the most abundant pollutant that contributes to climate change through fossil fuel combustion. CO_2 comprised 81 percent of the total GHG emissions in California in 2002, and non-fossil fuel CO_2 comprised 2.3 percent. The other GHGs are less abundant but have higher global warming potential than CO_2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent of CO_2, denoted as CO_2e. CO_2e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential (GWP) of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

CARB and SCAQMD have not adopted significance criteria for analyzing GHG emissions associated with land use development projects. However, the SCAQMD GHG CEQA Significance Threshold Working Group has drafted a threshold of 3,500 metric tons per year for residential projects. This threshold has not been adopted at the time of this analysis but is considered applicable to the proposed project. Construction and operational emissions were estimated using the SCAQMD-approved CalEEMod. Construction of the proposed project has the potential to create GHG impacts through the use of heavy-duty construction equipment (e.g., excavators and drill rigs) and vehicle trips, including haul trucks, vendor trucks, and worker trips. The assessment of construction GHG impacts considers each of these potential sources. Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span. The proposed project would generate 20 metric tons per year of CO_2e emissions from construction activities.

Operational GHG emissions would be generated by on-road mobile vehicle operations, general electricity consumption, electricity consumption associated with the use and transport of water and wastewater, natural gas consumption, and solid waste decomposition. As shown in **Table 3-4**, with Existing (2015) Plus Project scenario would result in a net total of 849 metric tons of CO_2e per year.

Future (2018) with Project scenario would result in a net total of 804 metric tons of CO_2e per year. These emissions would be less than the 3,500-metric ton significance criterion. The proposed project would result in a less-than-significant impact related to GHG emissions. Therefore, the proposed project would not generate direct or indirect GHG emissions that may have a significant impact on the environment.

TABLE 3-4: ANNUAL GREENHOUSE GAS EMISSIONS

Scenario and Emission Source	Carbon Dioxide Equivalent (Metric Tons per Year)
EXISTING (2015) CONDITIONS	
Area	8
Energy (Electricity Generation and Natural Gas Use)	51
Mobile	291
Solid Waste Decomposition	6
Energy Use related to Water and Wastewater Conveyance	11
Total	**367**
EXISTING (2015) PLUS PROJECT CONDITIONS	
Area	23
Energy (Electricity Generation and Natural Gas Use)	237
Mobile	884
Solid Waste Decomposition	18
Energy Use related to Water and Wastewater Conveyance	34
Total	**1,196**
Construction Emissions Amortized	20
TOTAL NET EMISSIONS	**849**
FUTURE (2018) WITHOUT PROJECT CONDITIONS	
Area	8
Energy (Electricity Generation and Natural Gas Use)	51
Mobile	268
Solid Waste Decomposition	6
Energy Use related to Water and Wastewater Conveyance	11
Total	**344**
FUTURE (2018) WITH PROJECT CONDITIONS	
Area	23
Energy (Electricity Generation and Natural Gas Use)	237
Mobile	816
Solid Waste Decomposition	18
Energy Use related to Water and Wastewater Conveyance	34
Total	**1,128**
Construction Emissions Amortized	20
TOTAL NET EMISSIONS	**804**

SOURCE: TAHA, 2015.

b) Less-Than-Significant Impact. The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare an SCS in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 RTP/SCS. The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. In addition, SB 743, adopted on September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by Assembly Bill (AB) 32. The project would provide infill residential development in proximity to a major transportation corridor (i.e., La Cienega Boulevard) and would

not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS.

The proposed project would provide residential units to meet demand for housing in proximity to urban uses, including transportation/transit and commercial centers, and would provide a healthy environment by reducing vehicle trips and corresponding GHG emissions. Though the proposed project would result in an increase in GHG emissions on-site, as discussed above, the proposed project would provide for new housing in proximity to jobs, transit, and commercial uses. The project site would be a short walk from important services, including four minutes to businesses on Robertson Boulevard, six minutes to Trader Joe's, 10 minutes to the Cedars-Sinai Medical Center campus, and 11 minutes to the Beverly Center and Beverly Connection. The project site is also near many transit stops, including those operated by the Los Angeles County Metropolitan Transportation Authority (Metro) and the Los Angeles Department of Transportation (LADOT). These project features would help reduce vehicle miles traveled and encourage the use of alternative modes of transportation other than an automobile. In addition, the proposed project would be designed to be in conformance with the City's Green Buildings Ordinance, including eclectic car charging stations. The proposed project, therefore, would be consistent with Statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less-than-significant impact related to GHG reduction plans.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.8 HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential developments, including lubricants, paints, cleaning supplies, pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No commercial or industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a residential development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. The proposed project's limited use of common hazardous materials can typically be disposed of at Class II or III landfills, which accept most common waste materials, such as those identified above. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, 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 impacts would be less than significant.

b-c) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. While several schools are located in the project area, only the Temple Emanuel School, which is located on 300 North Clark Drive in Beverly Hills, is located within 0.25 mile of the site.

The existing multi-family residential buildings on the project site have not been surveyed for asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of these buildings would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed by a certified asbestos containment contractor in accordance with applicable regulations prior to demolition. Similarly, it is likely that LBP is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal (Regulatory Compliance Measure **RC-HAZ-1**) would be required. With this compliance, the proposed project would result in a less-than-significant impact related to asbestos and LBP.

The proposed project would replace existing five multi-family residential buildings with a new residential development. Residential developments would be expected to use and store very small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. Nevertheless, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements to reduce impacts to less than significant.

d) **No Impact**. A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site.[19] Therefore,

[19]California Department of Toxic Substances Control, EnviroStor database, available http://www.envirostor.dtsc.ca.gov/public/, accessed: March 23, 2015.

the proposed project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.

e–f) **No Impact**. A significant impact would occur if the proposed project exposed persons residing or working in the area to risks associated with the proximity of an airport or airstrip. The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impact would occur.

g) **No Impact**. A significant impact would occur if the proposed project impaired the implementation of an emergency response or evacuation plan or blockage of an emergency route. The nearest emergency/disaster routes to the project site are La Cienega Boulevard (0.30 mile) to the east, Beverly Boulevard (0.40 mile) to the north, Santa Monica Boulevard (0.90 mile) to the north and west, and Olympic Boulevard (0.70 mile) to the south.[20] The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.

h) **No Impact**. A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is located in a highly urbanized area of the City. The area surrounding the project site is completely developed. Accordingly, the project site and the surrounding area are not subject to wildland fires. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.9 HYDROLOGY AND WATER QUALITY - Would the project:				
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 a manner which would result in flooding on- or off site?	☐	☐	☑	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☑	☐

[20]City of Los Angeles, *Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems,* Exhibit H, November 1996;

f)	Otherwise substantially degrade water quality?	☐	☐	☑	☐
g)	Place housing within a 100-year flood hazard area 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 hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☑
i)	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☑
j)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☑

a) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems. A significant impact would also occur if the proposed project would not comply with all applicable regulations with regard to surface water quality as governed by LARWQCB. The proposed project is a residential development with 88 residential units, occupying approximately 75,900 square feet of floor area, and 160 parking spaces in two subterranean levels. The proposed project also includes approximately 12,300 square feet of open space, including courtyards and roof gardens. As is typical of most non-industrial urban development, stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control Ordinance to ensure pollutant loads from the project site are minimized for downstream receiving waters (Regulatory Compliance Measure **RC-WQ-1)**. The Stormwater and Urban Runoff Pollution Control Ordinance contains requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development BMPs Handbook. Conformance to the City's Stormwater and Urban Runoff Pollution Control Ordinance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less-than-significant impacts and would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality.

b) **No Impact**. A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. In addition, since the existing project site is almost entirely impermeable, the proposed project would not reduce any existing percolation of surface water into the groundwater table. Therefore, project development would not impact groundwater supplies or groundwater recharge, and no impact would occur.

c) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the SWPPP would control and minimize erosion and siltation (Regulatory

Compliance Measures **RC-WQ-3** and **RC-WQ-4)**. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Since the project site is almost entirely impervious, impermeable surfaces resulting from the development of the proposed project would not substantially change the volume or direction of storm water runoff. Accordingly, significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Therefore, the proposed project would result in less-than-significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.

d) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. As discussed above in Response to Checklist Question 3.9(c), there are no streams or rivers located in the project vicinity. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Since the project site is almost entirely impervious, impermeable surfaces resulting from the development of the project would not substantially change the volume of storm water runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the proposed project would result in less-than-significant impacts related to the alteration of drainage patterns and on- or off-site flooding.

e) **Less-Than-Significant Impact**. A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Development of the proposed project would maintain existing drainage patterns (since the site is currently developed with residential buildings and is almost entirely paved); site-generated surface water runoff would continue to flow to the City's storm drain system. Since the project site is almost entirely impervious, impermeable surfaces resulting from the development of the project would not significantly change the volume of storm water runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in less-than-significant impacts related to existing storm drain capacities or water quality.

f) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would substantially degrade water quality. Refer to Response to Checklist Question 3.9(a) above.

g-h) **No Impact**. A significant impact would occur if the proposed project would be located within a 100-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan, the project site is not located within a 100-year or 500-year flood plain.[21] It should be noted that the project site is located immediately adjacent to areas indicated to be within a 500-year flood plain. However, the proposed project would not be located in such areas, and no impact related to flood zones would occur.

i) **No Impact**. A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. The project site and the surrounding areas are not located within a flood hazard area as a result of levee or dam failure. Accordingly, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, the proposed project would have no impact related to flooding.

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[21]City of Los Angeles, *Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems*, Exhibit F, November 1996.

j) **No Impact**. A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located approximately eight miles east of the Pacific Ocean at an elevation of approximately 160 feet above mean sea level. In addition, the project site and the surrounding areas are not located downslope from any unprotected grade to be exposed to mudflows. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.[22]

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.10 LAND USE AND PLANNING - Would the project:				
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?	☐	☐	☑	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☑

a) **No Impact**. A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, which would involve the construction of a new residential development in an urbanized area in Los Angeles, would not divide an established community. Therefore, the proposed project would have no impact related to the division of an established community.

b) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would be inconsistent with applicable plans, policies, and zoning designations. The project site is located in the northwestern portion of the Wilshire CPA near Beverly Hills, approximately six miles west of downtown Los Angeles. The Wilshire CPA has a pattern of low to medium density residential uses interspersed with areas of higher density residential uses. Long corridors of commercial activity can be found along major boulevards, including Robertson Boulevard, La Cienega Boulevard, Wilshire Boulevard, and Beverly Boulevard. The Wilshire CPA in the vicinity of the project site contains large concentrations of higher-density residential neighborhoods surrounding the area designated as Regional Commercial by the City's General Plan, including the Beverly Center, Beverly Connection, and the Cedars-Sinai Medical Center campus. The project site is adjacent to the southern boundary of this Regional Commercial Center, which is primarily developed with high-rise medical and office buildings, hotels, apartment towers, entertainment centers, and regional shopping complexes. In the immediate vicinity of the project site is a mix of low- and mid-rise buildings, as well as mid-rise multi-family residential uses (condominiums and apartments) with ground-floor or low-rise retail establishments on 3rd Street and Robertson Boulevard. The project site is designated as Medium Density Residential by the City's General Plan.

