

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

LEAD CITY AGENCY

City of Los Angeles

COUNCIL DISTRICT

CD 15 - JOE BUSCAINO

PROJECT TITLE

ENV-2015-3749-MND

CASE NO.

APCH-2015-3175-ZC and VTT-73816

PROJECT LOCATION

17236 S. HOOVER STREET

PROJECT DESCRIPTION

The Project proposes the development of approximately 122,295 square feet of existing, vacant land on two separate lots into fifteen (15) lots ranging in lot area from 5,200 square feet to 7,445 square feet (average lot size is approximately 5,540 square feet) and surface parking areas for fourteen (14) guest parking spaces; each of the fifteen (15) lots will be improved with a two-story single-family home with an average floor area of approximately 2,410 square feet and a maximum height of 24 feet (the Project Site). The Project Site is composed of one lot zoned [Q]PF-1 and one lot zoned R1-1 and designated for Public Facilities, Public Facilities - Freeway and Low Residential land uses, respectively. Due to the Project Site's proximity to the Gardena Freeway, Harbor Freeway and the elevated Harbor Freeway High-Occupancy Vehicle (HOV) bus transit viaduct, the Project shall incorporate the following project design features and strategies: installing/maintaining an air filtration system with MERV 13 filters; screening the freeway frontage with large trees and other landscaping features within a buffer zone to remove particulate matter (this buffer zone will be inaccessible to residents and to the public); minimizing the amount of operable windows along the freeway-facing frontages; and providing a masonry block wall around the Project Site for privacy protection and noise reduction. The single-family homes will also be set back a minimum distance of 50 feet from the edge of the elevated bus viaduct. Vehicular circulation is proposed via an internal 26-foot wide private street that terminates in a hammerhead configuration to accommodate fire truck turnarounds at both ends, with its primary point of access from Hoover Street on the R1-zoned lot. The Project is currently requesting the following entitlements: a Zone Change from [Q]PF-1 and R1-1 to [Q]R1-1, a Vesting Tentative Tract Map VTT-73816 to permit the subdivision of two lots into fifteen lots, and a new private street and fire lane.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY

Ali Awad, S. Hoover Street & W. 173rd Street, LLC
11916 Prairie
Hawthorne, CA 90250

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

Ann Choi

TITLE

Planning Assistant

TELEPHONE NUMBER

(213) 978-3094

ADDRESS

200 N. SPRING STREET, 7th FLOOR
LOS ANGELES, CA. 90012

SIGNATURE (Official)**DATE**

JUNE 15, 2016

I-10. Aesthetics (Landscape Plan)

- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance with LAMC Sections 12.40 and 12.41. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of City Planning during the building permit process.

I-50. Aesthetics (Surface Parking)

- Environmental impacts may result from project implementation due to excessive ambient heat gain resulting from the new open-spaced parking lot. However, these impacts will be mitigated to a less than significant level by the following measures:
- A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new surface parking spaces.
- The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb, and landscape. An automatic irrigation plan shall be approved by the Department of City Planning.
- Palm trees shall not be considered in meeting this requirement.
- The genus or genera of the tree(s) shall provide a minimum crown of 30'- 50'. Please refer to City of Los Angeles Landscape Ordinance (Ord. No.170,978), Guidelines K - Vehicular Use Areas.

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

- The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).
- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.

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

IV-70. Tree Removal (Non-Protected Trees)

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

VII 0. Project specific mitigation recommendations to reduce the global cumulative impact from project implementation include the following:

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- Construction of new residential buildings shall meet California Title 24 energy efficiency requirements. • All new appliances and equipment shall meet Energy Star certification. • The Project shall participate in green waste collection and recycling programs for landscape maintenance. • Landscaping shall use low water requirements and be composed of fast-growing plant material. • Trees and vegetation shall be planted to shade buildings and surface parking areas, to reduce heating/cooling demand and to sequester carbon.

VII-10. Green House Gas Emissions

- The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):
- Low- and non-VOC containing paints, sealants, adhesives, solvents, asphalt primer, and architectural coatings (where used), or pre-fabricated architectural panels shall be used in the construction of the Project to reduce VOC emissions to the maximum extent practicable.

VIII 0. Additional (Non-Standard) Mitigation

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- All construction waste shall be disposed of in accordance with manufacturer's specifications, as well as applicable federal, State and local health and safety regulations. • Appropriately-labeled recycling bins shall be used to recycle construction materials including, but not limited to: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood and vegetation. • Non-recyclable materials/waste must be taken to an appropriate landfill. • Toxic wastes shall be discarded at a licensed, regulated disposal site. • Leaks, drips and spills shall be immediately cleaned up to prevent contaminated soil on paved surfaces that can be washed away into the storm drains. • Pavement at material spills shall not be hosed down. Dry cleanup methods shall be used whenever possible. • Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or shall be covered with tarps or plastic sheeting. • Gravel approaches where truck traffic is frequent shall be used to reduce soil compaction and limit the tracking of sediment into streets. • All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. • All major repairs shall be conducted off-site. • Drip pans or drop cloths shall be used to catch drips and spills.

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 13, to the satisfaction of the Department of Building and Safety.

- A buffer zone measuring a minimum width of 50 feet and a minimum length of 300 feet shall be maintained between the Project Site and the elevated Harbor Freeway bus transit viaduct as shown on the Plot Plan in Exhibit A. The buffer shall be landscaped with trees, shrubs and groundcover to act as a filter from freeway dust and noise.
- The Project shall restrict operable windows, window openings and exhaust vents on any freeway-facing building facades.

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

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- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- A temporary noise control barrier shall be installed on the property line of the construction site abutting residential uses. The noise control barrier shall be engineered to reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 10dBA. The supporting structure shall be engineered and erected according to applicable codes. The temporary barrier shall remain in place until all windows have been installed and all activities on the project site are complete.

XII-170. Severe Noise Levels (Residential Fronting on Major or Secondary Highway, or adjacent to a Freeway)

- Environmental impacts to future occupants may result from this project's implementation due to mobile noise. However, these impacts will be mitigated to a less than significant level by the following measures:
- All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
- The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.
- Ventilation openings in exterior walls or within roofs/ceilings shall require approved acoustical baffles.
- All freeway-facing windows and glass doors shall be glazed with STC 32 glazing to minimize noise emanating from trucks on the freeways and the off-ramp. The glazing supplier shall submit test reports documenting the minimum STC rating for the complete glazing assembly. The test report shall be conducted in an independent, accredited testing laboratory in accordance with ASTM E90.
- A minimum 6-foot tall masonry block wall shall be located along all property lines as shown on the Plot Plan in Exhibit A. The masonry block wall shall act as a sound barrier to reduce ambient air impacts from the adjacent freeways.

