

EXHIBIT CEnvironmental Clearance
ENV-2014-2848-MNDCITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT
PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY City of Los Angeles	COUNCIL DISTRICT CD 11 - MIKE BONIN
PROJECT TITLE ENV-2014-2848-MND	CASE NO. CPC-2014-2847-ZC-DB

PROJECT LOCATION
1650-1654 S. SAWTELLE BLVD

PROJECT DESCRIPTION

Demolition of a multi-family building and a retail store building and construction of a new five-story, approximately 55-foot tall, 42,095 square feet building containing 48 apartment units over three subterranean levels of parking with 66 parking spaces and 53 bicycle parking spaces, all on an approximately 12, 610 square feet of two lots. Vehicular ingress/egress will be via a driveway on the back alley. The unit mix includes 5 efficiency units, 14 one-bedroom units, and 29 two-bedroom dwelling units. The subject site is designated Neighborhood Commercial on the West Los Angeles Community Plan land use map and zoned C2-1VL. The project requests a zone change from C2-1 VL to RAS4-1VL. In consideration of reserving four units for very low-income tenants, a Density Bonus is requested for two on-menu Affordable Housing Incentives to permit a 35 percent increase in the Floor Area Ratio (FAR), 4.0:1 in lieu of 3.0:1, permitting 42,152 square-foot in lieu of 31,224 square feet; and 35 percent increase in height permitting max 56 feet in lieu of 45 feet.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

Rexford Elegant Apartments, LLC Jay Nayssan
10350 Santa Monica Blvd. Suite 190
Los Angeles, CA 90025

FINDING:


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

(CONTINUED ON PAGE 2)

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

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
NAOMI GUTH	City Planner	(213) 978-1171
ADDRESS	SIGNATURE (Official)	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		AUGUST 5, 2015

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, the public right-of-way, nor from above.

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.

IV-90. Tree Removal (Public Right-of-Way)

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- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

X-60. Land Use/Planning

- The project will result in land use and/or planning impact(s). However, the impact(s) can be reduced to a less than significant level through compliance with the following measure(s):
- An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.
- An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 12, to the satisfaction of the Department of Building and Safety.
- An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 13, to the satisfaction of the Department of Building and Safety.

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

LEAD CITY AGENCY: City of Los Angeles		COUNCIL DISTRICT: CD 11 - MIKE BONIN	
DATE:			
RESPONSIBLE AGENCIES: Department of City Planning			
ENVIRONMENTAL CASE: ENV-2014-2848-MND		RELATED CASES: CPC-2014-2847-ZC-DB	
PREVIOUS ACTIONS CASE NO.:		<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
PROJECT DESCRIPTION: ZONE CHANGE AND DENSITY BONUS FOR DEVELOPMENT OF 48 UNIT APARTMENT BUILDING.			
ENV PROJECT DESCRIPTION: Demolition of a multi-family building and a retail store building and construction of a new five-story, approximately 55-foot tall, 42,095 square feet building containing 48 apartment units over three subterranean levels of parking with 66 parking spaces and 53 bicycle parking spaces, all on an approximately 12,610 square feet of two lots. Vehicular ingress/egress will be via a driveway on the back alley. The unit mix includes 5 efficiency units, 14 one-bedroom units, and 29 two-bedroom dwelling units. The subject site is designated Neighborhood Commercial on the West Los Angeles Community Plan land use map and zoned C2-1VL. The project requests a zone change from C2-1 VL to RAS4-1VL. In consideration of reserving four units for very low-income tenants, a Density Bonus is requested for two on-menu Affordable Housing Incentives to permit a 35 percent increase in the Floor Area Ratio (FAR), 4.0:1 in lieu of 3.0:1, permitting 42,152 square-foot in lieu of 31,224 square feet; and 35 percent increase in height permitting max 56 feet in lieu of 45 feet.			
ENVIRONMENTAL SETTINGS: The property, consisting of two contiguous lots, is a level, rectangular-shaped, corner lot, approximately 12,610 square-foot parcel of land with an approximately 140-foot depth and 90-foot frontage on the east side of Sawtelle Blvd. The property is fully developed with a multi-family building from 1954 and a retail store building constructed circa 1936. Vehicular access to the site will be taken from an alley on the east side of the property. The property has pedestrian access to another alley along the north side of the lot and Sawtelle Blvd. on the west side which is designated a Secondary Collector Street. The subject site is designated Neighborhood Commercial on the West Los Angeles Plan land use and is currently zoned C2-1VL. The east side adjoining properties, fronting on Beloit Avenue, are zoned R4-1 and High Medium Residential. All other abutting properties are zoned C2-1VL and Neighborhood Commercial. The property is located within the Methane Buffer Zone of a Methane Hazard Site and is approximately 460 feet from the nearest known fault, the Santa Monica Fault.			
PROJECT LOCATION: 1650-1654 S. SAWTELLE BLVD			
COMMUNITY PLAN AREA: WEST LOS ANGELES STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan		AREA PLANNING COMMISSION: WEST LOS ANGELES CERTIFIED NEIGHBORHOOD COUNCIL: WEST LOS ANGELES	
EXISTING ZONING: C2-1VL		MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 1.5:1 FAR and 1 D.U./400 sq. ft. (LAMC)	

GENERAL PLAN LAND USE: Neighborhood Commercial	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION: 1.5:1 FAR and 1 D.U./400 sq. ft.	LA River Adjacent:
	PROPOSED PROJECT DENSITY: 3:1 FAR and 1 D.U./400 sq. ft.	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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



City Planner

(213) 978-1171

Signature

Title

Phone

Evaluation Of Environmental Impacts:

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

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

Environmental Factors Potentially Affected:

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

<input checked="" type="checkbox"/> AESTHETICS	<input type="checkbox"/> GREEN HOUSE GAS EMISSIONS	<input type="checkbox"/> POPULATION AND HOUSING
<input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES	<input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS	<input type="checkbox"/> PUBLIC SERVICES
<input type="checkbox"/> AIR QUALITY	<input type="checkbox"/> HYDROLOGY AND WATER QUALITY	<input type="checkbox"/> RECREATION
<input checked="" type="checkbox"/> BIOLOGICAL RESOURCES	<input checked="" type="checkbox"/> LAND USE AND PLANNING	<input type="checkbox"/> TRANSPORTATION/TRAFFIC
<input type="checkbox"/> CULTURAL RESOURCES	<input type="checkbox"/> MINERAL RESOURCES	<input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS
<input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> NOISE	<input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE

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

Background

PROPONENT NAME:

Rexford Elegant Apartments, LLC
Jay Nayssan

PHONE NUMBER:

(310) 999-3060

APPLICANT ADDRESS:

10350 Santa Monica Blvd. Suite 190
Los Angeles, CA 90025

AGENCY REQUIRING CHECKLIST:

Department of City Planning

DATE SUBMITTED:

08/05/2014

PROPOSAL NAME (If Applicable):

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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I. AESTHETICS

a.	Have a substantial adverse effect on a scenic vista?				✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings 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?		✓		

II. AGRICULTURE AND FOREST RESOURCES

a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?				✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

III. AIR QUALITY

a.	Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?			✓	
e.	Create objectionable odors affecting a substantial number of people?				✓

IV. BIOLOGICAL RESOURCES

a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		✓		
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

V. CULTURAL RESOURCES

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

VI. GEOLOGY AND SOILS

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			✓	
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				✓
e.	Result in substantial soil erosion or the loss of topsoil?			✓	
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓

VII. GREEN HOUSE GAS EMISSIONS

a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	

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

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

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

XVII. UTILITIES AND SERVICE SYSTEMS

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		✓	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?		✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			✓

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓	
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓	

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

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

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2014-2848-MND** and the associated case(s), **CPC-2014-2847-ZC-DB**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) will not:

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

ADDITIONAL INFORMATION:

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

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763.

Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/>

Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or

City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
NAOMI GUTH	City Planner	(213) 978-1171	07/01/2015

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

I. AESTHETICS		
a.	NO IMPACT	<p>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.</p> <p>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 south of the Santa Monica Blvd. (approximately 180 feet) and west of the 405 Freeway (approximately 185 feet). Santa Monica Blvd. has a pattern of low-rise neighborhood commercial uses in this part. The project proposed replacement of a retail store and a multi-family building with a five-story, over three levels of subterranean parking (56 feet tall), approximately 42,152 square-foot, residential building, containing 48 dwelling units. The project is not located in the vicinity of any scenic vistas. Therefore, although the proposed project would substantially increase the height and massing of development on the project site, 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.</p>
b.	NO IMPACT	<p>A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The project is located in a heavily developed region and is not in the vicinity of any known scenic resources, nor is it located within a city or state designated scenic highway. Therefore, the project will have no impact on scenic resources.</p>

Impact?	Explanation	Mitigation Measures
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c.	LESS THAN SIGNIFICANT IMPACT	<p>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 currently developed with a mix of land uses, including residential, neighborhood commercial, and institutional. The Nora Sterry Elementary School campus is located to the south of the project site across Sawtelle Blvd. Immediately all around the project site are low-rise residential and community commercial buildings. The proposed project will be a 5-story building over three levels of subterranean parking and the building height will be at 56 feet, which is under the 60 feet CEQA threshold of light-blocking structures. On the other hand, the proposed building may cast limited shadows over adjacent buildings at north, northwest, or northeast of the project site, however, the shadow will be cast on the roof of these building which are commercial buildings and not shadow-sensitive uses. Shading of the proposed building on northwest buildings will be limited due to the distance across Sawtelle Blvd. from the subject site. The project would result in less than significant impacts related to shade and shadow. The proposed project would include landscaping and streetscape improvements to enhance the visual quality of the area. Finally, the project must comply with the City of Los Angeles Residential Citywide Design Guidelines which require activation of all open areas not used for buildings, driveways, parking, recreational facilities, or pedestrian amenities with landscaping. The proposed project would include landscaping and streetscape improvements to enhance the visual quality of the area. 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</p>
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Impact?	Explanation	Mitigation Measures
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		<p>from the visual character of an area. Therefore, the proposed project would result in a less-than-significant impact on visual quality.</p>	
d.	<p>POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>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. The project site is located in a densely developed portion of the City of Los Angeles that contains a substantial amount of lighting and sources of glare, such as windows and light-colored building surfaces. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The project would include a variety of interior and exterior lighting that complies with the Los Angeles Municipal Code (LAMC) to minimize the effect of the new sources of lighting that would be introduced. Also, the project would be required to use non-reflective glass. Therefore, the proposed development project is not likely to contain light sources beyond the lighting typical of residential development. However, the subject site is adjacent to residential land use, which is defined as light-sensitive land use. The project might include lighting that would routinely spillover onto them. Therefore, a significant impact may occur on adjacent residences if new development introduces new sources of substantial light or glare</p>	I-120, I-130

Impact?	Explanation	Mitigation Measures
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		which would be incompatible with the existing levels. Mitigation measures will reduce any light and glare impacts to less than significant levels.	
II. AGRICULTURE AND FOREST RESOURCES			
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 a retail store and a multi-family building. 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. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and 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 C2-1VL. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Act. Therefore, no impacts would occur.	
c.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland 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 C2-1VL. 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.	
d.	NO IMPACT	The proposed project site is in a neighborhood which is designated for the Neighborhood Commercial use. The existing buildings on the project site were built in 1936 and 1954 and the surrounding area is developed with	

Impact?	Explanation	Mitigation Measures
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		neighborhood commercial and residential land use and buildings, which are mostly developed around the same time. Therefore, the proposed project will not directly or indirectly result in the conversion of any forest land to non-forest use.	
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, or timberland. The proposed project site is within an urbanized region, zoned for neighborhood Commercial use and is surrounded primarily by the same or similar land use zoning and will not directly or indirectly result in the conversion of any farmland to non-agricultural use or forest land to non-forest use. Therefore, no impacts would occur.	

III. AIR QUALITY

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 designed to meet applicable federal and State requirements, including attainment of ambient air quality standards. The 2012 AQMP provides base year emissions and future baseline emission projections, including the South Coast Air Basin. In doing so, the 2012 AQMP relies upon the most recent zoning and land use designations and the best available information. The proposed project involves construction of a new 5-story residential building. The project site is currently zoned C2-1VL with a Neighborhood Commercial land use designation, per the West Los Angeles Community Plan land use. The project site is currently developed with a retail store and a multi-family building. 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 project involves a zone change from C2-1VL to RAS4-1VL which is similar to a project in close vicinity and is the same zone as the adjacent property at the rear (east) of the site. The type of land use proposed as part of the project (multi-family residential) is allowed as a "by-right" development at the project site	
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Impact?	Explanation	Mitigation Measures
	in existing and applied zones. Therefore, the proposed project is not expected to conflict with or obstruct the implementation of the AQMP, the South Coast Air Quality Management District (SCAQMD) plans, or Congestion Management Plan (CMP).	
b. LESS THAN SIGNIFICANT IMPACT	<p>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 project site is currently zoned C2-1VL and designated Neighborhood Commercial per the West Los Angeles Community Plan land use map, allowing multi-family dwelling, as proposed. The projects applying for a zone change from C2-1VL to RAS4. The project is not expected to violate any air quality standard or contribute substantially to an existing or projected air quality violation. However, the development of the proposed project will temporarily generate emissions from heavy-duty construction vehicles and construction workers' vehicles. In addition, fugitive dust would be generated by construction activities. It is mandatory for all construction projects in the South Coast Air Basin (Basin) to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional particulate matter emissions associated with construction activities and air quality impacts due to short-term construction are anticipated to be less than significant.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>The project site is located within the South Coast Air Quality Management District, a known non-attainment zone. The project involves new construction of 48-unit multi-family building, and is not expected to result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is</p>	

Impact?	Explanation	Mitigation Measures
	<p>non-attainable under an applicable federal or state ambient air quality standard. Possible project related air quality concerns will derive from the mobile source emissions that will be generated by the motor vehicles traveling to and from the new multi-family residential building. Operational emissions related to traffic generated by the project will be less than significant per the Los Angeles Department of Transportation (LADOT) Referral Form, dated November 25, 2014. In addition to mobile sources from vehicles, general development causes smaller amounts of "area source" air pollution to be generated from on-site energy consumption (natural gas combustion) and from off-site electrical generation. These sources represent a small percentage of the total pollutants. The inclusion of such emissions adds negligibly to the total significant project-related emissions burden generated by the proposed project. Operational and construction regional emissions would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants. Therefore, the proposed project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment, and operational emission impacts will be at a less than significant level.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The South Coast Air Quality Management District (SCAQMD) identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the proposed project include all single-family and multi-family residences around the project site and an elementary school that</p>	

Impact?	Explanation	Mitigation Measures
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	<p>is 220 feet distance from the project site. Since the proposed project is a residential building, it will not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. In addition, no toxic airborne emissions would typically result from the proposed project implementation. Therefore, the use itself will not result in new sources of pollutant concentrations exposing sensitive receptors. However, emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. Compliance with Rule 403 which was explained in III.b section, would reduce regional particulate matter emissions associated with construction activities and air quality impacts due to short-term construction are anticipated to be less than significant. The project site is located within the SCAQM District, a known non-attainment zone. Motor vehicle emissions can influence local air quality through changes in carbon monoxide (CO) concentrations, which are usually highest at busy intersections, parking garages, or other focused areas of vehicle activity. SCAQMD recommends an evaluation of potential localized CO impacts when vehicle-to-capacity (V/C) ratios are increased by two percent or more at intersections with a level of service (LOS) of C or worse, and/or when the LOS for an intersection worsens from C to D or worse. Traffic volumes that meet these criteria have the potential to result in CO "hotspots". Based on the LADOT Referral Form, dated November 25, 2014, project-related traffic volumes is under the threshold to require a traffic study. It means that the project traffic would not meet these criteria at either surrounded intersections. Thus, project traffic would not have the potential to result in CO hotspots. As such, the project would not expose sensitive receptors to substantial pollutant concentrations, and therefore, project impacts related to this issue will be less than significant.</p>	
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Impact?	Explanation	Mitigation Measures
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e.	NO IMPACT	<p>A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. 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 nature. 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 project includes development of a multi-family residential building on the project site and therefore, involves no elements related to these types of activities and would not result in activities that create objectionable odors. Good housekeeping practices would be sufficient to prevent nuisance odors. No impacts related to this issue would occur.</p>
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IV. BIOLOGICAL RESOURCES

a.	NO IMPACT	<p>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, adjacent to the 405 freeway and Santa Monica Blvd. The project site is currently improved with a one-story retail store and a two-story apartment dwelling. There is no tree on the site and vegetation on the project site is limited to a couple of flower bushes. There is only one street tree next to the project site and will likely be removed or disturbed during construction. The project site does not contain any critical habitat or support any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Therefore, project would have no impact on sensitive biological species or habitat.</p>
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Impact?	Explanation	Mitigation Measures
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 is occupied by a one-story retail store and a two-story apartment building. No riparian or other sensitive natural vegetation communities are located on or adjacent to the project site and water courses necessary to support riparian habitat. Therefore, implementation of the proposed project would not result in any adverse impacts to riparian habitat or other sensitive natural communities.	
NO IMPACT	A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site is developed and 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 developed/previously developed with residential, office, and commercial 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 impacts would occur.	
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 trees, and the proximity to the 405 Freeway, 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.	
POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The project site is located in a highly urbanized area of the City. The site is developed with a one-story retail shop and a two-story apartment building.	IV-90