[2222]City of Los Angeles, *Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems*, Exhibit F, November 1996.

An analysis of the proposed project's consistency with applicable goals and policies of Regional SCAG plans, the City's General Plan elements, and the Wilshire Community Plan is provided in **Table 3-5** and **Table 3-6**. As shown in the table, although the proposed project would require a General Plan Amendment and a zone change to be consistent with City's General Plan land use goals and policies, the proposed project would be consistent with regional and local policies applicable to the proposed project. However, in order to ensure that the impacts of the proposed project related to the increased density on the City's land use goals and policies (Land Use Element – Wilshire Community Plan and Framework Element) remain less than significant, the decision maker would have to determine that the requested General Plan Amendment and Zone Change are appropriate.

TABLE 3-5: RELEVANT REGIONAL (SCAG) PLANNING GOALS AND POLICIES

Goal/Principle/Objective/Policy	Analysis of Project Consistency
CONGESTION MANAGEMENT PROGRAM (CMP)	
Goal: Link local land use decisions with their impacts on regional transportation and air quality.	**Consistent**. The proposed project would establish a residential infill development near a job center and regional commercial center (e.g., Beverly Center, Beverly Connection, and the Cedars-Sinai Medical Center). The proposed project would also be located near several transit opportunities on La Cienega Boulevard, Robertson Boulevard, and 3rd Street. Accordingly, the proposed project would encourage a walkable community and transit ridership among project residents, thereby reducing vehicle trips, improving air quality, and encouraging a more active lifestyle.
Objective: Locally analyze the impacts of local land use decisions on regional transportation.	**Consistent**. The proposed project would be designed with the goal of encouraging a walkable community near several transit options, job center, and regional commercial center (e.g., Beverly Center, Beverly Connection, and the Cedars-Sinai Medical Center). The location of housing in proximity to transit, jobs, and commercial centers would encourage other mobility options than automobile use (e.g., buses, bicycling, and walking).
2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (2012-2035 RTP/SCS)	
Goal: Align the plan investments and policies with improving regional economic development and competitiveness.	**Consistent**. The proposed project would create additional housing supply in an area with amply employment opportunities.
Goal: Maximize mobility and accessibility for all people and goods in the region.	**Consistent**. The proposed project is a residential infill development within an existing urbanized area that would concentrate new development near La Cienega Boulevard and Robertson Boulevard, both of which are transit-friendly and pedestrian-friendly commercial corridors that support public transit opportunities to maximize mobility of project residents.
Goal: Ensure travel safety and reliability for all people and goods in the region.	**Consistent**. The proposed project would incorporate urban design standards for residential infill development near transit corridors and commercial centers in order to maintain a safe and comfortable pedestrian environment and buffering between uses.
Goal: Preserve and ensure a sustainable regional transportation system.	**Consistent**. See discussions above regarding maximizing mobility and transit accessibility and ensuring travel safety and reliability.
Goal: Maximize the productivity of our transportation system.	**Consistent**. See discussions above regarding maximizing mobility and transit accessibility and ensuring travel safety and reliability
Goal: Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized) transportation, such as bicycling and walking.	**Consistent**. The proposed project would reduce greenhouse gas emissions per capita by locating housing near commercial centers and transit corridors that would allow for residents to find goods and services in their immediate vicinity and use transit as an alternative to private vehicles, thereby reducing vehicle trips, improving air quality, and encouraging a more active lifestyle. The proposed project would also include bike facilities to encourage alternative modes of transportation to private vehicles.
Goal: Actively encourage and create incentives for energy efficiency, where possible.	**Consistent**. The proposed project would be designed to comply with the City's Los Angeles Green Building Code and achieve LEED™ certification. Certain planning, design, and development methods, BMPs, and conservation features would be incorporated into the proposed project.

TABLE 3-5: RELEVANT REGIONAL (SCAG) PLANNING GOALS AND POLICIES	
Goal/Principle/Objective/Policy	**Analysis of Project Consistency**
Goal: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	**Consistent**. As discussed above regarding the protection of environment and public health, by locating the proposed project in proximity to transit, jobs, and commercial centers, it would encourage a variety of mobility options (including bicycling) for project residents and transit ridership, thereby reducing vehicle trips, improving air quality, and encouraging a more active lifestyle.
COMPASS GROWTH VISION REPORT	
Principle #1: Improve mobility for all residents.	**Consistent**. The proposed project would be designed with the goal of encouraging transit ridership among project residents to fully utilize the transit opportunities available in the project area.
Policy: Locate new housing near existing jobs and new jobs near existing housing.	**Consistent**. The proposed project involves development of a residential infill project, which places housing near existing jobs (e.g., Beverly Center, Beverly Connection, and the Cedars-Sinai Medical Center).
Policy: Encourage transit-oriented development.	**Consistent**. The proposed project involves development of residential infill near transit corridors.
Policy: Promote a variety of travel choices.	**Consistent**. The proposed project would be developed in an area with several transit opportunities. By locating the proposed project in proximity to transit, jobs, and commercial centers, it would encourage transit ridership among project residents, as well as other mobility options, including buses, bicycling, and walking.
Principle #2: Foster livability in all communities.	**Consistent**. The proposed project would be developed in proximity to jobs and commercial centers, which would encourage community walkability and a variety of mobility options (including bicycling) for project residents, thereby reducing vehicle trips, improving air quality, encouraging a more active lifestyle, and fostering livability in this portion of the Wilshire CPA.
Policy: Promote infill development and redevelopment to revitalize existing communities.	**Consistent**. The proposed project involves redevelopment of the project site with a residential use that would enhance livability through its pedestrian and transit-friendly design, creating a more vibrant and pedestrian-oriented areas in this portion of the Wilshire CPA.
Policy: Promote "people-scaled," pedestrian-friendly communities.	**Consistent**. The proposed project would be designed to be compatible in size and scale as the surrounding areas, including the multi-family residences to the east, west, north, and south. More specifically, the proposed project would be designed with a wider setback on Colgate Avenue from the required 7 feet to 15 feet to promote architectural compatibility and landscape, which would provide a greater buffer to the R1-1 properties south of Colgate Avenue, and a reduced setback on Hamel Road from 15 feet to 8 feet to allow for landscaped courtyards and in keeping with the R4-1-O to the north of the project site and provide a walkable, more inviting pedestrian-oriented street between Colgate Avenue and Burton Way.
Principle #4: Promote sustainability for future generations.	**Consistent**. The proposed project would be developed in proximity to transit, jobs, and commercial centers, which would encourage other mobility options among project residents. The project also would include bike facilities to encourage alternative modes of transportation to private vehicles. In addition, the project would be designed to comply with the City's Los Angeles Green Building Code and achieve LEED™ certification, thereby promoting sustainability and fostering livability for future generations.
Policy: Focus development in urban centers and existing cities.	**Consistent**. The proposed project would be located in proximity to commercial centers, including, but not limited to, the Beverly Center, Beverly Connection, and Cedars-Sinai Medical Center. The project area is heavily urbanized with a variety of mobility options.
Policy: Develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste.	**Consistent**. The proposed project would be designed to comply with the City's Los Angeles Green Building Code and achieve LEED™ certification to ensure that the proposed project uses resources efficiently and significantly reduce pollution and waste.
Policy: Utilize "green" development techniques.	**Consistent**. See discussions above regarding project design to achieve LEED™ certification.

TABLE 3-5: RELEVANT REGIONAL (SCAG) PLANNING GOALS AND POLICIES	
Goal/Principle/Objective/Policy	**Analysis of Project Consistency**
REGIONAL COMPREHENSIVE PLAN (RCP)	
Goal: Focus growth in existing and emerging centers and along major transportation corridors.	**Consistent**. The proposed project would be located in proximity to commercial centers, including, but not limited to, the Beverly Center, Beverly Connection, and Cedars-Sinai Medical Center. The project area is heavily urbanized with a variety of mobility options, including several transit opportunities along La Cienega Boulevard, Robertson Boulevard, and 3rd Street.
Goal: Create significant areas of mixed-use development and walkable, "people-scaled" communities.	**Consistent**. See discussion above regarding promotion of "people-scaled" communities.
Goal: Improve existing community open space through urban forestry and other programs that provide environmental benefits.	**Consistent**. The proposed project would provide more open space than the required amount. More specifically, the proposed project would provide approximately 3,900 square feet of courtyard space along the eastern property line and would plant at least 47 trees on-site, which would result in 25 more trees than what is required of the project.
Goal: Expand green building practices to reduce energy-related emissions from developments to increase economic benefits to business and residents.	**Consistent**. The proposed project would be designed to comply with the City's Los Angeles Green Building Code and achieve LEED™ certification to ensure that the proposed project uses resources efficiently and significantly reduce energy-related emissions.
Goal: Establish a more efficient transportation system that reduces and better manages vehicle activity.	**Consistent**. The proposed project would be developed in proximity to several transit options. By locating the proposed project in proximity to transit, it would encourage transit ridership among project residents, as well as other mobility options, including buses, bicycling, and walking.
Policy/Strategy: Develop nodes (that are people-scaled, walkable communities) on a corridor.	**Consistent**. The proposed project is centrally located in proximity to jobs and commercial centers and within walking distance of transportation resources to promote and foster a walkable community.