XII-180. Increased Noise Levels (Residential within 500 feet of Freeway)

- Environmental impacts to proposed residential uses from higher ambient noise levels due to being located in close proximity to a freeway. However, this impact can be reduced to a less than significant level by the following measures:
- Wall and roof-ceiling assemblies making up the building envelope shall have a Sound Transmission Class (STC) of at least 50, and exterior windows shall have a minimum STC of 30, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.

XIV-10. Public Services (Fire)

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

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

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- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

XIV-30. Public Services (Police)

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

XVI-40. Safety Hazards

- Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:
- The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycle, and vehicle safety.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

XVI-50. Inadequate Emergency Access

- Environmental impacts may result from project implementation due to inadequate emergency access. However, these impacts can be mitigated to a less than significant level by the following measure:
- The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

XVIII-10. Cumulative Impacts

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

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

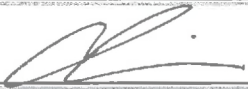
LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 15 - JOE BUSCAINO	DATE:
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2015-3749-MND	RELATED CASES: APCH-2015-3175-ZC and VTT-73816	
PREVIOUS ACTIONS CASE NO.: CPC-2009-3580-GPA-ZC; ENV-2009-2649-MND	<input checked="checked" type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: EAF FOR A TENTATIVE TRACT MAP AND ZONE CHANGE TO DEVELOP 15 SFD		
ENV PROJECT DESCRIPTION: The Project proposes the development of approximately 122,295 square feet of existing, vacant land on two separate lots into fifteen (15) lots ranging in lot area from 5,200 square feet to 7,445 square feet (average lot size is approximately 5,540 square feet) and surface parking areas for fourteen (14) guest parking spaces; each of the fifteen (15) lots will be improved with a two-story single-family home with an average floor area of approximately 2,410 square feet and a maximum height of 24 feet (the Project Site). The Project Site is composed of one lot zoned [Q]PF-1 and one lot zoned R1-1 and designated for Public Facilities, Public Facilities - Freeway and Low Residential land uses, respectively. Due to the Project Site's proximity to the Gardena Freeway, Harbor Freeway and the elevated Harbor Freeway High-Occupancy Vehicle (HOV) bus transit viaduct, the Project shall incorporate the following project design features and strategies: installing/maintaining an air filtration system with MERV 13 filters; screening the freeway frontage with large trees and other landscaping features within a buffer zone to remove particulate matter (this buffer zone will be inaccessible to residents and to the public); minimizing the amount of operable windows along the freeway-facing frontages; and providing a masonry block wall around the Project Site for privacy protection and noise reduction. The single-family homes will also be set back a minimum distance of 50 feet from the edge of the elevated bus viaduct. Vehicular circulation is proposed via an internal 26-foot wide private street that terminates in a hammerhead configuration to accommodate fire truck turnarounds at both ends, with its primary point of access from Hoover Street on the R1-zoned lot. The Project is currently requesting the following entitlements: a Zone Change from [Q]PF-1 and R1-1 to [Q]R1-1, a Vesting Tentative Tract Map VTT-73816 to permit the subdivision of two lots into fifteen lots, and a new private street and fire lane.		
ENVIRONMENTAL SETTINGS: The Project Site consists of two relatively flat, separate lots comprising approximately 122,295 square feet of lot area that are currently vacant. The Project Site is composed of one lot zoned [Q]PF-1 with land use designations of Public Facilities and Public Facilities - Freeway (formerly owned by the State of California Department of Transportation), and one lot zoned R1-1 with a land use designation of Low Residential, within the Harbor Gateway Community Plan area. The Project Site is located approximately 100 feet west of the Harbor Freeway and 150 feet north of the Gardena Freeway. An existing freeway off-ramp is located along the eastern boundary of the Project Site. The Harbor Freeway Bus Transit Viaduct is located approximately 50 to 60 feet above the Project Site, descends in a southwesterly direction, and serves as the southern and eastern boundaries of the Project Site. An existing 22-foot-wide easement and right-of-way that currently runs across both lots is reserved for the State of California for maintenance purposes. In general, the surrounding properties to the north and west are composed of single-family dwellings on relatively similar sized lots zoned R1-1. Hoover Street is designated a Local Street with a right-of-way width of 60 feet and a roadway width of 36 feet.		
The property is located within 2.2 km of the Newport-Inglewood Fault Zone. One hundred percent of the Project Site is located on a slope of less than 10 percent. The Project would remove three non-protected trees. As proposed, the Project requires the grading of 464 cubic yards but the soil would be balanced throughout the site and does not require any export of soil.		
PROJECT LOCATION: 17236 S. HOOVER STREET		

COMMUNITY PLAN AREA: HARBOR GATEWAY STATUS: <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: HARBOR	CERTIFIED NEIGHBORHOOD COUNCIL: HARBOR GATEWAY NORTH
EXISTING ZONING: [Q]PF-1 AND R1-1	MAX. DENSITY/INTENSITY ALLOWED BY ZONING: 1 DU/5,000 SQ.FT.	LA River Adjacent:
GENERAL PLAN LAND USE: PUBLIC FACILITIES PUBLIC FACILITIES-FREEWAY AND LOW RESIDENTIAL	MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:	
	PROPOSED PROJECT DENSITY: 15 DU	

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.



Planning Assistant

(213) 978-3094

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 checked="" type="checkbox"/> GREEN HOUSE GAS EMISSIONS	<input type="checkbox"/> POPULATION AND HOUSING
<input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES	<input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS	<input checked="" type="checkbox"/> PUBLIC SERVICES
<input checked="" 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 checked="" 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 checked="" type="checkbox"/> NOISE	<input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE

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

Background

PROPONENT NAME:

Ali Awad, S. Hoover Street & W. 173rd Street, LLC

APPLICANT ADDRESS:

11916 Prairie
Hawthorne, CA 90250

AGENCY REQUIRING CHECKLIST:

Department of City Planning

PROPOSAL NAME (if Applicable):**PHONE NUMBER:**

(310) 722-2707

DATE SUBMITTED:

10/16/2015

Potentially significant impact	Less than significant with 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 Wildlife 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 Wildlife or U.S. Fish and Wildlife Service?				✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as 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	Less than significant with 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	Less than significant with mitigation incorporated	Less than significant impact	No impact
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
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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	Less than significant with mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
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	Less than significant with 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-2015-3749-MND** and the associated case(s), **APCH-2015-3175-ZC** and **VTT-73816**. 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:
<i>Ann Choi</i>	Planning Assistant	(213) 978-3094	05/16/2016