Impact?	Explanation	Mitigation Measures
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		<p>The vegetation on the project site is limited to flowers and bushes. There is one tree on the street in front of the project site, which will likely remain and could be disturbed during construction. 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 not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). However, removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Therefore, the proposed mitigation measures will confirm that the project will not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance.</p>	
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f.	NO IMPACT	<p>A significant impact would occur if the proposed project would be inconsistent with mapping or policies in any conservation plans of the types cited. According to the Biological Resource Areas Maps (Coastal and Southern Geographical Area) in the Los Angeles CEQA Thresholds Guide (2006), the project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, no impact would occur with implementation of the proposed project.</p>	
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V. CULTURAL RESOURCES

a.	NO IMPACT	<p>A significant impact may occur if the proposed project would disturb historic resources which presently exist within the proposed project site. A one-story retail store and a two-story apartment building currently occupy the project site. The existing buildings are not designated as a local, state or federally listed historic resource, thus no listed historic resources would be impacted by the redevelopment of the project site. The structures are not known to be associated with any important events, historical patterns, or persons to be considered significant resources. Thus, there is no evidence to suggest that any historic resources would</p>	
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Impact?	Explanation	Mitigation Measures
	be impacted by the redevelopment of the project site. Therefore, the proposed project would not cause an adverse change in the significance of an historic resource and no impact would occur.	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if grading or excavation activities associated with the proposed project would disturb archaeological resources which presently exist within the project site. The project site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas (City of Los Angeles, Environmental and Public Facilities Maps 1996, Prehistoric & Historic Archaeological Sites and Survey Areas Map). The proposed project includes subgrade preparation. Thus, the potential exists for the accidental discovery of archaeological materials. Because the presence or absence of such materials cannot be determined until the site is excavated, it will be required to comply with the City's Standard Conditions of Approval, which would require that prior to construction of the project, the prime contractor and any subcontractor(s) shall be advised of the legal and/or regulatory implications of knowingly destroying cultural resources or removing artifacts, human remains, bottles, and other cultural materials from the project site. In addition, in the event that buried archaeological resources are exposed during project construction, work within 50 feet of the find shall stop until a professional archaeologist, meeting the standards of the Secretary of the Interior, can identify and evaluate the significance of the discovery and develop recommendations for treatment, in conformance with California Public Resources Code Section 21083.2. Through compliance with the City's Standard Conditions of Approval, potential project impacts to unknown archaeological resources would be less than significant.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if grading or excavation activities associated with the proposed project were to disturb paleontological resources or geologic features which presently exist within the proposed project site. The project site has been previously graded and is currently improved with a one-story retail store and</p>	

Impact?	Explanation	Mitigation Measures
	<p>a two-story apartment building. The project site and immediate surrounding areas do not contain any known vertebrate paleontological resources (City of Los Angeles, Environmental and Public Facilities Maps 1996, Vertebrate Paleontological Resources Map). Although no paleontological resources are known to exist on site, there is a possibility that paleontological resources exist at sub-surface levels on the project site and may be uncovered during subgrade preparation. It would be required to comply with the City's Standard Conditions of Approval, which would require that prior to project construction, the prime contractor and any subcontractor(s) shall be advised of the legal and/or regulatory implications of knowingly destroying paleontological or unique geologic resources or sites from the project site. In addition, in the event that paleontological resources or sites, or unique geologic features are exposed during project construction, work within 50 feet of the find shall stop until a professional paleontologist, can identify and evaluate the significance of the discovery and develop recommendations for treatment. Any paleontological resources or sites, or unique geologic features shall be treated in accordance with State Law. Through compliance with the City's Standard Conditions of Approval, potential project impacts to unknown paleontological resources or sites, or unique geologic features would be less than significant.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A project-related significant adverse effect could occur if grading or excavation activities associated with the proposed project would disturb previously interred human remains. No known human burials have been identified on the project site or its vicinity (City of Los Angeles, Environmental and Public Facilities Maps 1996, Prehistoric & Historic Archaeological Sites and Survey Areas Map). However, it is possible that unknown human remains could occur on the project site, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur. If human remains are found during excavation, the project will need to follow procedures as detailed in the California Health and Safety Code</p>	

Impact?	Explanation	Mitigation Measures
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	Sections 7000 et seq. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, the impact would be less than significant.	
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VI. GEOLOGY AND SOILS

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if a proposed project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The project site is not located within an Alquist-Priolo Earthquake Fault Zone and there are no known faults (active, potentially active, or inactive) onsite. The subject site is approximately 460 feet from the Santa Monica Fault Zone (ZIMAS). Since no active faults cross the property, the surface rupture hazard at the project site is very low. However, due to the intense seismic environment of Southern California, there is always a potential for blind thrust faults, or otherwise unmapped faults that do not have a surface trace, to be present. New development will be required to comply with the seismic safety requirements in the California Building Code (CBC) and the California Geological Survey Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California [1997]), which provide guidance for evaluating and mitigating earthquake-related hazards as approved by the Los Angeles Department of Building and Safety. Therefore, impacts will be less than significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California. The subject site is in the vicinity of the Santa Monica Fault Zone, per ZIMAS. Any development that occurs within the geographical boundaries of Southern California has the potential of exposing people and/or structures to potentially substantial adverse effects involving potential blind thrust faults, the rupture of</p>	

Impact?	Explanation	Mitigation Measures
	<p>known and/or unknown earthquake faults, or strong seismic ground shaking. New development will be required to comply with the seismic safety requirements in the California Building Code (CBC) and the California Geological Survey Special Publication 117 (Guidelines for Evaluating and Mitigating Seismic Hazards in California [1997]), which provide guidance for evaluating and mitigating earthquake-related hazards as approved by the Los Angeles Department of Building and Safety. 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.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. The project site is located in a liquefaction zone, per ZIMAS and the California Department of Conservation's Seismic Hazard Zones Map for the Beverly Hills Quadrangle. Liquefaction is precluded above the high water table, by definition. Since the project site is located in an area that is susceptible to liquefaction, the Department of Building and Safety Grading Division will require a soils study. Complying with the City of Los Angeles Building and Safety requirements will reduce the impact to a less than significant level.</p>	
d. NO IMPACT	<p>A project would have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. According to the ZIMAS and the California Department of Conservation's Seismic Hazard Zones Map for the Beverly Hills Quadrangle, the project is not located within a seismic hazard zone for</p>	

Impact?	Explanation	Mitigation Measures
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		landsliding or faulting. Additionally, per the site Topography Survey, dated March 31, 2013 and NavigateLA, the project site is flat. Due to the subsurface geotechnical characteristics, the relatively flat nature of the site, the potential for lateral spreading is expected to be very low. Therefore the probability of landslides, including seismically induced landslides, is considered to be very low and no impact would occur.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the ZIMAS, the project is not located within a seismic hazard zone for landsliding or faulting. Additionally, per the site Topography Survey dated March 31, 2013, and NavigateLA, the project site is flat. Although development of the proposed project has the potential to result in the erosion of soils during site preparation and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed by the City of Los Angeles through grading and building permit regulations. Minor amounts of erosion and siltation could occur during grading. The potential for soil erosion during the ongoing operation of the proposed project is extremely low due to the generally level topography of the project site and the fact that the project site would be mostly paved-over or built upon, so little soil would be exposed. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. The project does not include grading, clearing, or excavation activities in an area of known or suspected erosion hazard. Proper grading practices during the construction in accordance with City regulations and complying with the Los Angeles Bureau of Sanitation, Wastewater Engineering Services Division (WESD) letter requirements	