TABLE 3-6: RELEVANT CITY PLANNING GOALS AND POLICIES	
FRAMEWORK ELEMENT OF THE GENERAL PLAN	
Land Use	
Policy 3.1.5 Allow amendments to the community plans and coastal plans to further refine General Plan Framework Element land use boundaries and categories to reflect local conditions, parcel characteristics, existing land uses, and public input. These changes shall be allowed provided (a) that the basic differentiation and relationships among land use districts are maintained, (b) there is no reduction in overall housing capacity, and (c) additional environmental review is conducted in accordance with the California Environmental Quality Act should the impacts of the changes exceed the levels of significance defined and modify the conclusions of the Framework Element's Environmental Impact Report.	**Consistent**. The proposed project involves a request for a General Plan Amendment to allow for increased density on the project site in order to contribute to meeting area needs for housing, while enhancing the sense of community in the area by providing a well-designed development and increasing property tax revenue for the City. The proposed project would maintain the basic differentiation and relationships among land uses, result in an increase in housing capacity, and comply with the requirements of CEQA through this Initial Study and associated Mitigated Negative Declaration.
Policy 3.1.8 Consider the formulation of plans that facilitate the local community's identification of precise uses, densities, and design characteristics for development and public streetscape for neighborhood areas smaller than the community plans, provided that the Framework Element's differentiation and relationships among land use districts are generally maintained, there is no significant change in the population and employment capacity of the neighborhood, and there is no significant reduction in overall housing capacity.	**Consistent**. The proposed project would improve the streetscape and enhance the character of the neighborhood. The proposed project would include landscaping and streetscape improvements to enhance the visual quality of the area. The proposed project would be designed with a wider setback on Colgate Avenue to promote architectural compatibility and landscape and a reduced setback on Hamel Road to allow for landscaped courtyards and provide a walkable, more inviting pedestrian-oriented street between Colgate Avenue and Burton Way. The proposed project would not change the differentiation and relationships among land uses, significantly change the population (with a net increase of 134 residents) and employment capacity of the neighborhood, or result in a reduction of overall housing capacity,
Objective 3.2 Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.	**Consistent**. The proposed project would establish a residential infill development near a job center and regional commercial center (e.g., Beverly Center, Beverly Connection, and the Cedars-Sinai Medical Center). The proposed project would also be located near several

TABLE 3-6: RELEVANT CITY PLANNING GOALS AND POLICIES	
	transit opportunities on La Cienega Boulevard, Robertson Boulevard, and 3rd Street. Accordingly, the proposed project would encourage a walkable community and transit ridership among project residents, thereby promoting an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.
Policy 3.2.3 Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	**Consistent**. The proposed project would be developed in proximity to jobs and commercial centers, which would encourage community walkability and a variety of mobility options for project residents. The proposed project would also include bike facilities to encourage alternative modes of transportation to private vehicles.
Policy 3.2.4 Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.	**Consistent**. The proposed project would be designed to be compatible in size and scale as the surrounding areas, including the multi-family residences to the east, west, north, and south. More specifically, the proposed project would be designed with a wider setback on Colgate Avenue from the required 7 feet to 15 feet to promote architectural compatibility and landscape, which would provide a greater buffer to the R1-1 properties south of Colgate Avenue, and a reduced setback on Hamel Road from 15 feet to 8 feet to allow for landscaped courtyards and in keeping with the R4-1-O to the north of the project site and provide a walkable, more inviting pedestrian-oriented street between Colgate Avenue and Burton Way.
Objective 3.4 Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	**Consistent**. The proposed project would establish a residential infill development while enhancing the sense of community in the area by providing a well-designed development maintaining the basic differentiation and relationships among land uses to conserve existing neighborhoods.
Goal 3C Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.	**Consistent**. The proposed project involves redevelopment of the project site with a multi-family residential use that would enhance livability through its pedestrian and transit-friendly design, creating a more vibrant and pedestrian-oriented area for existing and future residents in the neighborhood.
Objective 3.7 Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.	**Consistent**. The proposed project involves redevelopment of the project site with a multi-family residential use that would enhance livability through its pedestrian and transit-friendly design, creating a more vibrant and more stable neighborhood to improve the quality of life for existing and future residents. The proposed project would slightly increase density on the project site to allow for growth in the project area, where there is sufficient public infrastructure and services.
Policy 3.7.4 Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.	**Consistent**. The proposed project would incorporate urban design standards for residential infill development (see discussions below under "Urban Form and Neighborhood Design"). The proposed project would be designed to be compatible in size and scale as the surrounding areas, including the multi-family residences to the east, west, north, and south.
Housing	
Objective 4.2 Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.	**Consistent**. The proposed project would be developed in proximity to transit, jobs, and commercial centers, which would encourage other mobility options among project residents. The project also would include bike facilities to encourage alternative modes of transportation to private vehicles.
Objective 4.3 Conserve scale and character of residential neighborhoods.	**Consistent**. The proposed project would be designed to be compatible in size and scale as the surrounding areas, including the multi-family residences to the east, west, north, and south. More specifically, the proposed project would be designed with a wider setback on Colgate Avenue from the required 7 feet to 15 feet to promote architectural compatibility and landscape, which would provide a greater buffer to the R1-1 properties south of Colgate Avenue. Colgate Avenue represents the demarcation between the medium density residential uses to the north and the low density/single-family residential uses to the south. The proposed project would be similar to and consistent with the size and scale of the multi-family residences along the north side Colgate Avenue.
Urban Form and Neighborhood Design	
Policy 5.2.3 Encourage the development of	**Consistent**. The proposed project would be developed in proximity

TABLE 3-6: RELEVANT CITY PLANNING GOALS AND POLICIES	
housing surrounding or adjacent to centers and along designated corridors, at sufficient densities to support the centers, corridors, and the transit system.	to transit, jobs, and commercial centers. More specifically, the proposed project would be located near several transit opportunities on La Cienega Boulevard, Robertson Boulevard, and 3rd Street. Similarly, the project would be located near jobs and commercial centers, including, but not limited to, the Beverly Center, Beverly Connection, and the Cedars-Sinai Medical Center.
Objective 5.5 Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.	**Consistent**. The proposed project would be designed to promote a livable neighborhood and quality design that enhances the neighborhood character. The proposed project would also be designed to be compatible in size and scale as the surrounding areas, including the multi-family residences to the east, west, north, and south. The proposed project would be developed in proximity to transit, jobs, and commercial centers, which would encourage other mobility options among project residents. The project also would include bike facilities to encourage alternative modes of transportation to private vehicles. In addition, the project would be designed to comply with the City's Los Angeles Green Building Code and achieve LEED™ certification, thereby promoting sustainability and fostering livability for future generations.
Policy 5.7.1 Establish standards for transitions in building height and for on-site landscape buffers.	**Consistent**. The proposed project would be designed with a wider setback on Colgate Avenue from the required 7 feet to 15 feet to promote architectural compatibility and landscape, which would provide a greater buffer to the R1-1 properties south of Colgate Avenue. In addition, the height of the proposed building would be stepped up from three stories (37 feet) on Colgate Avenue to be more compatible in scale to the adjacent apartment buildings immediately to the west and the single family homes to the south and rising up to five stories (54.4 feet) at the existing alley along the northern boundary of the project site.
Objective 5.9 Encourage proper design and effective use of the built environment to help increase personal safety at all times of the day.	**Consistent**. The proposed project would incorporate security features to provide for the safety of on-site residents. These features would include sufficient lighting throughout the project site to ensure safety and visibility. Entryways, courtyards, lobbies, and parking areas would also be well-illuminated and designed to eliminate areas of concealment.
Policy 5.9.1 Facilitate observation and natural surveillance through improved development standards which provide for common areas, adequate lighting, clear definition of outdoor spaces, attractive fencing, use of landscaping as a natural barrier, secure storage areas, good visual connections between residential, commercial, or public environments and grouping activity functions such as child care or recreation areas.	**Consistent**. See discussion for Objective 5.9 above regarding project design to ensure safety.
Open Space and Conservation	
Objective 6.3 Ensure that open space is managed to minimize environmental risks to the public.	**Consistent**. The proposed project would provide more open space than the required amount. More specifically, the proposed project would provide approximately 3,900 square feet of courtyard space along the eastern property line and would plant at least 47 trees on-site, which would result in 25 more trees than what is required of the project. As discussed above, courtyards and project open space would be well-illuminated and designed to eliminate areas of concealment to minimize risks to the public and residents.
Policy 6.3.3 Utilize development standards to promote development of public open space that is visible, thereby helping to keep such spaces and facilities as safe as possible.	**Consistent**. See discussion for Objective 6.3 above regarding open space and safety.
AIR QUALITY ELEMENT OF THE GENERAL PLAN	
Policy 4.2.1 Revise the City's General Plan/ Community Plans to achieve a more compact, efficient form and to promote more transit-oriented development and mixed-use development	**Consistent**. The proposed project would entail a more compact project that consists of a mix of one- and two-bedroom housing units to be developed in proximity to transit, jobs, and commercial centers.
Policy 4.2.2 Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	**Consistent**. The proposed project involves development of a residential infill project, which would locate housing near places of employment, shopping centers, and other commercial centers, including the Beverly Center, Beverly Connection, and Cedars-Sinai Medical Center.
Policy 4.2.3 Ensure that new development is compatible with pedestrians, bicycles, transit, and	**Consistent**. The proposed project involves redevelopment of the project site with a residential use that would enhance livability through