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

I. AESTHETICS			
a.	LESS THAN SIGNIFICANT IMPACT	The Project is located within the urbanized Harbor Gateway Community Plan area of the City of Los Angeles, directly adjacent (west) to the Harbor Freeway and north of the Gardena Freeway. In general, views within the Project vicinity are short in range and are limited to the roadway corridors due to the surrounding development. These views are common within urban areas and are not considered unique scenic vistas. The Project, composed of fifteen single-family homes with a maximum of two stories and located within a heavily developed region with minimal slope, will have a less than significant impact on vistas.	
b.	NO IMPACT	As vacant lots, the Project Site does not contain any unique or locally recognized, natural, urban or historic features. The Project is located adjacent to the Harbor and Gardena Freeways, which are not State-designated scenic highways. The proposed land use is similar and compatible with other uses in the immediate vicinity. Therefore, the Project will not damage any scenic resources.	
c.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the 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 Project detract from the visual character of an area. The Project area is developed with a mix of land uses, including residential, industrial and public facilities. Immediately north and west of the site are low-rise single-family homes. Pockets of industrial lots are interspersed to the south, west and east of the Project Site. The Project is a large, undeveloped site that is currently covered by plant material which includes grasses and three trees. It is important to note that this area is not designated as open space as it was formerly part of a California Department of Transportation (CalTrans) owned freeway right-of-way and is not accessible as any form of open space. The development of the Project would result in a loss of existing vegetation. The Project would also introduce large areas of surface parking to accommodate guest parking that may increase heat island effects as well as degrade the visual quality of the Project Site. Although impacts related to the visual character were found to result in less than significant impacts, the following mitigation measures are prescribed to ensure that the Project would not degrade the existing visual character and quality of the Project Site and its surroundings, as well as to mitigate the impacts from any heat island effect. Therefore, with the incorporation of the following mitigation measures, the Project would enhance rather than detract from the visual character and quality of	I-10, I-50

Impact?	Explanation	Mitigation Measures
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		the area, and the Project would reduce aesthetic impacts on existing residences to a less than significant level.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. The Project proposes the construction of fifteen single-family homes on a site that is currently vacant. As such, sources of light and glare on the upper levels of the structures may have an impact of nearby residential uses north of the Project Site. The Project is not likely to contain light sources beyond the lighting typical of low-density residential development. However, there are no regulations currently in place that address the issue of nighttime illumination levels, and if left unchecked, a significant impact may occur if new development introduces new sources of substantial light or glare which would be incompatible with the existing levels.	I-120, I-130

II. AGRICULTURE AND FOREST RESOURCES

a.	NO IMPACT	A significant impact would occur if the Project would convert valued farmland to non-agricultural uses. The Project Site is currently vacant. 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 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 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 Contract. The Project Site is currently zoned [Q]PF-1 and R1-1. As the Project Site and surrounding area do not contain farmland of any type, the Project would not conflict with a Williamson Contract. Therefore, no impacts would occur.	
c.	NO IMPACT	A significant impact would occur if the Project conflicted with existing zoning or caused rezoning of forest land or timberland, or result in the loss of forest land or in the conversion of forest land or timberland. As identified above, the Project Site is currently zoned [Q]PF-1 and R1-1. Accordingly, the 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	Refer to Response to Checklist Question No. II (c) above.	

Impact?	Explanation	Mitigation Measures
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e.	NO IMPACT	A significant impact would occur if the Project caused the conversion of farmland to non-agricultural use. The Project Site does not contain farmland, forestland or timberland. Therefore, no impacts would occur.	
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III. AIR QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	The overall control strategy for the South Coast Air Quality Management District (SCAQMD) is the 2012 Air Quality Management Plan (AQMP), which 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 for the South Coast Air Basin. The baseline emission projections provide a snapshot of the future air quality conditions, including the effects from already adopted rules and regulations. A project would not conflict with the AQMP if it is consistent with the population, housing and employment assumptions which were used in the development of the AQMP. The 2012 AQMP incorporates, in part, the Southern California Association of Government's (SCAG) forecast growth assumptions based on the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) socio-economic forecast projections of regional population and employment growth. The Project involves the construction of 15 single-family dwelling units with a combined residential floor area of 26,425 square feet. The Project would not result in a substantial increase in population. Therefore, the Project would not conflict with the AQMP, and impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the Project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. According to the Air Quality Impact Analysis (AQA) prepared by Giroux & Associates Environmental Consultants, dated March 16, 2010, the Project is below the thresholds for CO, PM10, PM2.5 and NOX as a result of overall construction. The Project, including both Maximum Unmitigated and Maximum Mitigated scenarios (AQA page 17), are estimated to generate less than the SCAQMD thresholds for the following criteria pollutants: 664 lbs/day for Carbon Monoxide (CO), 91 lbs/day for Nitrogen Oxides (NOX), 5 lbs/day for Respirable Particulate Matter (PM10) and 3 lbs/day for Respirable Particulate Matter (PM2.5). Motor vehicles that access the Project Site would be the predominant source of long-term project emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. Operational emissions for Project-related traffic were calculated using the default I.T.E. trip generation factors for a 24-unit residential development (a larger development than the Project) to calculate area source emissions and the resulting vehicular operation emissions for an assumed project build-out year of 2011. The calculations revealed that the Project would not cause the SCAQMD's recommended threshold levels to be exceeded. Therefore, construction and operation of the Project would result in a less than significant impact for both regional and localized construction and operational air pollution emissions.	

Impact?	Explanation	Mitigation Measures
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c.	LESS THAN SIGNIFICANT IMPACT	<p>The Project will produce fugitive dust and mobile source emissions as a result of construction activity. The Project and the entire Los Angeles metropolitan area are located within the Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for Ozone (O₃), Respirable Particulate Matter (PM₁₀ and PM_{2.5}), and lead (Pb) and a federal attainment/maintenance area for Carbon Monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for Nitrogen Dioxide (NO₂), Sulfur Oxides (SOX), and lead (Pb). Because the Basin is designated as a State and/or federal non-attainment air basin for O₃, PM₁₀, PM_{2.5} and NO₂, there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of these emissions. As discussed in Response to Checklist Question No. III (b) and reflected in Table 5 and page 20 of the AQA, peak daily emissions of operation-related pollutants would not exceed SCAQMD regional or localized significance thresholds. By applying SCAQMD's cumulative air quality impact methodology, implementation of the Project would not result in an addition of criteria pollutants such that cumulative impacts, in conjunction with related projects in the region, would occur. Therefore, the emissions of non-attainment pollutants and precursors generated by Project operation would be less than significant and no mitigation measures are required.</p>	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>As discussed above in Response to Checklist Question No. III (b), construction and operation of the Project would result in a less than significant impact for both regional and localized air pollution emissions. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations. In addition, Project construction activities would comply with SCAQMD Rule 403 regarding the control of fugitive dust and other specified dust control measures. Thus, impacts to off-site sensitive receptors would be less than significant. When considering air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit toxic air contaminants (TACs). The CARB has published and adopted the "Air Quality and Land Use Handbook: A Community Health Perspective (2005)", which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). The SCAQMD adopted similar recommendations in their "Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning (2005)". Together the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources, and the addition of new TAC sources in proximity to existing sensitive land uses. The Project is considered composed of sensitive receptors and the proximity of the Project Site to the Harbor and</p>	Implementation of the proposed mitigation measures under Mitigation Measure X-60 in Section X.b of this document will ensure that impacts which are likely to expose sensitive receptors to substantial pollutant concentrations are reduced to a less than significant level.