Impact?	Explanation	Mitigation Measures
	dated September 2, 2014, will minimize soil erosion and the loss of topsoil, and will reduce any impacts to a less than significant level.	
f. LESS THAN SIGNIFICANT IMPACT	<p>A project would have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the proposed project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. 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. 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 structures is maintained. Therefore, impacts would be less than significant. Construction of the proposed project will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (Building Code) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements and the Department of Building and Safety's Soils Report Approval Letter when issued, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would</p>	

Impact?	Explanation	Mitigation Measures
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		be less-than-significant.	
g.	LESS THAN SIGNIFICANT IMPACT	<p>A project would have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the proposed project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and which shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. According to the Geologic Compilation of Quaternary Surficial Deposits in Southern California, Los Angeles 30' X 60' Quadrangle (2012), the soil in this area is made up of Young alluvium, undivided (late Pleistocene) Unconsolidated, generally friable, stream-deposited silt, sand and gravel on canyon floors; surfaces may show slight to moderate pedogenic soil development. Therefore, it is not likely that the project site is located on expansive soil. The project will be required prepare a geotechnical report and to adhere to the International Building Code and the California Building Code, which includes structural and materials standards as well as foundation design requirements based upon on-site soil conditions that would mitigate effects of adverse soil conditions to less than significant.</p>	
h.	NO IMPACT	<p>This question would apply to the proposed project only if it was located in an area not served by an existing sewer system. The project site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems neither are necessary, nor are they proposed. Thus, no impact would occur.</p>	
VII. GREEN HOUSE GAS EMISSIONS			

Impact?	Explanation	Mitigation Measures
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a.	LESS THAN SIGNIFICANT IMPACT	<p>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. The greenhouse effect compares the 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 (CO₂), methane (CH₄), and nitrous oxide (N₂O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5°F. The construction and operation of the proposed project would generate GHG emissions. Construction-related emissions would be generated from off-road equipment and vehicle exhaust. Operational emissions include both direct and indirect sources including mobile sources, water use, solid waste, area sources, natural gas, and electricity use emissions. The City has adopted the LAGreen Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to further implement the LA Green Plan's goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code applicable to new development projects. As it relates to new development, the City adopted the LAGreen Building Code, and in some cases, outlines stricter GHG reduction measures available to development projects in the City of Los Angeles. The LAGreen Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards. As the LAGreen Building Code applicable provisions of the CALGreen Code, a new development project that can demonstrate it complies with the LA Green Building Code is considered consistent with statewide GHG reduction goals and policies</p>
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Impact?	Explanation	Mitigation Measures
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		<p>including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LA Green Building Code, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions. Air quality mitigation measures identified in this report such as water use conservation and bicycle parking and additional project-specific mitigation such as complying with LAGreen codes will be required in order to reduce the global cumulative impacts to a less than significant level.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. 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 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 AB 32. As described in Question VII.a, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. The project would provide infill residential development proximate to a major transportation corridor (i.e., Santa Monica</p>	

Impact?	Explanation	Mitigation Measures
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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 would provide a healthy environment by reducing vehicle trips and corresponding GHG emissions. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to conflicting with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gasses and project's impact would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	LESS THAN SIGNIFICANT IMPACT	<p>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. The proposed project involved the construction and operation of a multi-family residential project. 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, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No 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. 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</p>
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Impact?	Explanation	Mitigation Measures
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		transport, use, or disposal of hazardous materials, and impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if a project utilizes quantities of hazardous materials as part of its routine operations and could potentially pose a hazard to nearby sensitive receptors under accident or upset conditions. The proposed project is not anticipated to result in a substantial release of hazardous materials into the environment. The subject site is not within a hazardous Waste/Border Zone, the project site does not contain any oil or gas wells, but the subject site is identified as within a Methane Buffer Zone (ZIMAS). The project is required to comply with the City Ordinance no 175790 and 180619 that require preparation of a methane assessment prior to redevelopment of a site located within a methane zone and implementation of the appropriate Methane Mitigation Standards, outlined by the City's Department of Building and Safety. Section 91.7102 of the Municipal Code requires all multiple residential buildings shall have adequate ventilation of a gas-detection system installed in the basement or on the lowest floor level on grade, and within the under-floor space in buildings with raised foundations. Compliance with these City standards would ensure that project impacts related to methane would be less than significant. The existing multi-family residential building and retail store 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 lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required. With this compliance, the proposed project would result in a less-than-significant impact</p>	

Impact?	Explanation	Mitigation Measures
c.	<p>NO IMPACT</p> <p>related to asbestos and LBP.</p> <p>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. The closest public school to the project site is Nora Sterry Elementary School located at 1730 Corinth Ave. approximately 200 feet across Sawtelle Blvd. west of the project site. The proposed project would provide for a infill development that consists of residential use. This type of use 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.</p>	
d.	<p>NO IMPACT</p> <p>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. The subject site is currently developed with a retail store and a multi-family building. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, 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.</p>	

Impact?	Explanation	Mitigation Measures
NO IMPACT	A significant project-related impact may occur if the proposed project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The closest public airport to the project site is the Los Angeles International Airport (LAX) (approximately 6.5 miles). Therefore, the project site is not located within an airport land use plan or within two miles of a public airport or public use airport, no impact would occur.	
NO IMPACT	The subject site is not located within the vicinity of a private airstrip (ZIMAS). The closest private airport is the Santa Monica private airstrip (approximately 1.75 miles). The project will not result in a safety hazard for people residing or working in the project site. The proposed project site is within an urbanized region, and in a neighborhood which is largely designated for residential and commercial uses. Therefore, no impacts are anticipated to occur.	
LESS THAN SIGNIFICANT IMPACT	A project would have a significant impact to hazards and hazardous materials if the project involved possible interference with an emergency response plan or emergency evacuation plan. The proposed project of 48 dwelling units is not located on or near an adopted emergency response or evacuation plan. The nearest Disaster Route to the project site is Santa Monica Blvd. Development of the project site may require temporary and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The proposed project would not cause permanent alterations to vehicular circulation routes and patterns impede public access or travel upon public rights-of-way. Additionally, development of the proposed project would not adversely affect access on Santa Monica Boulevard either temporarily during construction or long-term during operation. Further, the proposed project will be required to meet all fire and safety requirements of the Department of Building and Safety, the Los Angeles Police Department, and the Los Angeles Fire Department. In summary, the	

Impact?	Explanation	Mitigation Measures
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		proposed project does not include permanent changes in public through-traffic flow or impair access to a route heavily relied on by emergency services, and the project is not expected to impair emergency evacuation or response. Therefore, impacts will be less than significant.	
h.	NO IMPACT	The subject site is not located in a Very High Fire Hazard Severity zone, Fire District No.1 (ZIMAS), Brush Fire Hazard area, or Inadequate Fire Hydrant Service area (Environmental and Public Facilities Maps 1996). The subject site is located in a developed and urbanized region, and therefore would not expose people and/or structures to a significant loss, injury, or death involving wildland fires. In addition, the proposed structure is not expected to increase the fire hazard in the project area and will be required to meet all fire safety requirements of the Department of Building and Safety and the Los Angeles Fire Department. Therefore, no impacts are anticipated to occur.	

IX. HYDROLOGY AND WATER QUALITY

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 the Los Angeles Regional Water Quality Control Board (LARWQCB). The proposed project includes development of a 48-unit residential building in an urban area and would not have any point-source discharges. 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. There is a potential impact during the proposed project's long term operations due to pollutants contained in water runoff from the site which may be carried into storm drains and discharged into the stormwater runoff control system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household	
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Impact?	Explanation	Mitigation Measures
	<p>cleaners). These include: oil, grease, metals, and hydrocarbons from streets, parking lots, and driveways, dirt from unpaved areas, herbicides, pesticides and fertilizer from landscaped areas and animal wastes. Construction-related activities of the proposed project also have the potential to contribute to pollutants in water runoff from the site. 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. Since the project site will be covered with more than 80% impervious surfaces, the project falls within the second tier of LID requirements, which states that development projects that involve five or more units intended for residential uses and result in an alteration of at least 50% or more of the impervious surfaces on an existing developed site, the entire site must comply with the standards and requirements of Section 64.7, Article 4.4 of Chapter VI of the LAMC and with the Development Best Management Practices Handbook. The site shall be designed to manage and capture stormwater runoff to the maximum extent feasible utilizing various LID techniques, including but not limited to infiltration, evapotranspiration, capture for use, high efficiency bio-filtration and retention systems BMP (listed in priority order). If partial or complete onsite compliance of any type is technically infeasible, the project site and LID Plan shall be required to comply with all applicable SUSMP requirements in order to maximize onsite compliance. Therefore, operational water quality impacts would be less than significant.</p>	
b.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A project would have a significant impact on groundwater level if it would change potable water levels sufficiently to reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; or reduce yields of adjacent wells or well fields; or adversely change the rate or direction of flow of groundwater; or</p>	