TABLE 3-6: RELEVANT CITY PLANNING GOALS AND POLICIES	
alternative fuel vehicles.	its pedestrian and transit-friendly design, creating a more vibrant and pedestrian-oriented areas in this portion of the Wilshire CPA. The proposed project would be developed in proximity to transit, jobs, and commercial centers, which would encourage other mobility options among project residents. The project also would include bike facilities to encourage alternative modes of transportation to private vehicles.
Policy 5.1.2 Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations	**Consistent**. The proposed project would be designed to comply with the City's Los Angeles Green Building Code and achieve LEED™ certification to ensure that the proposed project uses resources efficiently and significantly reduce energy-related emissions.
Policy 5.1.4 Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Consistent**. The proposed project would be designed to comply with the City's Los Angeles Green Building Code and achieve LEED™ certification to ensure that the proposed project uses resources efficiently and significantly reduce pollution and waste.
CONSERVATION ELEMENT OF THE GENERAL PLAN	
Policy: Continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities	**Consistent**. As discussed in Section 3.5, compliance with existing regulations would be required to reduce impacts related to the discovery of unknown archaeological and paleontological resources during project construction to less-than-significant levels.
Policy: Continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.	**Consistent**. As discussed in Section 3.5, none of these structures appear in any of the listings, databases, or sources identifying historical resources, including the NRHP, CRHR, California Historical Landmarks, California Points of Historical Interest, Los Angeles HCM for the Wilshire Community Plan, and the City's HPOZ Map. Although an adjacent property to the west at 428 S. Arnaz Drive was identified as one of the individual resources meeting eligibility for listing development of the proposed project behind this property is not anticipated to alter or affect any of the essential character-defining features that make it eligible and, thus, is not anticipated to affect its eligibility for the NRHP, CRHR, and/or HCM. Therefore, impacts related to historic resources would be less than significant.
Policy 1: Continue to require evaluation, avoidance, and minimization of potential significant impacts, as well as mitigation of unavoidable significant impacts on sensitive animal and plant species and their habitats and habitat corridors relative to land development activities.	**Consistent**. As discussed in Section 3.4, no threatened or endangered plant or animal species have been found to occur on or near the project site. Therefore, the proposed project would not have any effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.
Policy 1: Continue striving to meet the city's water, power and other needs while at the same time striving to be a good steward of natural resources and minimizing impacts on the environment.	**Consistent**. The proposed project would be designed to comply with the City's Los Angeles Green Building Code and achieve LEED™ certification to ensure that the proposed project uses resources efficiently and significantly reduce pollution and waste.
HOUSING ELEMENT OF THE GENERAL PLAN	
Policy 1.1.4 Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.	**Consistent**. The proposed project is located within walking distance of jobs, commercial centers, and transportation resources along La Cienega Boulevard, Robertson Boulevard, and 3rd Street to promote and foster a walkable community.
Policy 2.2.1 Provide incentives to encourage the integration of housing with other compatible land uses.	**Consistent**. The proposed project would be implemented in an area developed with various commercial, institutional, and residential land uses.
Policy 2.2.2 Provide incentives and flexibility to generate new multi-family housing near transit and centers.	**Consistent**. The proposed project involves development of a residential infill project, which would locate multi-family housing in proximity to several transit options. By locating the proposed project in proximity to transit, it would encourage transit ridership among project residents, as well as other mobility options, including buses, bicycling, and walking.
Policy 2.3.2 Promote and facilitate reduction of water consumption in new and existing housing.	**Consistent**. The proposed project would be designed to comply with the City's Los Angeles Green Building Code and achieve LEED™ certification to ensure that the proposed project uses water resources efficiently.
Policy 2.3.3 Promote and facilitate reduction of energy consumption in new and existing housing.	**Consistent**. The proposed project would be designed to comply with the City's Los Angeles Green Building Code and achieve LEED™ certification to ensure that the proposed project uses energy resources efficiently.
Policy 2.3.4 Promote and facilitate reduction of waste in construction and building operations.	**Consistent**. The proposed project would be designed to comply with the City's Los Angeles Green Building Code and achieve LEED™

TABLE 3-6: RELEVANT CITY PLANNING GOALS AND POLICIES	
	certification to ensure that the proposed project uses resources efficiently and significantly reduce waste.
Policy 2.4.1 Promote preservation of neighborhood character in balance with facilitating new development.	**Consistent**. The proposed project would be designed to promote a livable neighborhood and quality design that enhances the neighborhood character. The proposed project would be designed to be compatible in size and scale as the surrounding areas, including the multi-family residences to the east, west, north, and south. The height of the proposed building would be stepped up from three stories (37 feet) on Colgate Avenue to be more compatible in scale to the adjacent apartment buildings immediately to the west and the single family homes to the south and rising up to five stories (54.4 feet) at the existing alley along the northern boundary of the project site. In addition, the proposed project would be designed to enhance the neighborhood character by improving parking conditions, walkability, and landscaping on-site and on Hamel Road.
Policy 2.4.2 Develop and implement design standards that promote quality residential development.	**Consistent**. The proposed project would be designed to comply with the City's Los Angeles Green Building Code and achieve LEED™ certification, thereby promoting sustainability, fostering livability, and quality residential development.
TRANSPORTATION ELEMENT OF THE GENERAL PLAN	
Policy 2.11 Continue and expand requirements for new development to include bicycle storage and parking facilities, where appropriate.	**Consistent**. Bicycle parking and storage would be provided as part of the proposed project per LAMC Section 12.21. The proposed project would be designed to encourage alternative modes of transportation (e.g., bicycling and walking) to private vehicles.
WILSHIRE COMMUNITY PLAN	
Policy 1-1.3 Provide for adequate Multiple Family residential development.	**Consistent**. The proposed project would involve the development of multi-family residential housing units.
Policy 1-2.1 Encourage higher density residential uses near major public transportation centers.	**Consistent**. The proposed project would entail a higher density residential project that would be developed in an area with several transit opportunities, primarily along La Cienega Boulevard, Robertson Boulevard, and 3rd Street.
Policy 1-3.1 Promote architectural compatibility and landscaping for new Multiple Family residential development to protect the character and scale of existing residential neighborhoods.	**Consistent**. The proposed project would be designed to be compatible in size and scale as the surrounding areas, including the multi-family residences to the east, west, north, and south. More specifically, the proposed project would be designed with a wider setback on Colgate Avenue from the required 7 feet to 15 feet to promote architectural compatibility and landscape, which would provide a greater buffer to the R1-1 properties south of Colgate Avenue, and a reduced setback on Hamel Road from 15 feet to 8 feet to allow for landscaped courtyards and in keeping with the R4-1-O to the north of the project site and provide a walkable, more inviting pedestrian-oriented street between Colgate Avenue and Burton Way.
Policy 1.4-2 Ensure that new housing opportunities minimize displacement of residents.	**Consistent**. The proposed project would result in the demolition of 29 apartment units, which are estimated to currently house 67 residents. However, the proposed project would be subject to the tenant relocation and displacement requirements of the City. Compliance with these requirements, including the provision of notice and payment of relocation fees, would reduce displacement impacts to less than significant.
Policy 2-2.1 Encourage pedestrian-oriented design in designated areas and in new development.	**Consistent**. See discussion above regarding promotion of "people-scaled" communities.
Policy 2-3.1 Improve streetscape identity and character through appropriate controls of signs, landscaping, and streetscape improvements; and require that new development be compatible with the scale of adjacent neighborhoods.	**Consistent**. The proposed project would improve the streetscape and enhance the character of the neighborhood. The proposed project would include landscaping and streetscape improvements to enhance the visual quality of the area. More specifically, the proposed project would provide approximately 3,900 square feet of courtyard space along the eastern property line and would plant at least 47 trees on-site, which would result in 25 more trees than what is required of the project. The proposed project would be designed with a wider setback on Colgate Avenue to promote architectural compatibility and landscape and a reduced setback on Hamel Road to allow for landscaped courtyards and provide a walkable, more inviting pedestrian-oriented street between Colgate Avenue and Burton Way.

c) No Impact. A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in Response to Checklist Question 3.4(f), the project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.11 MINERAL RESOURCES - Would the project:				
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?	☐	☐	☐	☑

a-b) No Impact. A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits.[23] The project site is currently designated for Medium Residential and zoned R3-1-O (Multiple Dwelling) and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area.[24] Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.12 NOISE - Would the project:				
a) Exposure of persons to or generation of noise in levels 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?	☐	☐	☐	☑

[23]City of Los Angeles Department of City Planning, *Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report*, Figure GS-1, Areas Containing Significant Mineral Deposits in the City of Los Angeles, January 1995.

[24]City of Los Angeles, *Safety Element of the Los Angeles City General Plan*, Oil Field & Oil Drilling Areas in the City of Los Angeles, Exhibit E, November 1996.

a) Less-Than-Significant Impact with Mitigation Incorporated. The noise analysis discusses sound levels in terms of Equivalent Noise Level (L_{eq}) and Community Noise Equivalent Level (CNEL). L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of dBA. CNEL is an average sound level during a 24-hour period and is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Accordingly, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or "point source," decreases by approximately 6 dBA over hard surfaces (e.g., reflective surfaces, such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces, such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level is 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source decreases by approximately 3 dBA over hard surfaces and 4.8 dBA over soft surfaces for each doubling of the distance. Generally, noise is most audible when the source is in a direct line-of-sight of the receiver. Barriers, such as walls, berms, or buildings that break the line-of-sight between the source and the receiver greatly reduce noise levels from the source since sound can only reach the receiver by bending over the top of the barrier. However, if a barrier is not sufficiently high or long to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and may evoke a community reaction. A 10-dBA increase is subjectively heard as a doubling in loudness and would likely cause a community response.

The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. These regulations pertain to construction hours; LAMC Section 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) , and LAMC Section 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) also specifies the maximum noise level of powered equipment or powered hand tools.

The City's Noise Element of the General Plan includes exterior standards related to land use and noise compatibility. Multi-family residences are normally compatible with an ambient noise environment of 65 dBA or less. Normally compatible means that the land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise- and vibration-sensitive and may warrant unique measures for protection from intruding noise. Based on the LAMC standard, sensitive receptors within 500 feet of the project site include the following:

- Residences on the east side of Arnaz Drive located immediately adjacent to the west of the project site;

- Residences located approximately 20 feet to the north of the project site across an existing alley;
- Residences located approximately 57 feet to the east of the project site across Hamel Road;
- Residences located approximately 62 feet to the south of the project site across Colgate Avenue; and
- Residences located approximately 280 feet to the north of the project site across Burton Way.

The above sensitive receptors represent the nearest sensitive locations with the potential to be impacted by the proposed project. Additional sensitive receptors are located within 500 feet of the project site, but these receptors would be somewhat shielded from construction activity by the multi-story buildings immediately surrounding the project site, as identified above. Construction activity would result in the loudest noise levels at sensitive land uses that have a direct line-of-sight to the ground level of the project site. This is because the first tier of buildings immediately surrounding the project site would act as a noise barrier to other sensitive receptors located beyond these buildings. Therefore, construction-related noise levels are only presented for receptors closest to the project site.

Vehicular traffic is the primary source of noise in the project vicinity. Sound measurements were taken using a SoundPro DL Sound Level Meter between 8:30 a.m. and 9:30 a.m. on April 7, 2015, to determine existing ambient daytime peak noise levels in the project vicinity. The noise measurements were used to establish existing ambient noise conditions and to provide a baseline for evaluating construction and operational noise impacts. As shown in **Table 3-7**, existing ambient sound levels are between 59.7 and 66.6 dBA L_{eq}.