Impact?	Explanation	Mitigation Measures
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		Gardena Freeways may create elevated exposure to mobile source toxic air pollutants. Incorporation of Mitigation Measure X-60 is expected to reduce exposure of substantial pollutant concentration to sensitive receptors.	
e.	LESS THAN SIGNIFICANT IMPACT	Potential sources that 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 Project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the Project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting refineries, landfills, dairies and fiberglass molding. The proposed land use would not result in activities that create objectionable odors. Therefore, the Project would result in a less than significant impact related to objectionable odors.	
IV. BIOLOGICAL RESOURCES			
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	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 of Los Angeles, immediately adjacent to two freeways. Vegetation on the Project Site is limited to three trees and four large shrubs that may provide habitat for nesting birds or bats. According to the Tree Memo prepared by LA-X Land Arch dated April 29, 2011, there were no native, protected plant species identified on the Project Site. All existing, on-site trees and shrubs will likely be removed during construction. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code. The Project will result in the removal of vegetation and disturbances to the ground and therefore may result in the "take" of nesting native bird species. "Take" means to hunt, pursue, catch, capture or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86). Thus, the Project Applicant shall comply with Mitigation Measures IV-20 and IV-70 to ensure that no significant impacts to nesting birds or sensitive biological species or habitat would occur. Therefore, with mitigation, the impacts would be reduced to less than significant.	IV-20, IV-70
b.	NO IMPACT	A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The Project Site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the Project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services	

Impact?	Explanation	Mitigation Measures
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		(USFWS), and no impacts would occur.	
c.	NO IMPACT	A significant impact would occur if federally protected wetlands would be modified or removed by a project. The Project Site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The Project Site is located in an urbanized area 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.	
d.	NO IMPACT	A significant impact would occur if the Project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the Project Site and surrounding area, the lack of a major water body and the limited number of trees, the Project Site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the Project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.	
e.	NO IMPACT	A significant impact would occur if the Project would be inconsistent with local regulations pertaining to biological resources. The 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). The Project Site does not contain locally-protected biological resources, such as oak trees, southern California black walnut, western sycamore, and California bay trees. According to the Tree Memo prepared by LA-X Land Arch dated April 29, 2011, no native, protected plant species were identified on the Project Site. The Project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF). Both the MBTA and CFGF protects migratory birds that may use trees on or adjacent to the Project Site for nesting, and may be disturbed during construction of the Project. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), and no impacts would occur.	
f.	NO IMPACT	According to the California Department of Fish and Wildlife California Regional Conservation Plans Map (www.wildlife.ca.gov/Conservation/Planning/NCCP/Plans , accessed on December 3, 2015), no Habitat Conservation Plans have been developed for any areas within or surrounding the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan or other related plans. No impacts would occur, and no mitigation measures are required.	
V. CULTURAL RESOURCES			

Impact?	Explanation	Mitigation Measures
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a.	NO IMPACT	A significant impact would occur if the Project would substantially alter the environmental context of, or remove identified historical resources. The Project Site is vacant and has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, and the Los Angeles Historic-Cultural Monuments Register. In addition, the Project Site has not been found to be a potential historic resource based on the City's HistoricPlacesLA website, the City's new online information and management system created to inventory Los Angeles' significant historic resources. It includes detailed information on many of the City's designated resources as well as surveyed properties recorded and published to date as part of SurveyLA, the citywide survey of Los Angeles. Therefore, there would be no impact related to historical resources.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a known or unknown archaeological resource would be removed, altered or destroyed as a result of the Project. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if the Project would significantly affect archaeological resources that fall under either of these categories. The Project Site is 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 Area Maps). However, if archaeological resources are discovered during excavation, grading or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project Site. The found deposits would be treated in accordance with federal, State and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if excavation or construction activities associated with the proposed activities associated with the Project would disturb paleontological or unique geological features. The Project Site is not identified as being located in a Vertebrate Paleontological Area (City of Los Angeles, Environmental and Public Facilities Maps 1996, Vertebrate Paleontological Resources Map). However, if paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the land until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earth moving activities shall be required. The found deposits would be treated in	

Impact?	Explanation	Mitigation Measures
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		accordance with federal, State and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Therefore, the impact would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if previously interred human remains would be disturbed during excavation of the Project Site. Human remains could be encountered during excavation and grading activities associated with the Project. While no formal cemeteries, other places of human interment or burial grounds or sites are known to occur within the Project area, there is always a possibility that human remains can be encountered during construction. The Project Site is 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). If human remains are encountered unexpectedly during construction, demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If human remains of Native American origin are discovered during Project construction, compliance with State laws, which falls within the jurisdiction of the Native American Heritage Commission (NAHC) (PRC Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, the impact would be less than significant.	

VI. GEOLOGY AND SOILS

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the Project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the Project Site and if the Project Site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The Project Site is located within the Newport-Inglewood Fault Zone. According to the California Department of Conservation Special Studies Zone Map, the Project Site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The Project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the Project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Seismic activities associated with a number of nearby faults (e.g., Hollywood, Raymond, Verdugo, Santa Monica, Sierra Madre and San Andreas Faults), as well as blind thrust faults (e.g., Elysian Park, Puente Hills and Compton). Consequently, development of the Project could expose people and structures to strong seismic ground shaking. However, the Project would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the	

Impact?	Explanation	Mitigation Measures
	<p>maximum extent possible. The Project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG) Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.</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 the 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. This site is not located in the California Department of Conservation Seismic Hazard Zones Map, and although the Project Site is located within 750 feet from a known liquefaction zone (NavigateLA), it is not located within a liquefaction zone. Therefore, impacts related to seismic-related ground failure, including liquefaction, would be less than significant.</p>	
d. NO IMPACT	<p>A significant impact would occur if the 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 California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map for this area shows the Project Site is not located within a landslide hazard zone. The Project Site and surrounding area are relatively flat. Therefore, the Project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.</p>	
e. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of the Project would result in ground surface disturbance during site clearance, excavation and grading, which could create the potential for soil erosion to occur. In addition, excavation activities would be necessary to accommodate the Project, which would include the buildings' foundations. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. In addition, the Project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. In addition, all on-site grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC. Therefore, a less than significant impact would occur with respect to erosion or loss of topsoil.</p>	