Impact?	Explanation	Mitigation Measures
	<p>result in demonstrable and sustained reduction in groundwater recharge capacity. The proposed project involves the construction of a 48-unit residential building in a heavily developed and urbanized region. The subject site does not contain any natural and/or significant drainage features, such as streams or rivers. 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. The project site is composed of more than 80% impervious surfaces. As such, surface water runoff from the project site is directed to adjacent storm drains. This area of Los Angeles is not known to have a high groundwater table. Historically and per the Seismic Hazard Zone Report for the Beverly Hills 7.5-Minute Quadrangle, 1998, highest groundwater in this area of Los Angeles is estimated to be more than 30 feet below the ground surface. Because the depth of groundwater is sufficiently lower than the depth of proposed excavation, a permanent dewatering system is not required. Therefore, construction of the proposed project would not deplete groundwater supplies or interfere substantially with groundwater recharge. No impact to the groundwater table would occur.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A project would have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The project site is located in a highly urbanized area of Los Angeles, and no streams or river courses are located on or within the project vicinity. The project site is mostly impervious with some landscaped areas. Implementation of the proposed project would not increase site runoff or result any changes in the local drainage patterns. Implementation of the SWPPP and LID Plan, however, as required pursuant to Section 64.70 of the LAMC, would reduce the amount of</p>	

Impact?	Explanation	Mitigation Measures
	<p>surface water runoff after storm events, as the proposed project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¼ inch of rainfall in a 24-hour period. Therefore, any potential impacts will be mitigated to a level of insignificance related to surface water hydrology or result in substantial erosion or siltation on- or off-site.</p>	
<p>d. LESS THAN SIGNIFICANT IMPACT</p>	<p>A project would have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The proposed project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. The subject site is in an urbanized area. Water runoff would drain into the existing storm drain system. The project site is currently developed and stormwater runoff is directed to the adjacent stormwater infrastructure serving the greater project area. The project site will be covered with more than 80% impervious surfaces. As such, the rate of surface water runoff under the proposed project would not increase as compared to existing conditions. The proposed project will comply with the City's stormwater management provisions per LAMC, Section 64.70, including implementation of the Best Management Practices therein, and therefore, impacts related to flooding on- and off-site will be reduced to a less-than-significant level.</p>	
<p>e. LESS THAN SIGNIFICANT IMPACT</p>	<p>A project would have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of storm water runoff from the project site were to increase to a level which exceeds the capacity of the storm drain system serving the project site. A significant adverse effect would</p>	

Impact?	Explanation	Mitigation Measures
	<p>also occur if a project substantially increases the probability that polluted runoff would reach the storm drain system. The project site is covered with more than 80% impervious surfaces. All surface water is directed off site to the adjacent storm drain system on Sawtelle Boulevard, as illustrated on the Figure 1 of the Los Angeles Bureau of Sanitation, Wastewater Engineering Services Division (WESD) letter dated September 2, 2014 . Pursuant to local practice and Section 64.7 of the LAMC, storm water retention will be required as part of the LID/SUSMP implementation features (despite no increased imperviousness of the site). Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable Stormwater LID Ordinance. The proposed project will be required to demonstrate compliance with Stormwater LID Ordinance standards and retain or treat the first ¼ inch of rainfall in a 24-hour period, which will reduce the proposed project's impact to the stormwater infrastructure. Therefore, with implementation of the Los Angeles Bureau of Sanitation, Wastewater Engineering Services Division (WESD) letter requirements dated September 2, 2014, short-term construction-related impacts and long-term operational impacts related to the amount of runoff and the capacity of the storm drain system will be reduced to a less-than-significant level.</p>	
f.	<p>NO IMPACT</p> <p>A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The proposed project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing stormwater discharge. Therefore, impacts would be less than significant.</p>	

Impact?	Explanation	Mitigation Measures
g. NO IMPACT	A significant impact may occur if the project was located within a 100-year flood zone, which would impede or redirect flood flows. The project site is not in an area designated as a 100-year flood hazard area. The project site is located in a highly urbanized area and, as no changes to the local drainage pattern would occur with implementation of the proposed project, the proposed project would not have the potential to impede or redirect floodwater flows. No impact would occur.	
h. NO IMPACT	A significant impact may occur if the project was located within a 100-year flood zone, which would impede or redirect flood flows. The project site is not in an area designated as a 100-year flood hazard area. The project site is located in a highly urbanized area and, as no changes to the local drainage pattern would occur with implementation of the proposed project, the proposed project would not have the potential to impede or redirect floodwater flows. No impact would occur.	
i. NO IMPACT	A significant impact may occur if the proposed project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche. Seiches are large waves generated in very large enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement. Based on the lack of such large enclosed water bodies nearby, seiches and tsunami risks are considered nil. Thus, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam and no impact would occur.	
j. NO IMPACT	A significant impact would occur if the project site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami), or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or	

Impact?	Explanation	Mitigation Measures
	<p>mudflows. The proposed project site is not located in a potential seiche or tsunami zone. The project site is relatively flat. There are no adjacent bodies of water, and the site is not located within a State Earthquake Induced Landslide Zone. Therefore, the project site is not subject to slope instability, tsunamis, and seiches. Due to the relatively level topography and developed properties within the project area, the potential for mudflow to impact the project site is relatively low. Therefore, no impact would occur.</p>	
X. LAND USE AND PLANNING		
<p>a. NO IMPACT</p>	<p>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 site is located within an urbanized area of the West Los Angeles community and is consistent with the existing physical arrangement of the properties within the vicinity of the site. The proposed project would result in the demolition of a retail store and a multi-family building and the construction of 42 new multi-family residential units. Because the project site is already developed with residential land uses, no separation of land uses or disruption of access between land use types would occur as a result of the proposed project. Accordingly, implementation of the proposed project would not disrupt or divide the physical arrangement of the established community, and no impact would occur. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The project involves construction of a 42,152 square foot building with 42 multi-family dwelling units in an area that is already developed with similar uses and the associated infrastructure. The project site is located in a highly urbanized area of the City. The site is surrounded by existing multi-family and single-family residential and</p>	

Impact?	Explanation	Mitigation Measures
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	commercial uses and roadways. The project will not divide an established community. The Applicant is requesting approval of a zone change from C2-1VL to RAS4. With the approval of the requested zone change, the proposed project still will be consistent with the zoning and general plan designation of the project site and vicinity. Therefore, no impacts related to this issue would occur.	
b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>The project site is currently zoned C2-1VL with the land use designation of Neighborhood Commercial per the West Los Angeles Community Plan. The applicant is requesting approval of a zone change to RAS4. The C2-1VL designation indicates that the project site is located in Height District 1VL, which specifies a building height limit of 45 feet above grade, and limits Floor Area Ratio (FAR) on the project site to 1.5:1. As a result of zone change, the allowable building area increases from 15,612 (10,408 x 1.5) square feet to 31,224 (10,408 x 3) square feet. The applied zone RAS4-1VL has the same height restriction as C2-1VL, and both zones allow residential use. Also density is restricted to 400 square feet per dwelling unit in both zones, but the FAR in RAS4-1VL zone increases to 3:1. The proposed project would be comprised of 42 residential dwelling units. The lot area (12,610 square feet), including half of the alleys (1,420 square feet) allows 35 units. In consideration of reserving 11% of the 35 units (four units) for very low-income tenants, which allows for a 35% increase in density to 48 units, two on-menu Affordable Housing Incentives are requested to permit a 35% increase in the floor area ratio (FAR), 4.0:1 in lieu of 3.0:1, permitting 42,152 square feet in lieu of 31,224 square feet (after zone change), and increase in height permitting 56' in lieu of 45'. Therefore, the type of land uses proposed as part of the project (multi-family residential) and the number of dwelling units (48) are allowed as a "by-right" development at the project site and under existing zone. As a zone change case, the project would be consistent with the General Plan and be in conformity with</p>	X-80