TABLE 3-7: EXISTING NOISE LEVELS

Noise Monitoring Location	Distance from Project Site (feet)	Sound Level (dBA, L_{eq})
Hamel Road	80	60.8
Arnaz Drive	133	59.7
Burton Way	285	66.6

SOURCE: TAHA, 2015.

Construction Noise

Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction activities typically require the use of numerous pieces of noise-generating equipment. The noise levels shown in **Table 3-8** take into account the likelihood that multiple pieces of construction equipment would be operating simultaneously and the typical overall noise levels that would be expected for each phase of construction. When considered as an entire process with multiple pieces of equipment, excavation activity would generate a noise level of approximately 89 dBA L_{eq} at 50 feet.

TABLE 3-8: OUTDOOR CONSTRUCTION NOISE LEVELS AT THE NEAREST RECEPTORS

Construction Phase	Noise Level at 50 Feet (dBA)
Ground Clearing	84
Grading/Excavation	89
Foundations	78
Structural	85
Finishing	89

SOURCE: USEPA, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971.

Typical noise levels from various types of equipment that may be used during construction are listed in **Table 3-9**. The table shows noise levels at distances of 50 and 100 feet from the construction noise source. It is not anticipated that the proposed project would require pile driving.

TABLE 3-9: MAXIMUM NOISE LEVELS OF COMMON CONSTRUCTION MACHINES

Noise Source	Noise Level (dBA) /a/	
	50 Feet	100 Feet /a/
Front Loader	80	74
Trucks	89	83
Jackhammers	90	84
Generators	77	71
Backhoe	84	78
Tractor	88	82
Excavator	81	75
Paver	87	81

/a/ Assumes a 6-dBA drop-off rate for noise generated by a "point source" and traveling over hard surfaces. Actual measured noise levels of the equipment listed in this table were taken at distances of ten and 30 feet from the noise source.
SOURCE: USEPA, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971, and FHWA, *Construction Noise Handbook*, 9.1 Equipment Type Inventory and Related Emission Levels, http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm, accessed 4/7/2015.

The noise level during the construction period at each receptor location was calculated by making a distance adjustment to the construction source sound level and logarithmically adding the adjusted construction noise source level to the ambient noise level. **Table 3-10** presents the estimated noise levels at the sensitive receptors nearest to the project site. Typical construction activity using multiple pieces of equipment would increase the ambient noise levels at sensitive receptors to between 68.5 and 89.0 dBA L_{eq}.

TABLE 3-10: TYPICAL CONSTRUCTION NOISE LEVELS

Sensitive Receptor	Distance (feet)	Maximum Noise Level (dBA)	Existing Ambient (dBA, L_{eq})	New Ambient (dBA, L_{eq})
Residences to the West	Adjacent	89.0	59.7	89.0
Residences to the North	Adjacent	89.0	59.7	89.0
Residences to the East	57	87.9	60.8	87.9
Residences to the South	62	87.1	60.8	87.1
Residences across Burton Wy	280	64.0	66.6	68.5

SOURCE: TAHA, 2015.

The most noise-intensive construction activities would occur during the early phases of construction (e.g., demolition, site preparation, and structural framing). The majority of the latter phases of construction would occur interior to the project site or within the newly constructed building.

Pursuant to LAMC Section 112.05, construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. The estimated construction-related noise levels 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 LAMC. However, the project applicant would be required to comply with the City's Standard Conditions of Approval (Regulatory Compliance Measure **RC-NO-1)** and implement Mitigation Measures **XII-20** through **XII-70**, which are feasible measures to control noise levels, including installation of engine mufflers and noise blanket barriers. Implementation of these mitigation measures would reduce the noise levels associated with construction of the proposed project to the maximum extent that is technically

feasible. Therefore, with mitigation, the proposed project would result in a less-than-significant impact related to construction noise.

Trucks associated with construction activity would increase noise levels along the haul route. It is anticipated that truck trips to and from the project site would travel from Burton Way to La Cienega Boulevard toI-10. The potential for a noise impact would be anticipated along Burton Way because La Cienega Boulevard, a six-lane arterial road, is a major north/south travel route in the City, which carries daily traffic volumes over 85,000 vehicles per day. Compared to Burton Way, La Cienega Boulevard generates considerably more traffic noise due to higher traffic volumes. Excavation activity would generate approximately 36 trips per day and 4.5 trips per hour. Mobile noise generated by construction trucks was estimated using the Federal Highway Administration (FHWA) RD-77-108 calculation methodology. Hourly construction truck volumes were added to the existing traffic volumes on Burton Way to determine the incremental change in noise levels. As shown in **Table 3-11**, construction truck traffic would increase the noise level on Burton Way by approximately 0.5 dBA. This incremental noise level increase would not exceed 5 dBA, which is an indicator of a noticeable increase that may evoke a community reaction. Therefore, the proposed project would result in a less-than-significant impact related to haul truck noise levels.

TABLE 3-11: HAUL TRUCK NOISE LEVELS

Roadway Segment	Estimated dBA, L_{eq}		
	Existing Noise Levels without Project Construction	Existing Noise Levels with Project Construction(2	Project Impact
Burton Way between Robertson Bl and Willaman Dr	69.2	69.7	0.5

SOURCE: TAHA, 2015.

Mitigation Measures

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

- Construction and demolition activities shall be restricted to the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

XII-21 Increased Noise Levels (Haul Route)
All construction truck traffic shall be restricted to truck routes approved by the City's Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.

XII-22 Increased Noise Levels (Construction Equipment or Methods)
The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be minimized. Examples include the use of drill rigs and jackhammers.

XII-23 Increased Noise Levels (Noise and Groundborne Vibration Construction Activities)
Noise and groundborne vibration construction activities whose specific location on the project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far away 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.

XII-24 Increased Noise Levels (Drilling)
Flexible sound control curtains shall be placed around drilling apparatuses and drill rigs used within the project site to the extent feasible.

XII-25 Increased Noise Levels (Notification of Construction within 500 Feet of Adjacent Land Uses)
Adjacent land uses within 500 feet of the construction site shall be notified about the estimated duration and hours of construction activity at least 30 days before the start of construction.

XII-26 Increased Noise Levels (Noise Barriers)
Barriers, such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around along the western property line to minimize the amount of noise during construction on the nearby noise-sensitive uses located offsite.

Operational Noise

Vehicular Noise. The proposed project would generate 373 net trips per day. To determine off-site noise impacts, traffic was modeled utilizing the FHWA RD-77-108 calculation methodology. **Table 3-12** summarizes peak hour mobile source noise under Existing and Existing Plus Project Conditions. It is not anticipated that the proposed project would change the existing CNEL along any of the modeled roadway segments. The incremental noise level increases would not exceed 5 dBA, which is an indicator of a noticeable increase that may evoke a community reaction. Therefore, under Existing plus Project Conditions, the proposed project would result in a less-than-significant impact related to mobile source noise levels. Under Existing Plus Project Conditions, vehicle noise would not expose people to, or generate, noise levels in excess of applicable standards, or result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

TABLE 3-12: ESTIMATED MOBILE SOURCE NOISE LEVELS (2015)

	Estimated dBA, CNEL		
Roadway Segment	**Existing (2015) Conditions**	**Existing (2015) Plus Project Conditions**	**Project Impact**
Burton Wy between Robertson Bl and Willaman Dr	69.6	69.6	0.0
Robertson Bl between Burton Wy and 3rd St	69.1	69.1	0.0
Robertson Bl between Burton Wy and Colgate Ave	70.3	70.3	0.0
Willaman Dr between Burton Wy and 3rd St	63.5	63.5	0.0
Willaman Dr between Burton Wy and Colgate Ave	62.2	62.2	0.0

SOURCE: TAHA, 2014.

Table 3-13 shows mobile source noise levels along the analyzed roadway segments for Future without Project and Future with Project Conditions. The greatest project-related noise increase would be 0.1 dBA and would occur along Willaman Drive between Burton Way Colgate Avenue and Willaman Drive between Burton Way and 3rd Street. This incremental noise level increase would not exceed 5 dBA, which is an indicator of a noticeable increase that may evoke a community reaction. Therefore, under Future with Project Conditions, the proposed project would result in a less-than-significant impact related to mobile source noise levels. Under Future with Project Conditions, vehicle noise would not expose people to, or generate, noise levels in excess of applicable standards, or result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the proposed project.

TABLE 3-13: ESTIMATED MOBILE SOURCE NOISE LEVELS (2018)

	Estimated dBA, CNEL		
Roadway Segment	**Future (2018)**	**Future (2018)**	**Project**

	without Project Conditions	with Project Conditions	Impact
Burton Wy between Robertson Bl and Willaman Dr	69.8	69.8	0.0
Robertson Bl between Burton Wy and 3rd St	69.2	69.2	0.0
Robertson Bl between Burton Wy and Colgate Ave	70.5	70.5	0.0
Willaman Dr between Burton Wy and 3rd St	63.7	63.8	0.1
Willaman Dr between Burton Wy and Colgate Ave	62.4	62.5	0.1
SOURCE: TAHA, 2015.			

Parking Noise. A total of 160 parking spaces would be provided on two subterranean levels. The subterranean level parking would be entirely enclosed, and vehicle noise generated within the structure would not be audible beyond the property line. Therefore, the proposed project would have a less-than-significant impact related to parking noise.

Stationary Noise. Potential stationary noise sources related to long-term operations of the proposed project includes mechanical equipment (e.g., parking structure air vents and heating, ventilation, and air conditioning [HVAC] equipment), which would be designed to be located within an enclosure. Mechanical equipment would either be on the roof of the building or within the subterranean level(s). Rooftop mechanical equipment typically generates noise levels of approximately 60 dBA L_{eq} at 50 feet. In addition, mechanical equipment would be screened from view as much as possible to comply with the LAMC requirements for both daytime (65 dBA) and nighttime (60 dBA) operation at the property line. This noise level is reduced by at least 10 dBA when the equipment is enclosed within a structure. Based on these requirements, mechanical equipment would not increase the permanent CNEL by more than 1.0 dBA at adjacent land uses. This incremental noise level increase would not exceed 5 dBA. In addition, similar residential buildings are located in the neighborhood. A site walk was completed to assess existing noise levels, and neither parking structure air vents nor HVAC equipment noise was audible from structures similar to the proposed project. Therefore, impacts related to stationary noise would be less than significant.