Impact?	Explanation	Mitigation Measures
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f.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction or collapse. Development of the 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 Project Site is not identified as being located in an oil field or within an oil drilling area. The 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. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) 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 be less than significant.	
g.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the Project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. According to the Geologic Map of the Long Beach 30' x 60' Quadrangle (California Department of Conservation, California Geological Survey, 2003), the soil in this part of the city generally consists of old alluvial valley deposits primarily composed of slightly to moderately dissected clay, silt, sand and gravel along stream valleys and alluvial flats of larger rivers. Soils on the Project Site may have the potential to shrink and swell resulting from changes in the moisture content. However, the Project would be required to comply with the requirements of the UBC, LAMC and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.	
h.	NO IMPACT	A significant impact would occur if adequate wastewater disposal would be unavailable. The Project Site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The Project would connect to existing sewer lines that serve the Project Site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.	

VII. GREEN HOUSE GAS EMISSIONS

Impact?	Explanation	Mitigation Measures
a.	<p>LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED</p>	<p>Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and 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. 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. Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5 degrees Fahrenheit. The City has adopted the LA Green 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 implement the 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 (LAGBC) (Ordinance No. 179,890). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new development project that can demonstrate it complies with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. The Project would result in direct and indirect GHG emissions generated by different types of emissions sources including, but not limited to, the following: Construction: emissions associated with site preparation, excavation, grading and construction-related equipment and vehicular activity; Mobile: emissions associated with vehicular exhaust from trips to and from the Project Site; Area Sources: emissions associated with consumer products and landscape equipment; Building Operations: emissions associated with space heating and cooling, water heating, and lighting; Water: emissions associated with energy used to pump, convey, deliver and treat water; and Solid Waste: emissions associated with waste streams (embodied energy of materials). The Project's generation of GHG emissions has the possibility of making a cumulatively considerable contribution to emissions but impacts would be reduced to a less than significant level with adherence to the LAGBC and the incorporation of the following mitigation measures.</p>
b.	<p>LESS THAN SIGNIFICANT IMPACT</p>	<p>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 a Sustainable Communities Strategy (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 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity</p>

Impact?	Explanation	Mitigation Measures
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	<p>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. The Project would provide residential development located approximately 0.25-mile east of Vermont Avenue and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The Project would provide a total of 15 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. The Project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less than significant impact related to plans that target the reduction of GHG emissions.</p>	
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VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Project would create a significant hazard through the routine, transport, use or disposal of hazardous materials. Construction of the Project would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils and transmission fluids. In addition, the types and amounts of potentially hazardous materials to be used during operation of the Project would be typical of those used for single-family residential uses, including cleaning products. Specifically, maintenance activities associated with the Project would involve the limited use of lubricants, paints, custodial products, vehicle fuels, oils, transmission fluids, household cleaning solvents such as pesticides for landscaping. However, all potentially hazardous materials to be used during construction and operation would be used and stored in accordance with manufacturer's instructions and handled in compliance with applicable federal, State and local regulations. Any associated risk would be adequately reduced to a less than significant impact through compliance with these standards and regulations. Impacts would be less than significant, and no mitigation measures are required.</p>	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p>A significant impact would occur if the Project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The Project Site is currently vacant and does not require the demolition of any existing structures that may be composed of asbestos-containing materials (ACMs). However, the development of the fifteen single-family homes may result in short-term construction impacts. Sediment resulting from construction activities carries with it work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life. With the implementation of Mitigation Measure VIII 0, all potentially hazardous materials used during construction and operation of the Project would be used, stored and disposed of in accordance with</p>	VIII 0

Impact?	Explanation	Mitigation Measures
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		manufacturer's specifications, as well as applicable federal, State and local health and safety regulations.	
c.	LESS THAN SIGNIFICANT IMPACT	Construction sites have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. No schools are located within one-quarter mile of the Project Site. Therefore, impacts related to the emissions of hazardous materials within one-quarter mile of an existing or proposed school would be less than significant and no mitigation measures are required.	
d.	NO IMPACT	A significant impact would occur if the Project Site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or to the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the Project Site. Therefore, the Project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur.	
e.	NO IMPACT	The Project Site is not located within two miles of an airport or within an area subject to an airport land use plan. The closest airport to the Project Site, the Compton-Woodley Airport, is located approximately 2.75 miles northeast from the Project Site. No impacts would occur, and no mitigation measures are required.	
f.	NO IMPACT	Refer to Response to Checklist Question No. VIII (e) above.	
g.	LESS THAN SIGNIFICANT IMPACT	The City of Los Angeles' General Plan Safety Element addresses public protection from unreasonable risks associated with natural disasters (e.g., fires, floods, earthquakes) and sets forth guidance for emergency response. Specifically, the Safety Element includes Exhibit H, Critical Facilities and Lifeline Systems, which identifies emergency evacuation routes, along with the location of selected emergency facilities. According to the Safety Element of the City of Los Angeles General Plan, the nearest emergency routes are the Gardena Freeway, located approximately 150 feet south of the Project Site, and the Harbor Freeway, located approximately 100 feet east of the Project Site. The Project would not require the closure of any public streets and would not impede emergency vehicle access to the Project Site or surrounding area. However, the Project proposes an internal, gated private street which may impact emergency response patterns. Emergency access to and from the Project Site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). However, with implementation of Mitigation Measure XVI-50 set forth below in Response to Checklist Question No. XVI (e), the Project would not impair implementation or physically interfere with an adopted emergency response plan or evacuation plan,	

Impact?	Explanation	Mitigation Measures
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		and impacts will be less than significant.	
h.	NO IMPACT	A significant impact would occur if the Project exposed people and structures to high risk of wildfire. The Project Site is not located within a Very High Fire Hazard Severity Zone, Fire District No.1 or Fire District No. 2 (ZIMAS) and is located in a highly urbanized area of the City. The area surrounding the Project Site is completely developed. Accordingly, the Project Site and the surrounding area are not subject to wildland fires. Therefore, the Project would not expose people or structures to a risk of loss, injury or death involving wildland fires, and no impact would occur.	