Impact?	Explanation	Mitigation Measures
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		<p>public necessity, convenience, general welfare and good zoning practice. Vehicle parking shall be provided consistent with LAMC 12.22 A.25. The applicant has selected Density Bonus Parking Option 1, which permits one on-site parking space for each residential unit with one or fewer bedrooms; two on-site parking spaces for each residential unit with two to three bedrooms. Based upon the number and type of dwelling units proposed (74 efficiency units and 12 two-bedroom) at least 98 parking spaces shall be provided. However, per Bicycle Parking Ordinance no 182386, since the project has applied for a density bonus, up to 30% of the required automobile parking may be replaced. The project has provided 77 parking spaces and it has no conflict with applicable policy or regulation. Therefore, the proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code. The project site is within 500 feet of the 405 Freeway. Adverse impacts on future occupants may result due to the existing air pollution levels in the vicinity. Installation of an air filtration system will reduce impacts level to less than significant.</p>	
c.	NO IMPACT	<p>A project-related significant adverse effect could occur if the project site were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in Section IV.f above, no such plans presently exist which govern any portion of the project site. Further, the project site is located in an area, which is already fully developed with residential and commercial uses, and is also within a heavily urbanized area of Los Angeles and therefore, no impact would occur.</p>	
XI. MINERAL RESOURCES			
a.	NO IMPACT	<p>A significant impact may occur if the project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the development would convert an existing or future regionally-important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally-important mineral resource</p>	

Impact?	Explanation	Mitigation Measures
	<p>extraction. The project site is located in an urban developed setting, and is therefore not likely to be a suitable site for mining of any sort, surface or otherwise. There is no knowledge of the presence of mineral resources that would be of value to the region and residents of the State on the project site; subsequently, the project is not expected to result in the loss of availability of said mineral resources. The project site is not located in a known Oil Field (Navigate LA) or in a known area of mineral resources (Environmental and Public Facilities Maps 1996). Therefore, no impact associated with the loss of availability of a known mineral resource would occur.</p>	
b. NO IMPACT	<p>A significant impact may occur if the project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the development would convert an existing or future regionally-important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The project site is not located within a Mineral Resource Zone 2 (MRZ-2) Area. As stated above, the project site is not located within an Oil Drilling District. Therefore, no impact associated with the loss of availability of a known mineral resource would occur.</p>	
XII. NOISE		
a. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the proposed project would generate excess noise that would cause the ambient noise environment at the project site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). 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. The noise sensitive uses within 500 feet of the project include residences, Nora Sterry Elementary School, West Los Angeles Regional Library, and Felicia Mahood Senior Citizen Center. The proposed project involves the construction of 48 residential dwelling units. Implementation of the proposed</p>	

Impact?	Explanation	Mitigation Measures
	<p>project would result in an increase in ambient noise levels during both construction and operation, however, it is unlikely to result in new sources of noise in which would exceed levels established in the General Plan or Municipal Code. On-site operational noise would be generated by heating, ventilation, and air conditioning equipment installed in the new development. However, any on-site stationary sources of noise are required to comply with the LAMC Section 112.02 which prohibits noise from this type of equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. A temporary increase in noise levels is expected to occur during the construction phase, due to the heavy construction equipment and related construction activity, and could be audible to those sensitive uses closest to the project site. The construction activities on the proposed site are expected to be short-term. Chapter IV, Article 1, Section 41.40 of the LAMC establishes permitted construction/demolition hours to 7 AM – 9 PM, Monday through Friday, 8 AM – 6 PM on Saturdays or national holidays, and no work is permitted on Sundays. Therefore, the corresponding noise will be minimized, and should reduce any potentially significant impacts to less than significant. Impacts due to noise from vehicular traffic would be less-than-significant.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>Groundborne vibration and noise levels in residential land uses are lower than those found in commercial or industrial land uses, and are unlikely to exceed existing levels and levels established in the General Plan or LAMC. Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. Therefore, the proposed project is expected to create a temporary increase in groundborne vibration and/or groundborne noise during the construction phase, due to the heavy construction equipment and related construction activity, and could be felt/audible to the closest residents and other noise sensitive uses to the project site. Nonetheless, the duration of construction activities on the proposed site is expected to be short-term. The LAMC limits</p>	

Impact?	Explanation	Mitigation Measures
	construction hours, therefore construction of the project will be typical of residential structures and impacts from excessive groundborne vibration and noise levels are anticipated to be less than significant.	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the proposed project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the proposed project. According to the City of Los Angeles, CEQA Thresholds Guide, a project would have a significant impact on noise levels from project operations if the project causes the ambient noise level measured at the property line of the affected uses to increase by three decibels (dBA) in Community Noise Exposure Level (CNEL) to or within the normally "unacceptable" or "clearly unacceptable" category, or any five dBA or greater noise increase. The proposed project involves the construction of 48 residential units and roof-decks. The project will result in a permanent, if minimal increase in ambient noise levels. The project will comply with Noise Ordinance Nos. 144,331 and 161,574, which prohibit the emission or creation of noise beyond certain levels at adjacent uses. New stationary sources of noise, such as rooftop mechanical HVAC equipment would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. The anticipated increase does not meet or exceed guidelines or thresholds of significance for adverse impact: 75 or more dwelling units. With implementation of the current regulations that address rooftop mechanical equipment, a substantial permanent increase for nearby sensitive receptors would be reduced to a less than significant level.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project resulted in substantial temporary or periodic increase in ambient noise levels. A temporary increase in noise levels is expected to occur during the construction phase, due to the heavy</p>	

Impact?	Explanation	Mitigation Measures
	<p>construction equipment and related construction activity, and could be audible to the closest residents to the project site. The Los Angeles CEQA Thresholds Guide establishes the threshold for a significant impact of construction noise if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. In addition, the Los Angeles CEQA Thresholds Guide also states that construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact. As discussed above, impacts are expected to be less than significant for construction noise and vibration, and operational noise and vibration and the duration of construction activities on the proposed site are expected to be short-term. Chapter IV, Article , Section 41.40 of the LAMC establishes permitted construction/demolition hours of 7 AM to 9 PM – Monday through Friday, 8 AM to 6 PM on Saturdays or National Holidays, and no work permitted on Sundays. Noise impacts related to construction will be less than significant.</p>	
e. NO IMPACT	<p>A significant impact may occur if the proposed project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the project site. There are no airports within a two-mile radius of the project site, and the project site is not within any airport land use plan or airport hazard zone (ZIMAS). The closest airport is the LAX international airport (approximately 6.5 miles). The proposed project would not expose people to excessive noise levels associated with airport uses. No impact would occur.</p>	
f. NO IMPACT	<p>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. The closest private airport is the Santa Monica Airport (approximately 1.7 miles).</p>	

Impact?	Explanation	Mitigation Measures
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		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.	
XIII. POPULATION AND HOUSING			
a.	LESS THAN SIGNIFICANT IMPACT	<p>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. The proposed project would result in the development of 48 residential units. Based on the community's household demographics (e.g., an average of 2.05 persons per household for West Los Angeles Community Plan Area), the construction of 39 additional residential dwelling units would result in an increase of approximately 80 new permanent residents in the area (Los Angeles Department of City Planning/Demographics Research Unit, Effective October 1, 2009). The proposed increase in housing units and population would not be substantial, and would not result in an adverse physical change in the environment; or introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. Therefore, impacts related to housing would be less than significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A potentially significant impact would occur if the proposed project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The proposed project would consist of the development of 48 new apartments units land use on a site that is currently occupied by an approximately 78-year old, 1-story commercial retail building and an approximately 60-year old, two-story nine-unit apartment building. As such, displacement of existing housing would occur with the proposed project. The proposed project would increase the number of apartment units on the site by 39. Therefore, impacts associated with displacement would be less than significant.</p>	

Impact?	Explanation	Mitigation Measures
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c.	LESS THAN SIGNIFICANT IMPACT	<p>A potentially significant impact would occur if the proposed project would result in the displacement of people, necessitating the construction of replacement housing elsewhere. The proposed project would consist of the development of 48 new apartments units on a site that is currently occupied by nine existing apartments units. As such, displacement of existing housing would occur with the proposed project. The proposed project would increase the number of apartment units on the site by 39. Therefore, impacts associated with displacement would be less than significant.</p>
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XIV. PUBLIC SERVICES