Land Use and Noise Compatibility. The proposed project would include residential uses on the project site. It is important that residential land uses are located in noise compatible environments and comply with the City exterior noise policy of 65 dBA CNEL. The monitored existing ambient noise level at the project site was 60.8 dBA L_{eq}. The California Department of Transportation Technical Noise Supplement states that the CNEL is typically within 2 dBA of the peak hour L_{eq}. Therefore, the monitored L_{eq} was adjusted and increased by 2 dBA to obtain the existing CNEL of 62.8 dBA. This noise level does not exceed the City's exterior noise level policy of 65 dBA CNEL as stated in the Noise Element of the General Plan. Therefore, impacts related to land use compatibility would be less than significant.

b) **Less-Than-Significant Impact with Mitigation Incorporated**. Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. High levels of vibration may cause physical personal injury or damage to buildings. However, vibrations rarely affect human health. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. Typical vibration levels associated with construction equipment are provided in **Table 3-14**. Heavy equipment (e.g., a large bulldozer and caisson drilling) generates vibration levels of 0.089 inches per second peak particle velocity (PPV) at a distance of 25 feet.

TABLE 3-14: VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT	
Equipment	**Peak Particle Velocity at 25 feet (Inches/Second)**

Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003
SOURCE: FTA, *Transit Noise and Vibration Impact Assessment*, May 2006.	

According to the *Traffic Noise and Vibration Impact Assessment* prepared by the Federal Transit Administration (FTA), construction vibration damage criterion for engineered concrete and masonry buildings is 0.3 inches per second PPV. This damage criterion would be exceeded at 52 feet from heavy-duty construction equipment (e.g., a large bulldozer). Based on this distance, buildings adjacent and to the north and west may be damaged by high vibration levels. The project applicant would be required to implement Mitigation Measure **XII-310)**, which would ensure adjacent structures would not be irreparably damaged by construction-related vibration. Therefore, with mitigation, the proposed project would result in a less-than-significant impact related to construction vibration.

Mitigation Measures

XII-310 Increased Vibration Levels (Vibration-Causing Activities)

Prior to commencement of construction activity, a qualified structural engineer licensed in California shall survey the existing foundation and other structural aspects of buildings within 52 feet of the construction zone (subject to property owner granting access to conduct the survey). The survey shall provide a shoring design to protect the identified land uses from potential damage.

The qualified structural engineer shall submit a pre-construction survey letter establishing baseline conditions at these buildings. These baseline conditions shall be forwarded to the lead agency and to the mitigation monitor prior to issuance of any foundation only or building permit.

At the conclusion of vibration causing activities, the qualified structural engineer shall issue a follow-on letter describing damage, if any, to the buildings. The letter shall include recommendations for any repair, as may be necessary. Repairs to shall be undertaken and prior to issuance of any temporary or permanent certificate of occupancy for the new building.

Operational Vibration

The proposed project would not include significant stationary sources of ground-borne vibration, such as heavy equipment operations. Operational ground-borne vibration in the project vicinity would be generated by vehicular travel on the local roadways. The FTA has stated in the Transit Noise and Vibration Impact Assessment guidance document that vibration from rubber-tired vehicles is rarely perceptible, except under poor road conditions (e.g., potholes). Roadways near the project site are well maintained, and traffic vibration levels would not be perceptible by sensitive receptors. Therefore, impacts related to operational vibration would be less than significant.

c) **Less-Than-Significant Impact**. A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. As discussed above in Response to Checklist Question 3.12(a), the proposed project would result in a less-than-significant impact related to operations.

d) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact would occur if the proposed project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed in Response to Checklist Question 3.12(a), the proposed project would result in a less-than-significant impact related to construction with implementation of Mitigation Measures **XII-20** through **XII-70**.

e) **No Impact**. A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport. The nearest public airport is the Los Angeles International Airport (LAX), located approximately nine miles southwest of the project site. The project site is outside of the LAX Land Use Plan. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.

f) **No Impact**. A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is not within the vicinity of a private airstrip. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.13 POPULATION AND HOUSING - Would the project:				
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?	☐	☐	☑	☐

a) **Less-Than-Significant Impact**. A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. According to the U.S. Census, the City had a population of 3,792,621 residents and a housing inventory of 1,413,995 units in 2010.[25] As of July 1, 2014, the City of Los Angeles Department of City Planning has estimated that the population of the City has grown by 133,770 residents, at an average annual growth rate of approximately 0.870 percent, and housing by 15,818 units, at an average annual housing increase of approximately 0.279 percent.[26] According to the U.S. Census, the Wilshire CPA comprises approximately 7.34 percent of the City's population and approximately 8.90 percent of the City's housing inventory in 2010.[27] The estimated population of the Wilshire CPA in 2014 was 290,383.[28] Similarly, the estimated housing inventory in the Wilshire CPA in 2014 was 127,540 housing units.[29] Based on the estimated number of housing units and population in the CPA in 2014, the average persons per dwelling unit (ppdu) would be 2.28.

The proposed project would result in the development of 88 residential units. Utilizing the Wilshire CPA's 2014 average ppdu of 2.28 persons per unit, the proposed project would generate approximately 201 residents, a net increase of 134 new residents since the proposed project would result in the demolition of 29 apartment units (with an estimate of 67 residents). SCAG's 2020 population projections for the City estimate that the City's residential population will grow to 3,991,700 residents in 2020, an increase of 199,079 residents over 2010 conditions. Therefore, the anticipated population growth due to the proposed project (134 persons) represents approximately 0.067 percent of the SCAG

[25]U.S. Census, *American Fact Finder. Profile of General Population and Housing Characteristics,* 2010.
[26]California Department of Finance, Demographic Research Unit, *Report E-5, Population and Housing Estimates for Cities, Counties, and the State, January 2011-2014, with 2010 Benchmark*, May 2014.
[27]City of Los Angeles Department of City Planning, *2014 Growth and Infrastructure Report*, November 7, 2014.
[28]*Ibid.*
[29]*Ibid.*

projected population growth by 2020 for the City. In regards to the Wilshire CPA, this represents a 0.05-percent increase in residential population over the CPA's 2014 population of 290,383. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The project would meet a growing demand for housing near jobs and regional commercial centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Therefore, impacts related to population would be less than significant. Operation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly.

b-c) Less-Than-Significant Impact. A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would result in the demolition of 29 apartment units, which are estimated to currently house 67 residents. However, the proposed project would be subject to the tenant relocation and displacement requirements of the City (Regulatory Compliance Measure **RC-PH-1**). Compliance with these requirements, including the provision of notice and payment of relocation fees, would reduce displacement impacts to less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.14 PUBLIC SERVICES - Would the project:				
a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☑	☐
ii) Police protection?	☐	☐	☑	☐
iii) Schools?	☐	☐	☑	☐
iv) Parks?	☐	☐	☑	☐
v) Other public facilities (including roads)?	☐	☐	☑	☐

a.i) Less-Than-Significant Impact. A significant impact would occur if the LAFD could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by LAFD Fire Station 58, located at 1556 South Robertson Boulevard (approximately 1.6 miles south of the project site). In addition, Fire Station 61 is located at 5821 West 3rd Street (approximately 2.7 miles east of the project site), and Fire Station 41 is located at 1439 North Gardner Street (approximately 3.4 miles northeast of the project site).

The proposed project would result in an on-site resident population of approximately 201 persons (a net increase of 134 residents). The increased residential activity associated with the proposed project could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services at the time of the proposed project's buildout, the LAFD may require additional fire personnel and equipment. However, given that three fire stations are located in proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. In addition, the LAFD Deployment Plan has been in place since mid-2011. Under the LAFD Deployment Plan, the service delivery area of each fire station is drawn to allow fire apparatus to reach any address in that district within a specified response time. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can

shift resources to meet local demands for fire protection. Accordingly, the proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less-than-significant impact related to LAFD fire protection services.

a.ii) Less-Than-Significant Impact. A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project would not impair police protection service levels. The project site and the surrounding area are currently served by LAPD's West Bureau and the Wilshire Community Police Station, located at 4861 West Venice (approximately 3.2 miles southeast of the project site).[30]

The proposed project would result in an on-site resident population of approximately 201 persons (a net increase of 134 residents). However, the proposed project would incorporate security features to provide for the safety of on-site residents. These features would include sufficient lighting throughout the project site to ensure safety and visibility. Entryways, courtyards, lobbies, and parking areas would also be well illuminated and designed to eliminate areas of concealment. In addition, prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of CPTED to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Moreover, LAPD uses a computer model called Patrol Plan, which considers 25 different variables, such as forecast call rate, average service time, etc. LAPD uses computer modeling to target personnel where and when they are most needed. Using Patrol Plan, LAPD has succeeded in reducing crime for several years in a row. The proposed project would provide for a more active, walkable community than presently exists in the area, resulting in more "eyes on the street." Increased community awareness and activity can reduce certain types of crime. Therefore, the proposed project would result in a less-than-significant impact related to police protection services.

a.iii) Less-Than-Significant Impact. A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would be primarily served by the following schools within the Los Angeles Unified School District (LAUSD): Rosewood Elementary School, which is located at 503 N. Croft Avenue (approximately 0.75 mile northeast of the project site); West Hollywood Elementary School, which is located at 970 N. Hammond Street (approximately 1.25 miles north of the project site); Burroughs Middle School, which is located at 600 S. McCadden Place (approximately 2.6 miles east of the project site); and Fairfax Senior High School, which is located at 7850 Melrose Avenue (approximately 1.4 miles northeast of the project site).[31] The proposed project would add 88 residential units, which could increase enrollment at these schools. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential projects. Conformance to California Government Code Section 65995 (Regulatory Compliance

[30]Los Angeles Police Department. Community Police Station Address Lookup. Available: http://lapdonline.org/inside_the_lapd/content_basic_view/41960/West+Bureau/Wilshire/7A21/721/1427315408. Accessed: March 25, 2015.

[31]LAUSD, School Finder, available at http://rsi.lausd.net/ResidentSchoolIdentifier/, accessed on April 13, 2015.