IX. HYDROLOGY AND WATER QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the 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, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). The Project is a subdivision development with 15 residential dwelling units. As is typical of most non-industrial urban development, stormwater runoff from the Project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with run-off from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the 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 regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the Project Site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. Therefore, the Project would result in less than significant impacts and would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the Project would substantially deplete groundwater or interferes with groundwater recharge. The 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. Furthermore, excavation is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. The Project Site is currently vacant/undeveloped and is made up almost entirely of	

Impact?	Explanation	Mitigation Measures
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		<p>permeable surface (i.e. soil and vegetation). The Project proposes impermeable areas totaling approximately 87,935 square feet or 72% of the total surface area of the Project Site. The Project will reduce permeable areas which currently allow for groundwater recharge. However, adherence to regulatory compliance measures, specifically those related to impervious surfaces, low impact development and best management practices, will ensure that impacts associated with groundwater supplies or groundwater recharge would be less than significant and no mitigation measures are required.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers located in the Project vicinity. Project construction would temporarily expose on-site soils to surface water run-off. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During Project operation, stormwater or any run-off irrigation waters would be directed into existing storm drains that are currently receiving surface water run-off under existing conditions. Impermeable surfaces resulting from the development of the Project may change the volume or direction of storm water run-off. However, adherence to regulatory compliance measures, specifically those related to impervious surfaces, low impact development and best management practices, would ensure that impacts related to the alteration of drainage patterns and on- or off-site erosion or siltation would be less than significant.</p>	
d.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. There are no streams or rivers located in the Project vicinity. During Project operation, stormwater or any run-off irrigation waters would be directed into existing storm drains that are currently receiving surface water run-off under existing conditions. Impermeable surfaces resulting from the development of the Project may change the volume of storm water run-off in a manner that would result in flooding on- or off-site. However, adherence to regulatory compliance measures would ensure that significant alterations to existing drainage patterns within the Project Site and surrounding area would not occur. Therefore, the Project would result in less than significant impacts related to the alteration of drainage patterns on- or off-site flooding.</p>	
e.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if run-off water would exceed the capacity of existing or planned storm drain systems serving the Project Site, or if the Project would substantially increase the probability that polluted run-off would reach the storm drain system. The project Site is currently vacant/undeveloped and is made up of almost entirely of permeable surface (i.e. soil and vegetation). Impermeable surfaces resulting from the development of the Project may change the volume of storm water run-off. The volume of run-off from the Project Site may increase over existing conditions, but is not expected to exceed the capacity of existing or planned drainage systems. The Project is required to adhere to any applicable regulatory</p>	

Impact?	Explanation	Mitigation Measures
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		compliance measures required by law such as Regulatory Compliance Measures RC-WQ-3: Low Impact Development Plan and RC-WQ-4: Development Best management Practices. RC-WQ-3 requires the Applicant to submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval prior to the issuance of grading permits. RC-WQ-4 requires that the Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. With adherence to these regulatory compliance measures, the Project would result in less than significant impacts related to existing storm drain capacities or water quality.	
f.	NO IMPACT	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 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 storm water discharge. Therefore, no impact would occur.	
g.	NO IMPACT	A significant impact would occur if the Project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to NavigateLA, the Project Site is located within Zone X which is defined as areas determined to be outside the 500-year floodplain and determined to be outside the 1% and 0.2% annual chance floodplains. Therefore, the Project would not be located in such areas, and no impact related to flood zones would occur.	
h.	NO IMPACT	Refer to Response to Checklist Question No. IX (g) above.	
i.	NO IMPACT	A significant impact would occur if the Project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. The Project Site and the surrounding areas are not located within a flood hazard area. Accordingly, the Project would not expose people or structures to a significant risk of loss, injury or death involving flooding. Therefore, the Project would have no impact related to flooding.	
j.	NO IMPACT	A significant impact would occur if the Project would be located within an area susceptible to inundation by seiche, tsunami or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. The Project Site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the Project Site and the surrounding areas are located approximately 6.6 miles east of the Pacific Ocean. Therefore, the Project would have no impact related to inundation by seiche, tsunami or mudflow.	
X. LAND USE AND PLANNING			

Impact?	Explanation	Mitigation Measures
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a.	NO IMPACT	A significant impact would occur if the 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 Project would not involve any street vacation or closure or result in development of new public thoroughfares or highways. The Project is the development of a new residential development in an urbanized area in Los Angeles and would not divide an established community. Therefore, no impact would occur.	
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact may occur if a Project is inconsistent with the General Plan or zoning designations currently applicable to the Project Site and would cause adverse environmental effects, which the General Plan and zoning ordinances are designed to avoid or mitigate. The City Planning Commission has issued a Freeway Adjacent Advisory Notice (ZI No. 2427) for new projects and expansions of existing development involving sensitive uses that are within 1,000 feet of freeways. The advisory notice is applicable to specific discretionary applications including Zone Change requests and recommends project design alternatives to reduce or address impacts and public health risks. Existing adopted policies within the City's General Plan address the placement of sensitive uses near freeways and include the following: the Air Quality Element Policy 4.3.1 that revises the City's General Plan/Community Plans to ensure that new or related sensitive receptors are located to minimize significant health risks posed by air pollution sources, and the Housing Element Policy 2.1.2 that establishes standards to enhance health outcomes. The Project Site is located within the Harbor – Gateway Community Plan area, directly adjacent to the Harbor and Gardena Freeways. The Project Site is zoned [Q]PF-1 and R1-1, with General Plan land use designations of Public Facilities and Low Residential, respectively. The Project would be composed of 15 residential dwelling units and requests a Zone Change from [Q]PF-1 and R1-1 to [Q]R1-1. Footnote No. 7 of the Harbor – Gateway Community Plan allows PF-zoned lots to be qualified by [Q] Conditions to render it compatible with the surrounding land uses. Footnote No.11 allows the re-zoning of surplus property zoned PF to the zone(s) most consistent within 500 feet of the property boundary. The zones that are most consistent within 500 feet of the property are R1-1. Therefore, the Project's re-zoning from [Q]PF-1 and R1-1 to [Q]R1-1 will be considered consistent with the adopted Community Plan. With a Zone Change approval from the Area Planning Commission and other decision-makers, and with the incorporation of Mitigation Measure X-60 to lessen the effects of ambient air pollution exposure, potential impacts will be reduced to a less than significant level.	X-60

Impact?	Explanation	Mitigation Measures
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c.	NO IMPACT	A significant impact would occur if the Project were located within an area governed by a habitat conservation or natural community conservation plan. The project Site is a vacant, unimproved property that is generally made up of remnant grassland and is located in a developed and urbanized region directly adjacent to two freeways. According to the California Department of Fish and Wildlife California Regional Conservation Plans Map (https://www.wildlife.ca.gov/Conservation/Planning/NCCP/Plans), no Habitat Conservation Plans have been developed for any areas within or surrounding the Project Site. Thus, the Project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan. No impacts would occur, and no mitigation measures are required.	
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XI. MINERAL RESOURCES

a.	NO IMPACT	No mineral extraction operations currently occur on the Project Site. The Project Site is located within an urbanized area. As such, the potential for mineral resources to occur on-site is low. Furthermore, the Project Site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, or within a mineral producing area as classified by the State of California Department of Conservation, California Geologic Survey, Aggregate Sustainability in California, 2012. According to the Los Angeles General Plan Safety Element, Exhibit E, Oil Field & Oil Drilling Areas, the Project Site is also not located within a City-designated oil field or oil drilling area. The Project Site is currently designated for Public Facilities and Low Residential land uses and not as a mineral extraction land use. Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impacts would occur and no mitigation measures are required.	
b.	NO IMPACT	Refer to Response to Checklist Question XI (a) above.	