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the LAFD could not adequately serve the proposed project, necessitating a new or physically altered station. Pursuant to LAMC Section 57.09.07A, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles. The subject site is within the vicinity of Los Angeles Fire Department (LAFD), fire Station 37 (Engine and Truck Company service) located at 1090 Veteran Avenue approximately 1.3 miles northeast of the project site, which is below the 1.5-mile threshold Maximum Response Distance for engine or truck companies for neighborhood land uses identified in the L.A. CEQA Thresholds Guide. The proposed project would result in an increase of 39 units. 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 build-out, the LAFD may require additional fire personnel and equipment. However, 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. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift</p>
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Impact?	Explanation	Mitigation Measures
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		resources to meet local demands for fire protection. 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.	
b.	LESS THAN SIGNIFICANT IMPACT	<p>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 subject site is served by the Los Angeles Police Department, West Los Angeles Area Division located at 1663 Butler Ave. (approximately 0.3 miles west of the project site). The proposed project will be reviewed by the LAPD, and will comply with public safety requirements and policies. The proposed project would result in an increase of 39 units. 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, 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 Crime Prevention Through Environmental Design (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. Therefore, the proposed project would result in a less-than-significant impact related to</p>	

Impact?	Explanation	Mitigation Measures
c.	LESS THAN SIGNIFICANT IMPACT	<p>police protection services.</p> <p>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 Los Angeles Unified School District's (LAUSD) Nora Sterry Elementary School, which is located at 1730 Corinth Ave. (approximately 130 feet south of the project site), Emerson Middle School, which is located at 1650 Selby Ave. (approximately 1.1 mile northeast of the project site), and University Senior High School located at 11800 Texas Ave. (approximately 0.9 mile northwest of the project site). The proposed project would add 39 residential units and would generate a total of approximately 10 students, including 5 elementary students, 3 middle school students, and 2 high school students (Los Angeles Unified School District, Student Generation Rate Calculation, February 25, 2008). 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 and commercial space. Conformance to California Government Code Section 65995 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.</p>
d.	LESS THAN SIGNIFICANT IMPACT	<p>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. The project site is located within a highly urbanized area of the West Los Angeles community and is currently below the standard ratio. The proposed project would result in an increase of 39 units, which could result in increased demand for parks and recreation facilities. The proposed project would meet the minimum code</p>

Impact?	Explanation	Mitigation Measures
	<p>requirements for open space as required by the LAMC. The proposed project will provide a minimum of 5,525 square feet of open space areas, including private open space balconies and roof deck. These project features would reduce the demand for park space created by the proposed project. In addition, payment of required impact fees by the proposed residential development within the City of Los Angeles per LAMC Sections 21.10.3(a)(1) (Dwelling Unit Construction Tax) and 12.33 (Dedication of Land or Payment for Park and Recreational Facilities as a Requirement for a Zone Change for a Multiple Residential Use) could offset some of the increased demand by helping fund new facilities, as well as the maintenance and/or 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 of new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.</p>	
<p>e. LESS THAN SIGNIFICANT IMPACT</p>	<p>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 LA public library closest to the project site is West Los Angeles Regional Library, located at 11360 Santa Monica Blvd. (approximately 0.2 mi west of the project site). The proposed project would result in an increase of 39 units, which could result in increased demand for library services and resources of the LAPL System. While the increase in population as a result of the proposed project may create a demand for library services, 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</p>	

Impact?	Explanation	Mitigation Measures
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services.

XV. RECREATION

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if a project includes substantial employment or population growth, which would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. Based on the City of Los Angeles CEQA Thresholds Guide, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available, considering, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks). The proposed project will provide a minimum of 5,525 square feet of open space areas, including private open space balconies and roof deck. The availability of these on-site recreation amenities and opportunities would serve to reduce the demand for off-site park services. Notwithstanding the availability of on-site open space areas, it is reasonable to assume that future occupants of the proposed project would utilize recreation and park facilities in the surrounding area. Westwood Recreation Center at 1350 South Sepulveda Blvd. is 0.7 mile northeast of the project site and Stoner Recreation Center, located at 1835 Stoner Ave. is approximately 0.8 mile southwest of the project site. The proposed project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Under the City's mandatory Dwelling Unit Construction Tax, which is collected prior to a</p>
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Impact?	Explanation	Mitigation Measures
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		certificate of occupancy for residential land uses, the proposed project's impact upon parks and recreational facilities would be reduced to a less than significant level.	
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 5,588 square feet of project amenities, including private open space balconies and roof deck. As previously discussed above, the proposed project would not require the construction or expansion of recreational facilities beyond the limits of the project site. Although the proposed project would place some additional demands on park facilities, the increase in demand would be met through a combination of on-site amenities and existing parks in the project area. The proposed project's increased demands upon recreational facilities would not in and of itself result in the construction of a new park, which might have an adverse physical effect on the environment. Thus, impacts to park and recreational facilities would be less than significant.	
XVI. TRANSPORTATION/TRAFFIC			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact could occur if a project were to result in substantial increases in traffic volumes in the vicinity of the project such that the existing street capacity experiences a decrease in the existing volume to capacity ratios, or experiences increased traffic congestion exceeding the Los Angeles Department of Transportation's (LADOT) recommended level of service. The project would develop 48 dwelling units on the project site. According to the Los Angeles Department of Transportation (LADOT) Referral Form, dated November 25, 2014, the proposed 48 residential units project is expected to generate a net increase of 154 daily trips, a net increase of 16 A.M. peak hour trips, and a net increase of 7 P.M. peak hour trips. The LADOT has determined that the proposed project will	

Impact?	Explanation	Mitigation Measures
	<p>not have significant conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Therefore, although the proposed project will result in an increase in traffic, the increase is expected to have a less than significant impact on the existing load and capacity of the street system.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>The Congestion Management program (CMP) is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours. According to the LADOT referral Form dated November 25 2014, 2014, the proposed 48 residential units project is expected to generate a net increase of 154 daily trips, a net increase of 16 A.M. peak hour trips, and a net increase of 7 P.M. peak hour trips. therefore, the project will not add 50 or more trips to the CPM intersections. The project peak hour trips generation is also below the freeway threshold of 150 directional trips. Therefore, no CMP analysis is required and the proposed project impacts on congestion management programs is less than significant.</p>	
c. NO IMPACT	<p>A significant impact may occur if the proposed project involved an aviation-related use or would influence changes to existing flight paths. The proposed project is not located within an airport hazard zone (ZIMAS), nor an airport land use plan, or within two miles of a public airport, or public use airport. The closest public airport is Los Angeles International Airport (approximately 6.5 miles). The proposed project does not include any aviation-related uses and would have no airport impact. It would also not require any modification of flight</p>	

Impact?	Explanation	Mitigation Measures
	paths for the existing airports in the Los Angeles Basin. Therefore, no impact would occur.	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the proposed project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if a project site access or other features were designed in such a way as to create hazard condition. The proposed project would not include unusual or hazardous design features. Access to the project's parking garage would be provided via a two-way driveway located at eastside alley along the southeast property corner. The applicant is required to consult with DOT for driveway location and specifications prior to the commencement of any architectural plans and final DOT approval shall be obtained prior to issuance of any building permits. With proper site planning and implementation of the infrastructural deficiencies adjustments of 2-foot dedication/improvement to Sawtelle Blvd., 5-foot dedication to the north alley and 2.5-foot dedication to the east alley, per Bureau of Engineering letter, dated September 24, 2014, associated impacts will be mitigated to a less than significant level.</p>	
e. NO IMPACT	<p>A significant impact may occur if the project design would not provide emergency access meeting the requirements of the Los Angeles Fire Department (LAFD), or in any other way threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. The proposed project is not located on or near an adopted emergency response or evacuation plan. The proposed project involves development of a 48 dwelling units. The subject site is on Sawtelle Blvd., which is designated in the Streets and Highways Element of the City's General Plan and the West Los Angeles Community Plan, as a Collector Street and has not been adopted as an emergency response or evacuation plan. Santa Monica Blvd. at the north and Olympic Blvd. at the south of the project site are both designated as Disaster</p>	

Impact?	Explanation	Mitigation Measures
	<p>Routes. The 405 Freeway at the east of the project site is also designated as the Freeway Disaster Route. Sawtelle Blvd. as a designated Collector Street, carries a half right-of-way 32-foot and two alleys in north and east of the project site a 10-foot half right-of-way. The project is required to improves all portions of Sawtelle Blvd., alleys, and alleys' intersection cut along the project frontage that currently do not meet this standard, according to the Bureau of Engineering letter dated September 24, 2014. Development of the project site may require temporary and/or partial street closures due to construction activities. Any such closures would be temporary in nature and would be coordinated with the Departments of Transportation, Building and Safety, and Public Works. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. Therefore, the proposed project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access, or travel upon public rights-of-way. The proposed project would be subject to the plan review requirements of the LAFD and the Los Angeles Police Department (LAPD) to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. The proposed project would satisfy the emergency response requirements of the LAFD. Furthermore, as discussed above, there are no hazardous design features included in the access design or site plan for the proposed project that could impede emergency access. Therefore, impacts to emergency access will be less than significant level.</p>	
f. NO IMPACT	<p>A significant impact may occur if the proposed project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The proposed project would not require the disruption of public transportation routes. Furthermore, the proposed project would not interfere with any class I or class II bikeway systems. Since the proposed project would not modify or conflict with any alternative transportation policies, plans or programs, there will be no impacts.</p>	