Measure **RC-PS-1)** is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less-than-significant impact to public schools.

a.iv) Less-Than-Significant Impact. A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. There are 92 RAP facilities within five miles of the project site; seven of these are located within two miles of the project site, including the following:

- Carthay Circle Park, an unstaffed pocket park located at S. Crescent Heights Boulevard and McCarthy Vista (approximately 1.09 miles southeast of the project site);
- Fairfax Senior Citizen Center, a facility with an auditorium, community room, banquet tables, classrooms, electronic bingo board, kitchen, and stage, located at 7929 Melrose Avenue (approximately 1.43 miles northeast of the project site);
- Robertson Recreation Center, a facility with basketball courts, children's play area, community room, handball courts, indoor gymnasium, and picnic tables, located at 1641 Preuss Road (approximately 1.5 miles south of the project site);
- Pan Pacific Park Recreation Center, a facility with an auditorium, barbecue pits, baseball diamond, basketball courts, children's play area, indoor gymnasium, picnic tables, and restrooms, located at 7600 Beverly Boulevard (approximately 1.52 miles east of the project site);
- Pan Pacific Park Pool, a facility with a summer pool and programs, such as water polo, swim, and synchronized swim teams, located at 141 South Gardner Street (approximately 1.65 miles east of the project site);
- Claude Pepper Senior Citizen Center, a facility with an auditorium, community room, kitchen, library, lunch room and stage, located at 5931 West 18th Street (approximately 1.82 miles south of the project site); and
- Laces Recreation Center and Pool, a facility with a seasonal pool, volleyball courts, basketball courts, softball fields, tennis courts, dance room, and weight room, located at 5931 West 18th Street (approximately 2.0 miles southeast of the project site).[32]

The proposed project would result in an on-site resident population of approximately 201 persons (a net increase of 134 residents), which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 12,300 square feet of open space, including private balcony space, a community room and gymnasium, two courtyards accessed from Hamel Road, and a roof garden. Bicycle parking and storage would be provided as part of the proposed project per LAMC Section 12.21. These project features would reduce the demand for park space created by the proposed project. In addition, payment of the City's Dwelling Unit Construction Tax (Regulatory Compliance Measure **RC-PS-2)** could offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.

a.v) Less-Than-Significant Impact. A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The Los Angeles Public Library (LAPL) System provides library services for

[32]RAP, Facility Locator, available at http://raponline.lacity.org/maplocator/, accessed on April 13, 2015.

the City of Los Angeles. The LAPL System includes the Central Library, seven regional branch libraries, and 65 community branches. There are approximately six million books and other materials within the LAPL collection. The LAPL operates two libraries that are within two miles of the project site, including the Robertson Branch, located at 1719 S. Robertson Boulevard (approximately 1.5 miles south of the project site); and the Fairfax Branch, located at 161 S. Gardner Street (approximately 1.6 miles east of the project site).[33]

The proposed project would result in an on-site resident population of approximately 201 persons (a net increase of 134 residents), which could result in increased demand for library services and resources of the LAPL System. However, specific correlation of increased population and increased impacts to library facilities is not currently available from the LAPL. Library requirements are changing with the advent of increasing resources being available on-line. While the increase in population as a result of the proposed project may create a demand for library services, units within the new buildings would have internet access to alleviate some of the need for library services and resources. Accordingly, the proposed project would not create substantial capacity or service level problems that would require the provision of new or physically altered library facilities in order to maintain an acceptable level of service for libraries. Therefore, the proposed project would result in a less-than-significant impact on library services.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.15 RECREATION- Would the project:				
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?	☐	☐	☑	☐

a) Less-Than-Significant Impact. Refer to Response to Checklist Question 3.14(a)(iv) above.

b) Less-Than-Significant Impact. A significant impact would occur if the proposed project would necessitate construction of new recreational facilities, which would adversely impact the environment, or require the expansion or development of parks or other recreational facilities in order to maintain acceptable service ratios or other performance objectives for parks. The proposed project would include approximately 12,300 square feet of open space, including private balcony space, a community room and gymnasium, two courtyards accessed from Hamel Road, and a roof garden. These project features would reduce the demand for park space created by the proposed project. These project amenities are inclusive of the proposed project, and as disclosed in this Initial Study, all impacts of the proposed project have been found to be less than significant. Therefore, the proposed project would not necessitate construction of new recreational facilities beyond the proposed project, which would adversely impact the environment, or require the expansion or development of parks or other recreational facilities in order to maintain acceptable service ratios or other performance objectives for parks, and impacts would be less than significant.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.16 TRANSPORTATION/TRAFFIC - Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of	☐	☐	☑	☐

[33]LAPL, *Location and Hours Location,* website: http://www.lapl.org/, accessed on April 13, 2015.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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 due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☑
e) Result in inadequate emergency access?	☐	☐	☐	☑
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☑	☐

a) Less-Than-Significant Impact. A significant impact would occur if the proposed project would increase traffic above the existing traffic load of the street system. A traffic study was prepared for the proposed project in compliance with the LADOT Traffic Study Policies and Procedures[34] and is included in its entirety in this Initial Study as Appendix C.

The traffic study evaluated two project area intersections – Robertson Boulevard at Burton Way and Willaman Drive at Burton Way. For analysis of Level of Service (LOS) at signalized intersections, LADOT has designated the Circular 212 Planning methodology as the desired tool. The concept of roadway level of service under the Circular 212 method is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility, which is "at capacity" (V/C of 1.00 or greater) when extreme congestion occurs. This volume/capacity (V/C) ratio value is a function of hourly volumes, signal phasing, and approach lane configuration on each leg of the intersection. LOS values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating "capacity" of a roadway. **Table 3-15** defines the LOS criteria applied to the study intersections.

TABLE 3-15: LEVEL OF SERVICE DEFINITIONS

LOS	Interpretation	Signalized Intersection Volume to Capacity Ratio (CMA)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.000 - 0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 - 0.700

[34]Crain & Associates, *Hamel Road Apartment Traffic Analysis*, March 26, 2015.

C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 - 0.800
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 - 0.900
E	Poor operation. Some long standing vehicular queues develop on critical approaches.	0.901 - 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.000
SOURCE: FTA, *Transit Noise and Vibration Impact Assessment*, May 2006.		

Project Trip Generation Rates and Estimates

Traffic volumes that are expected to be generated by the proposed project during the weekday a.m. and p.m. peak hours and daily periods were estimated based on trip rates defined in Trip Generation (9th Edition). The trip rates and the associated traffic generation forecast for the proposed project are provided in **Table 3-16**.

TABLE 3-16: PROJECT TRIP GENERATION ESTIMATES

			AM Peak Hour			PM Peak Hour		
Land Use	**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Proposed Uses								
Apartments	88 du	585	9	36	45	36	19	55
Transit Credit	5%	(29)	0	(2)	(2)	(2)	(1)	(3)
Net Proposed Project Trips		***559***	***9***	***34***	***43***	***34***	***18***	***52***
Existing Uses to be Removed								
Apartments	29 du	193	3	12	15	12	6	18
Transit Credit	5%	(10)	0	(1)	(1)	(1)	0	(1)
Net Proposed Project Trips		***183***	***3***	***11***	***14***	***11***	***6***	***17***
NET PROJECT TOTAL		**373**	**6**	**23**	**29**	**23**	**12**	**35**
SOURCE: Crain & Associates, *Hamel Road Apartment Traffic Analysis*, March 26, 2015.								

Four scenarios were evaluated as part of the traffic study, including Existing (2015) Conditions, Existing (2015) Plus Project Conditions, Future (2018) without Project Conditions, and Future (2018) with Project Conditions. **Table 3-17** provides a summary of the intersection V/C or delay and LOS to determine whether or not development of the proposed project would result in a significant traffic impact as defined by the City.

TABLE 3-17: SUMMARY OF INTERSECTION ANALYSIS

	Existing (2015) Conditions		Existing (2015) Plus Project Conditions			Future (2018) Without Project Conditions		Future (2018) With Project Conditions		
Intersection	**CMA**	**LOS**	**CMA**	**LOS**	**Impact**	**CMA**	**LOS**	**CMA**	**LOS**	**Impact**
AM PEAK HOUR										
Robertson Bl & Burton Wy	0.644	B	0.646	B	0.002	0.665	B	0.667	B	0.002
Willaman Dr & Burton Wy	0.511	A	0.512	A	0.001	0.528	A	0.529	A	0.001
PM PEAK HOUR										

TABLE 3-17: SUMMARY OF INTERSECTION ANALYSIS

Intersection	Existing (2015) Conditions		Existing (2015) Plus Project Conditions			Future (2018) Without Project Conditions		Future (2018) With Project Conditions		
	CMA	LOS	CMA	LOS	Impact	CMA	LOS	CMA	LOS	Impact
Robertson Bl & Burton Wy	0.707	C	0.710	C	0.003	0.731	C	0.734	C	0.003
Willaman Dr & Burton Wy	0.451	A	0.454	A	0.003	0.467	A	0.469	A	0.002

SOURCE: Crain & Associates, *Traffic Study for Hamel Road Apartment, 411-439 S. Hamel Road, Los Angeles, California*, November 2013.

LADOT defines a significant traffic impact attributable to a project based on a "stepped scale." The LADOT criteria for significant traffic impacts are as follows:

LOS	Final CMA Value	Project-Related Increase in CMA Value
C	0.700 – 0.800	equal to or greater than 0.040
D	>0.800 – 0.900	equal to or greater than 0.020
E, F	>0.900	equal to or greater than 0.010

As shown in **Table 3-17**, the addition of project traffic would not result in significant impacts at either one of the study area intersections. Therefore, impacts related to intersection operations would be less than significant.

b) **Less-than-Significant Impact**. A significant impact would also occur if the proposed project individually or cumulatively exceeded the service standards of the Metro's Congestion Management Program (CMP). The CMP is a State-mandated program designed to address the impact urban congestion has on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project (STIP). The CMP guidelines specify that all CMP arterial monitoring intersections, including freeway on and off-ramp intersections, where a project could add 50 or more trips during either the morning or evening peak hours be evaluated.[35] The nearest arterial CMP monitoring intersection to the project site is Wilshire Boulevard at La Brea Avenue (approximately 2.25 miles southeast of the project site). The proposed project would not add 50 or more trips at this CMP intersection during either the weekday morning peak hour or the evening peak hour. Therefore, a CMP intersection traffic impact analysis is not required, and impacts would be less than significant.