XII. NOISE

a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	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. Construction activity would result in temporary increases in ambient noise levels in the Project vicinity on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the Project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. The Project shall comply with the City of Los Angeles General Plan Noise Element and Ordinance No. 161,574, which prohibits the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. Impacts related to the excessive generation of noise resulting from Project	XII-20, XII-170
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Impact?	Explanation	Mitigation Measures
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		development will be further reduced with the incorporation of Mitigation Measure XII-20. In addition, the Project Site's proximity to the Harbor Freeway may expose the Project's future residents to excessive noise levels from transportation sources. An Acoustical Analysis (AA) prepared by Davy & Associates, dated July 31, 2011, contains results of measurements and calculations of the future exterior noise environment at the Project Site to determine compliance with California Administrative Code (Title 24) which specifies maximum allowable interior noise levels of CNEL 45 for all habitable spaces in residential buildings where exterior noise from transportation sources exceeds CNEL 60. The AA determined that exterior noise levels would reach a CNEL of 61.6, but with the use of standard construction materials (such as 2x4 studs with R-11 insulation, exterior stucco, interior gypboard and standard glazing), interior noise levels were not expected to exceed CNEL 45. Mitigation Measure XII-170 is prescribed to ensure that the Project will reduce the ambient noise generated from the freeways. Therefore, with the incorporation of the following mitigation measures, the Project would reduce construction-related and mobile noise emanating from the adjacent freeways to a less than significant level.	
b.	LESS THAN SIGNIFICANT IMPACT	Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. High levels of vibration may cause physical personal injury or damage to buildings. However, vibrations rarely affect human health. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. By complying with regulations, the Project would result in a less than significant impact related to construction vibration.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the Project caused a substantial permanent increase in noise levels above existing ambient levels. 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 5 dBA. With implementation of the regulations that address rooftop mechanical equipment, a substantial permanent increase for nearby sensitive receptors would be reduced to a less than significant level.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact would occur if the Project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed in Response to Checklist Question No. XII (a), potentially significant impacts will be reduced to less than significant levels for construction-related and ambient noise generated from the	XII-20, XII-170, XII-180

Impact?	Explanation	Mitigation Measures
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		adjacent freeways with the following mitigation measures. As discussed in Response To Checklist Questions Nos. XII (b) and (c), impacts to operational noise and vibration are less than significant.	
e.	NO IMPACT	A significant impact would occur if the Project would expose people residing or working in the Project vicinity to excessive noise levels from a public airport or public use airport. The Project is not located within two miles of a public airport or public use airport. The nearest major airport, the Los Angeles International Airport, is located approximately 8 miles northwest of the Project Site. The Project Site is outside of the Los Angeles International Airport Land Use Plan. Accordingly, the Project would not expose people working or residing in the Project vicinity to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.	
f.	NO IMPACT	A significant impact would occur if the Project would expose people residing or working in the Project vicinity to excessive noise levels from a private airstrip. The Project is not within the vicinity of a private airstrip. Accordingly, the Project would not expose people working or residing in the Project vicinity to excessive noise levels from a private airstrip. Therefore, no impact would occur.	

XIII. POPULATION AND HOUSING

a.	LESS THAN SIGNIFICANT IMPACT	A potentially significant impact would occur if the Project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The Project would result in the development of 15 residential dwelling units. The increase in residential population resulting from the Project would not be considered substantial in consideration of anticipated growth for the Harbor – Gateway Community Plan, and is within the Southern California Association of Governments' (SCAG) 2020 population projections for the City in their 2012-2035 Regional Transportation Plan. The Project would meet a growing demand for housing near jobs and transportation centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Operation of the Project would not induce substantial population growth in the Project vicinity, either directly or indirectly. Therefore, impacts would be less than significant.	
b.	NO IMPACT	A potentially significant impact would occur if the Project would displace a substantial quantity of existing residences or a substantial number of people. The Project Site is currently vacant and does not propose any demolition of any residential dwelling units. Therefore, the Project would not displace any existing residential dwelling units. No impacts related to displacement would occur and no mitigation measures are required.	
c.	NO IMPACT	Refer to Response to Checklist Question No. XIII (b) above.	

XIV. PUBLIC SERVICES

Impact?	Explanation	Mitigation Measures
a.	<p>LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED</p>	<p>A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the Project, necessitating a new or physically altered station. The area in which the Project is proposed is currently being served by Fire Station No. 79, located at 18030 S. Vermont Avenue (approximately 1.2 miles southwest of the Project Site). The Project would result in a net increase of 15 residential dwelling units, which could increase the number of emergency calls and demand for LAFD fire and emergency services. The implementation of Mitigation Measure XIV-10 will ensure that the Project will be mitigated to less than significant impact.</p> <p>XIV-10</p>
b.	<p>LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED</p>	<p>A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the Project, necessitating a new or physically altered station. The Project would result in a net increase of 15 residential dwelling units and could increase demand for police service. The Project Site and the surrounding area are currently served by LAPD's Southeast Community Police Station located at 145 W. 108th Street (approximately 5.1 miles northeast of the Project Site). 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. The 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 through the incorporation of these techniques into the Project's design, in combination with the safety features already incorporated into the Project. The following mitigation measures would reduce the possibility for trespassing, vandalism, unattractive nuisances during the construction phase. Therefore, potentially significant impacts related to police protection services would be reduced to a less than significant level.</p> <p>XIV-20, XIV-30</p>
c.	<p>LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the 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 Project would add 15 residential dwelling units, which could increase enrollment at schools that service the area. However, development of the Project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the Project would result in a less than significant impact to public schools.</p>

Impact?	Explanation	Mitigation Measures
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d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the Project would exceed the capacity or capability of the local park system to serve the 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 would result in a net increase of 15 residential dwelling units, which could result in an increased demand for parks and recreation facilities. The Project would include approximately 28,800 square feet of private open space (private yards) and an approximately 3,800-square-foot landscaped amenity accessible to the residents of the Project. These project features would reduce the demand for park space created by the Project. Pursuant to Section 17.12-A, 17.58 and 12.33 of the LAMC, the applicant shall pay the applicable Quimby fees for the construction of dwelling units. Therefore, the 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 Project would result in a less than significant impact on park facilities.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the 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 could cause significant environmental impacts. The Project would result in a net increase of 15 residential units, which could result in an increased demand for library services and resources of the Los Angeles Public Library System. However, the Project would not create substantial capacity or service level problems that would require the provision of new or physically public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the Project would result in a less than significant impact on other public facilities.	