Impact?	Explanation	Mitigation Measures
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XVII. UTILITIES AND SERVICE SYSTEMS

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the (Los Angeles Regional Water Quality Control Board). 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. The project site is located within the service area of the Hyperion Treatment Plant (HTP), which experiences an average daily flow of 362 mgd, below a capacity of 450 mgd. According to the Los Angeles Bureau of Sanitation, Wastewater Engineering Services Division (WESD) letter dated September 2, 2014, the proposed project would generate approximately 5,610 gallons (or 0.00561 mgd) of wastewater per day. As a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. WESD has evaluated the local sewer condition at the project area and has determined that the sewer system might be able to accommodate the total flow for the proposed project. WESD will determine the sewer connection point as part of the permit process, and the project will build sewer lines to a point in the sewer system with sufficient capacity. Therefore, with implementation of the WESD requirements, the proposed project would result in a less-than-significant impact related to wastewater treatment requirements.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. 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</p>	

Impact?	Explanation	Mitigation Measures
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		<p>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 proposed project would use up to approximately 5,544 gpd of water more than existing buildings. 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. 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 new 80 residents as a result of the proposed project would be consistent with projected 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.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>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</p>	

Impact?	Explanation	Mitigation Measures
	<p>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. With implementation of the Los Angeles Bureau of Sanitation, Wastewater Engineering Services Division (WESD) letter requirements, dated September 2, 2014, 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.</p>	
<p>d. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the City of Los Angeles CEQA Thresholds Guide, the determination of whether the project results in a significant impact on water shall be made considering the following factors; (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project build-out; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts. The proposed project is the development of 48 dwelling units and the water demand would be approximately 6,732 gallons per day and comparing to existing buildings 5,544 gallons extra per day (water consumption is assumed to be 120% of waste water generation). As concluded above, the proposed project would have a less-than-significant impact on water demand. In addition, the project is required to comply with LAGreen code that requires 20 percent reduction in indoor the building water use and 2014</p>	

Impact?	Explanation	Mitigation Measures
	amendment that requires 20 percent reduction in wastewater generation, and would further reduce impacts associated with this issue to a level that is less than significant. Impacts to water supplies will be less than significant.	
e. LESS THAN SIGNIFICANT IMPACT	Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a project would normally have a significant wastewater impact if: (a) the project would cause a measureable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its Elements. As stated above in XVII b., the sewage flow will ultimately be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the proposed project. Also WESD, per the letter dated September 2, 2014, determines the local sewer system capacity to accommodate the total flow for the proposed project. Therefore, impacts would be less than significant.	
f. LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Within the City of Los Angeles, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill serve existing land uses within the City. Both landfills accept residential, commercial, and construction waste. The proposed project's net generation during the life of the proposed project would be approximately 587 pounds per day (48 units x 12.23 lbs/ households/ day) according to the City of Los Angeles Bureau of Sanitation, Solid Waste Generation, 1981. This estimate is conservative, as it does not factor in any recycling or waste diversion programs. The proposed project's solid waste would be handled by private waste collection services. The amount of waste is minimal compared to daily capacities of nearby	

Impact?	Explanation	Mitigation Measures
	<p>recycling or disposal facilities and transfer stations and these modest amounts would be further reduced through source reduction and recycling programs (i.e., AB 939 and AB 341), further reducing the amount of solid waste to be disposed of at the landfills described above. Further, the proposed project would not conflict with solid waste policies or objectives that are required by law, statute, or regulation. Therefore, with implementation of recommendations contained in the WESD letter dated September 2, 2014, on Solid Resource Requirements, the impact would be less than significant.</p>	
g. NO IMPACT	<p>A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated on-site by the proposed project would be disposed of in accordance with all applicable federal, state, and local regulations related to solid waste, such as the California Integrated Solid Waste Management (ISWM) Act (also known as AB 939). The amount of project-related waste disposed of at area landfills would be reduced through recycling and waste diversion programs implemented by the City, in compliance with the City's Solid Waste Management Policy Plan (CiSWMPP), which is the long-range solid waste management policy for the City, and the Source Reduction and Recycling Element (SRRE), which is the strategic action policy plan for diverting solid waste from landfills. The project would also comply with applicable regulatory measures, including the provisions of City of Los Angeles Ordinance No. 171,687 with regard to all new construction; the provision of permanent, clearly marked, durable, source sorted bins to facilitate the separation and deposit of recyclable materials; implementation of a demolition and construction debris recycling plan, with the explicit intent of requiring recycling during all phases of site preparation and building construction. Finally, the project should comply with the solid waste requirements in the Bureau of Sanitation letter, dated September 2, 2014. With the implementation of the regulatory measures, waste generated by the project would not significantly alter the projected timeline for landfills within the region to reach capacity. Therefore, since</p>	

Impact?	Explanation	Mitigation Measures
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	the proposed project would comply with local, state, and federal regulations no impact with respect to these regulations would occur.	
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	LESS THAN SIGNIFICANT IMPACT	<p>The project proposes the construction of a 48 units multi-family dwelling. The project site is located in an urbanized region that is mostly segmented and lacks the continuity, which is consistent with those known to support any non-avian candidate, sensitive, or special-status species. Moreover, the subject site has not been identified as being a Significant Ecological Area (City of Los Angeles, Environmental and Public Facilities Map 1996). The subject site lacks any riparian habitat or other sensitive natural community, and does not contain any wetlands. The subject is not identified as being a site or an area of historical significance, therefore it is unlikely that the proposed project will have impacts on important examples of the major periods of California history. Also, the subject site is not in the vicinity of an Archaeological Survey Area and an Archaeological Site (City of Los Angeles, Environmental and Public Facilities Maps 1996, Prehistoric & Historic Archaeological Sites and Survey Areas Map). However, there may be a possibility for the discovery of unrecorded archaeological resources during the proposed grading activity. The mitigation measures proposed in Section V of this document are expected to reduce any potential impacts to a less than significant level. The subject site and vicinity are not identified as being located in a Vertebrate Paleontological Area (City of Los Angeles, Environmental and Public Facilities Maps 1996, Vertebrate Paleontological Resources Map). It is possible that site excavation could uncover paleontological resources. Compliance with the City's Standard Conditions of Approval will ensure that if any previously unknown paleontological resources are discovered during the excavation period of construction, such resources will be handled properly and reduce any potential impacts to a level that is less than significant.</p>	
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Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if a project, in conjunction with other related projects in the area of the project site, would result in impacts that are less than significant when viewed separately, but would be significant when viewed cumulatively. The project site is located in an urban setting which is developed primarily with multi-family, single-family and commercial buildings. The proposed project involves new construction of a 48-unit residential building. Any development activity which may occur is most likely to comply with all applicable federal, State, and City Regulations that would preclude significant cumulative impacts with regard to geology and soils, cultural resources, hazards and hazardous materials, hydrology and water quality, and transportation and traffic. Compliance with City regulations and mitigation measures contained herein would ensure that any cumulative impacts related to aesthetics and land use would be less than significant. Furthermore, an increase in area population resulting from the proposed project and other development activity in the area are anticipated to be within City and SCAG forecasts; therefore, less than significant cumulative impacts to population and housing are anticipated. Similarly, the demands on public services such as fire and police protection, schools, parks, recreation, and solid waste generation resulting from the proposed project and other development activity in the area are anticipated to be less than significant, as described herein. As service providers conduct on-going evaluations to ensure that facilities are adequate to service the forecasted growth of the community, cumulative impacts on utilities are concluded to be less than significant with the application of mitigation measures proposed in this report.</p>
c.	LESS THAN SIGNIFICANT IMPACT	<p>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, the proposed project would not</p>

Impact?	Explanation	Mitigation Measures
	have the potential to result in substantial adverse impacts on human beings either directly or indirectly.	