The CMP freeway monitoring station closest to the project site is on I-10 at La Brea Avenue (approximately 3 miles southeast of the project site). As shown in **Table 3-16**, the proposed project would generate less than 50 trips during either the weekday morning peak hour or the evening peak hour. Therefore, no significant impact to any CMP freeway monitoring location would occur, and no detailed CMP freeway mainline analysis is warranted.

c) **No Impact**. A significant impact would occur if the proposed project would cause a change in air traffic patterns that would result in a substantial safety risk. The proposed project does not include an aviation component or include features that would interfere with air traffic patterns. Therefore, no impact would occur.

d) **No Impact**. A significant impact would occur if the proposed project would substantially increase an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. The project site is located in a highly urbanized area developed with roadways and infrastructure. All access and circulation associated with the proposed project would be designed and constructed in

[35]Crain & Associates, *Hamel Road Apartment Traffic Analysis*, March 26, 2015.

conformance with all applicable requirements established by the City's Department of Building and Safety, the LAFD, and the LAMC. The proposed project would not include any new roads that would result in an increase in hazards due to a design feature. The proposed project would be contained entirely within the project site. Adjacent roadways would not be altered as a result of the proposed project. Therefore, no impact would occur.

e) **No Impact**. A significant impact would occur if the design of the proposed project would not satisfy emergency access requirements of the LAFD. The proposed project would be designed to allow adequate emergency access to the project site in accordance with applicable street and driveway standards. Proposed access to the subterranean levels of parking would be provided along the alley that bounds the project site on the north. Pedestrian access would be available along Hamel Road. Therefore, the proposed project would not result in inadequate emergency access, and no impact would occur.

f) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would conflict with programs supporting alternative transportation. The project site is located in an area with several public transportation options. Metro operates a number of fixed bus routes near the project site, and the LADOT operates one DASH route near the project site. The proposed project would be designed to promote and foster a walkable community near job centers and shopping destinations (e.g., Cedars-Sinai Medical Center, Beverly Center, Beverly Connection, restaurant row on La Cienega Boulevard, etc.). The proposed project would also include bike facilities to encourage alternative modes of transportation to private vehicles. Therefore, the proposed project is anticipated to result in a less-than-significant impact as it relates to adopted policies, plans, or programs regarding alternative modes of transportation.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.17 UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☑	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☐	☐	☑	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the 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?	☐	☐	☑	☐

a-b) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the LARWQCB. A significant impact would also occur if the proposed 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.

It is important to consider the existing and anticipated wastewater generation of the project in relation to current average daily flows experienced at Hyperion Treatment Plant (HTP), as well as in proportion to remaining capacity of the system. As shown in **Table 3-18**, the proposed project would generate a net increase of approximately 8,425 gallons per day (gpd) of wastewater. The HTP experiences an average daily flow of 362 mgd. As a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for 0.002 percent of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Furthermore, all wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less-than-significant impact related to wastewater treatment requirements.

TABLE 3-18: ESTIMATED WASTEWATER GENERATION OF THE PROPOSED PROJECT

Use	Quantity	Units	Wastewater Generation Rate/a/	Wastewater Generation (gpd)
PROPOSED USES				
Multi-family Residential	88	dwelling units	142.8 gpd/du	12,566
EXISTING USES				
Multi-family Residential	29	dwelling units	142.8 gpd/du	4,141
Estimated Net Wastewater Generation of Proposed Project				**8,425**

gpd = gallons per day
/a/ Wastewater generation factors are based on figures provided in CalEEMod.
SOURCE: TAHA, 2015.

In addition, the anticipated increase of wastewater generation from the proposed project would reduce the remaining capacities of the sewer pipes in the project vicinity. However, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, impacts related to wastewater treatment would be less than significant.

The estimated water usage of the proposed project is listed in **Table 3-19** (not taking into account required water-saving measures). The proposed project would use up to approximately 25,608 gpd of water and result in a net increase of 17,169 gpd of water use (existing uses are estimated to use 8,439 gpd). The estimated water demand for the proposed project is conservative and provides a worst-case scenario since it does not take into account reductions from inclusion of these water conservation features. Features, such as drought tolerant landscaping, high-efficiency toilets, and "smart" irrigation controllers could result in a reduction in potable water consumption by at least 20 percent and landscaping water demand by at least 50 percent.

TABLE 3-19: ESTIMATED WATER USAGE OF THE PROJECT

Use	Quantity	Units	Water Usage Factor/a/	Water Usage (gpd)
PROPOSED USES				
Multi-Family Residential	88	dwelling units	291 gpd/du	25,608
EXISTING USES				
Multi-Family Residential	29	dwelling units	291 gpd/du	8,439
Net Estimated Total Water Usage of Proposed Project				**17,169**

gpd = gallons per day
/a/ Water usage factors are based on CalEEMod Water Use Rates.
SOURCE: TAHA, 2014.

LADWP conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of 134 persons as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or

construction of new water treatment facilities beyond those already considered in the 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Therefore, the proposed project would have a less-than-significant operational impact related to water supply and infrastructure.

c) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. Development of the proposed project would maintain existing drainage patterns; site-generated surface water runoff would continue to flow to the City's storm drain system. Since the project site is almost entirely impervious, impermeable surfaces resulting from the development of the project would not significantly change the volume of storm water runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. The proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in a less-than-significant impact related to existing storm drain capacities.

d) **Less-Than-Significant Impact**. Refer to Response to Checklist Question 3.17(a-b).

e) **Less-Than-Significant Impact**. Refer to Response to Checklist Question 3.17(a-b).

f) **Less-Than-Significant Impact**. A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The BOS and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste generated by single-family and some multi-family residences is collected by the BOS.[36] Other multi-family residences and all industrial and commercial buildings contract with private contracted waste haulers to collect, dispose, and recycle solid waste.

Table 3-20 lists the location, remaining capacity, permitted daily intake capacity, the average daily volume of solid waste disposed of at the landfills serving the City of Los Angeles, and the approximate tons per day of solid waste that the City of Los Angeles disposed of at each landfill. Over 95 percent of the City's solid waste in 2012 was disposed of at the Chiquita Canyon and Sunshine Canyon Landfills (both the City and County portions).

TABLE 3-20: SOLID WASTE FACILITIES SERVING THE CITY OF LOS ANGELES

Facility Name	Location	Permitted Daily Intake Capacity (tons/day)	2012 Average Daily Disposal (tons/day)/a/	Remaining Daily Intake Capacity (tons/day)	Remaining Total Intake Capacity (tons)
CLASS III LANDFILLS					
Antelope Valley	Palmdale	1,800	832	968	16,913,937
Chiquita Canyon /a/	Castaic	6,000	2,970	3,030	3,972,886
Lancaster	Lancaster	3,000	690	2,310	12,273,633
Sunshine Canyon	LA City & Sylmar	12,100	7,221	4,879	74,367,562
TOTAL CLASS III LANDFILL		**22,900**	**11,713**	**11,187**	**107,528,018**

/a/ A proposed expansion of the Chiquita Canyon Landfill would result in a permitted daily intake capacity of 12,000 tons.
SOURCE: County of Los Angeles Department of Public Works, *Countywide Integrated Waste Management Plan – 2012 Annual Report.*

The City of Los Angeles primarily uses the Sunshine Canyon and Chiquita Canyon landfills. Refuse collected by private haulers is disposed of at the regional landfills and waste-to-energy facilities listed in **Table 3-20**. The Class III landfills accepting waste from the City have a total daily intake capacity of 22,900 tons per day and a remaining capacity of approximately 107.5 million tons. According to the County of Los Angeles Department of Public Works' 2012 Annual Report, landfills serving the City of

[36]City of Los Angeles General Plan, *The Citywide General Plan Framework: An Element of The City of Los Angeles General Plan*, August 2001.

Los Angeles have closure dates ranging from 2013 to January 2041. The Puente Hills Landfill closed in October 2013.[37] In 2012, Puente Hills received approximately 1,142 tons per day from the City of Los Angeles.

Solid waste during the operation of the proposed project is anticipated to be collected by the BOS. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. **Table 3-21** shows the estimated daily solid waste generated during the operation of the proposed project. The proposed project would generate approximately 133 pounds, or 0.07 ton of solid waste per day. Solid waste generated by the proposed project represents less than 0.0006 percent of the remaining daily permitted intake capacity of the landfills listed in **Table 3-20**. In compliance with AB 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. Compliance with AB 939 would result in the reduction of solid waste generated by the proposed project to 67 pounds per day. Solid waste generated by the proposed project would be sufficiently accommodated by the landfills listed in **Table 3-20**, which have a remaining daily intake capacity of 11,187 tons. The proposed project would also comply with all federal, State, and local regulations related to solid waste (Regulatory Compliance Measure **RC-SW-3)**. Therefore, the proposed project would have a less-than-significant impact related to solid waste.

TABLE 3-21: ESTIMATED SOLID WASTE GENERATION OF THE PROPOSED PROJECT

Use	Quantity	Units	Solid Waste Disposal Rate /a/	Solid Waste Disposal (ppd)
PROPOSED USES				
Residential	88	dwelling units	2.25 lbs/dwelling units/day	198
EXISTING USES				
Residential	29	dwelling units	2.25 lbs/dwelling units /day	65
Net Estimated Total Solid Waste Generation of Proposed Project				**133**

/a/ Solid waste usage factors are based on CalEEMod Solid Waste Generation Rates.
SOURCE: TAHA, 2015.

g) Less-Than-Significant Impact. Refer to Response to Checklist Question 3.17(f).

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
3.18 MANDATORY FINDINGS OF SIGNIFICANCE - Would the project:				
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?	☐	☑	☐	☐

[37]Sanitation Districts of Los Angeles County, Solid Waste Management Department, *Puente Hills Landfill,* http://www.lacsd.org/solidwaste/swfacilities/landfills/puente_hills/, accessed March 25, 2015.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
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?	☐	☑	☐	☐

a) **Less-Than-Significant Impact with Mitigation Incorporated**. Based on the analysis in this Initial Study, the proposed project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal. However, during project construction, the proposed project may encounter unknown cultural resources, including archaeological and paleontological resources. With mitigation, potential impacts to these resources would be reduced to less-than-significant levels.

b) **Less-Than-Significant Impact with Mitigation Incorporated**. A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less-than-significant levels with implementation of the mitigation measures provided in the previous sections. None of these potential impacts are considered cumulatively considerable, and implementation of the mitigation measures identified in this Initial Study along with compliance to existing regulations will ensure that no cumulative impacts would occur as a result of the proposed project.

c) **Less-Than-Significant Impact with 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. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified in this Initial Study, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.

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This section also documents all the sources that contributed in the preparation of this Initial Study.

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4.4 SOURCES CONSULTED

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Appendix A

Air Quality Calculations

Appendix B

Noise Calculations

Appendix C

Traffic Impact Study