XV. RECREATION

a.	LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question No. XIV (d) above.	
b.	LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question No. XIV (d) above.	

XVI. TRANSPORTATION/TRAFFIC

a.	LESS THAN SIGNIFICANT IMPACT	The Project would develop 15 residential dwelling units on vacant land. Although the Project will result in an increase in trips, the increase does not exceed the LADOT threshold of 25 units to require a traffic analysis. Therefore, the traffic is expected to have a less than significant impact on the existing load and capacity of the street system.	
b.	NO IMPACT	Metro administers the Congestion Management Program (CMP), a State-mandated program designed to address the impacts urban congestion has on local communities and the region as a whole. The CMP for Los Angeles County requires an analysis of any project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location in either direction during the A.M. or P.M. weekday peak hours. Based on the 2010 Congestion Management Program, there are no CMP intersections or	

Impact?	Explanation	Mitigation Measures
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		segments in the vicinity of the Project Site. As a result, no further CMP arterial monitoring intersection analysis is required. Therefore, no significant impacts to an applicable congestion management program would occur and no mitigation measures are required.	
c.	NO IMPACT	The Project Site is not located within the vicinity of any private or public airport or planning boundary of any airport land use plan. The closest airports are the Compton-Woodley Municipal Airport (approximately 2.5 miles northeast of the Project Site), the Hawthorne Municipal Airport (approximately 4 miles northwest of the Project Site), Torrance Municipal Airport (approximately 5.5 miles southwest of the Project Site) and the Los Angeles International Airport (approximately 8 miles northwest of the Project Site). Given the location and height of the proposed single-family dwelling units, the Project would not increase or change air traffic patterns or increase levels of risk with respect to air traffic. Therefore, no impact would occur, and no mitigation measures are required.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	The proposed residential use would be consistent with the surrounding uses in the Project vicinity. Ingress and egress access to the Project Site would be provided from Hoover Street via a gated, internal private street (T-intersection). The proposed private street has the potential to pose a hazard to pedestrians and passing vehicles if it is not designed properly to allow for unobstructed views for all stakeholders. No permits will be issued unless the Project meets the safety requirements of the Department of Transportation, the Bureau of Engineering and the Department of Building and Safety. With the implementation of Mitigation Measure XVI-40, impacts regarding hazards from a design feature or incompatible use will be reduced to a less than significant level.	XVI-40
e.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	Ingress and egress access to the Project Site would be provided from Hoover Street via a gated, internal private street which may impact emergency response patterns. Compliance with Mitigation Measure XVI-50 will reduce the potential for inadequate emergency access.	XVI-50
f.	NO IMPACT	The Project Site is not within any area that has any adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, and will therefore not have an impact on any existing alternative transportation policies, plans and programs.	

XVII. UTILITIES AND SERVICE SYSTEMS

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the Project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). A significant impact would also occur if the Project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. It is important to consider the existing and anticipated wastewater generation of the Project in relation to current average daily flows experienced at the Hyperion Treatment Plant (HTP), as well as in proportion to remaining capacity of the system. The HTP experiences an average daily	
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Impact?	Explanation	Mitigation Measures
	<p>flow of 362 million gallons per day (mgd), below a capacity of 450 mgd. As a proportion of total average daily flow experience at the HTP, the wastewater generation of the 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. Furthermore, all wastewater from the Project would be treated according to the requirements of the NPDES permit authorized by the LARWQCB. Therefore, the Project would result in a less than significant impact related to wastewater treatment requirements.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the Project would not be considered substantial in consideration of anticipated growth. The addition of 15 residential dwelling units as a result of the Project would be consistent with Citywide growth, and therefore the Project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the Project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet Project demands. 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 Project, and any upgrades to the wastewater lines in the vicinity of the Project Site that are needed to adequately serve the Project would be undertaken as part of the Project. Therefore, the Project would have a less than significant impact related to water or wastewater infrastructure.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Project would increase surface water run-off, resulting in the need for expanded off-site stormwater drainage facilities. Development of the Project would maintain existing drainage patterns; site-generated surface water run-off would continue to flow to the City's storm drain system. The Project Site is currently vacant/undeveloped and is made up almost entirely of permeable surface (i.e. soil and vegetation). The Project involves the construction of 15 new single-family dwelling units, including a total of 33,000 square feet of landscaped areas. Based on this information, the Project proposes impermeable surfaces totaling approximately 87,935 square feet or 72% of the total surface area which includes paved walkways and driveways, Fire Department turnarounds, and guest parking areas. The Project will reduce permeable areas and is expected to result in increased demand on the City's stormwater drainage facilities but due to its limited size and density, the impact is expected to be less than significant and should not require the construction of additional drainage facilities or the expansion of existing facilities.</p>	
d. LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question Nos. XVII (a) and (b).	
e. LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question Nos. XVII (a) and (b).	

Impact?	Explanation	Mitigation Measures
LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the Project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal and recycling of solid waste within the City, including the Project Site. Solid waste during the operation of the Project is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the Project is anticipated to be hauled to the Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the Project Applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the Project from the Sunshine Canyon Landfill. The Project would also comply with all federal, State and local regulations related to solid waste. Therefore, the Project would have a less than significant impact related to solid waste disposal.	
LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question No. XVII (f).	
I. MANDATORY FINDINGS OF SIGNIFICANCE		
LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	Based on the analysis in this Initial Study, the Project would have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threatened to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Mitigation measures herein will reduce impacts to less than significant. During Project construction, the Project may encounter unknown cultural resources, including archaeological and paleontological resources. However, compliance with existing regulations would reduce impacts to a less than significant level.	
LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	A significant impact may occur if the Project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately, but significant when viewed together. Although projects may be constructed in the Project vicinity, the cumulative impacts to which the Project would contribute would be less than significant. Nonetheless, implementation of the mitigation measures identified will ensure that no cumulative impacts will occur as a result of the Project.	XVIII-10
LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the Project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the 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 and compliance with existing regulations, the Project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.	