



DEPARTMENT OF CITY PLANNING RECOMMENDATION REPORT

City Planning Commission

Date: July 28, 2016
Time: After 8:30 a.m.*
Place: Van Nuys City Hall
Council Chamber, 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

Public Hearing Completed: June 15, 2016
Appeal Status: Not Appealable to City Council

Case No.: CPC-2016-1034-DA
CEQA No.: ENV-2016-1032-MND
Incidental Cases: N/A
Related Cases: CPC-2016-1032-GPA-ZC-
HD-BL-ZAD-SPR
Council No.: 9 – Hon. Curren D. Price, Jr.
Plan Area: South Los Angeles
Specific Plan: South Los Angeles Alcohol
Sales
Certified NC: Voices of 90037
Applicant: Josef Shuster, Celebrity
Realty Holdings, LLC
Representative: Edgar Khalatian, Mayer
Brown, LLP

PROJECT LOCATION: 704-706, 730-740, 800-820 West Martin Luther King, Jr. Boulevard; 703-703 ½ and 705 West 40th Place

PROPOSED PROJECT: Development Agreement for the provision of community benefits with a combined value of \$150,000 in exchange for a proposed term of 2 years.

REQUESTED ACTION: **ENV-2016-1036-MND**

- 1) Pursuant to Section 21082.1(c)(3) and 21081.6 of the California Public Resources Code, adopt the Mitigated Negative Declaration (ENV-2016-1036-MND) and Mitigation Monitoring program for the above-reference project;

CPC-2016-1034-DA

- 2) Pursuant to California Government Code Sections 65864-65869.5, a Development Agreement between the Developer and the City of Los Angeles, for a term of 2 years.

ACTIONS TO BE CONSIDERED BY THE CITY PLANNING COMMISSION:

ENV-2013-2813-EIR

1. **Recommend** that the City Planning Commission **Adopt** the Mitigated Negative Declaration (ENV-2016-1036-MND) and the Mitigation Monitoring Program as adequate environmental clearance;

CPC-2015-984-DA

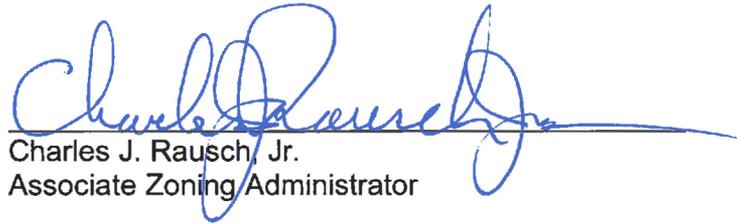
2. **Recommend** that the City Planning Commission **Approve and Recommend** that the City Council **Adopt** Development Agreement, pursuant to California Government Code Sections 65864-65869.5, by the Developer and the City of Los Angeles, subject to the terms and recommendations as Exhibit 'A', for a term of approximately 2 years;
2. **Recommend** that the City Council **Adopt** an ordinance, attached as Exhibit B, and subject to review by the City Attorney as to form and legality, authorizing the execution of the subject Development Agreement; and,

3. **Recommend** that the City Council **Adopt** the attached Findings as the City Council's Findings of Approval.
4. **Advise** the Applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring.
5. **Advise** the Applicant that, pursuant to State Fish and Game Code Section 711.4, a Fish and Game and/or Certificate of Game Exemption is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notices and Determination (NOD) filing.

VINCENT P. BERTONI, AICP
Director of Planning



Luciralia Ibarra
Senior City Planner



Charles J. Rausch, Jr.
Associate Zoning Administrator

***ADVICE TO PUBLIC:** *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, 200 North Spring Street, Room 532, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent out the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213)978-1300.

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PROJECT ANALYSIS

Project Description

The Development Agreement is proposed in conjunction with the relocation and new construction of a Honda car dealership. Honda of Downtown Los Angeles dealership, currently located at Figueroa Street and Venice Boulevard will relocate to Martin Luther King, Jr Boulevard and Hoover Street, where it will demolish the existing vacant commercial building, surface parking and billboards with a new, larger dealership. The dealership will consist of the East structure, a five-story, six-level building consisting of two levels of showroom, office, service, storage uses, and above ground customer and vehicle parking; and, the West Structure, a five-story building with 105,075 square feet of dealership operations and vehicle storage.

The East structure proposes internally illuminated grand letter set and brand logo signage and a 394 square-foot digital display along Hoover Street. In addition, the East Structure will include internally illuminated brand letter set, channel letter set, cabinet signage, and non-illuminated public art signage along 40th Place.

The West structure proposes an 845 square-foot digital display along Martin Luther King, Jr. Boulevard. No illuminated signage would be proposed along Hoover Street or the alleyway. A wall mural is proposed along the southern façade facing the alley.

All signage along the East and West structures are proposed to be in compliance with LAMC Section 14.4 and Ordinance Nos. 179,416, 180,841, and 182,706.

As part of the proposed development, the applicant is seeking to enter into a Development Agreement with the City that would vest the entitlements for a term of 2 years.

The provision of public benefits, as proposed by the applicant, is as follows:

Benefit	Value	Recipient(s)	Purpose	Delivery
Los Angeles Trade Technical College	\$100,000	LATTC	Scholarships: for current and/or future employees of the Honda dealership. Scholarship Recipients shall be residents of Council District 9.	During the term of the DA
Business Improvement District	\$50,000	TBD	For the establishment of a Business Improvement District	Prior to CofO

Public Hearing

In accordance with Section 12.32 of the LAMC and California Government Code Section 65867, notification was provided in the manner of a hearing notice mail-out within a 500 foot radius of the project site for a public hearing that was held on June 15, 2016.

Conclusion/Recommendation

After careful consideration of the proposed benefits, Planning staff recommends that the City Planning Commission recommend that the City Council adopt the Development Agreement with the following modifications to the provisions:

- That the delivery of benefits be satisfied prior to the issuance of Building Permit
- That the Council Office (CD 9) identify the designated recipient for the funds (BID)
- Because the project is a single-phase project, that the term be limited to 2 years

FINDINGS

1. Pursuant to State Government Code Section 65868, a development agreement be entered into by mutual consent of the parties. An application for a Development Agreement was filed on March 24, 2016, establishing the applicant's consent to enter into a Development Agreement.
2. The City of Los Angeles ("City") has adopted rules and regulations establishing procedures and requirements for consideration of development agreements under Citywide Development Agreement Procedures (CF 85-2313-S3). In addition, on November 19, 1992, the City Planning Commission adopted new guidelines for the processing of development agreement applications (CPC No. 86-404 MSC).
3. In accordance with Section 12.32 of the LAMC and California Government Code Section 65867, notification within a 500 foot radius of the Project Site, were mailed out on May 18, 2016 to all occupants and property owners, neighborhood council and others as identified in the mailing affidavit located in the administrative record. Further, notice of the public hearing was also published in the Daily Journal on May 20, 2016; verification of which is provided in the administrative record. In accordance with Section 12.32 C 4(c), posting for the site was done on June 1, 2016.
4. Pursuant to Sections 65867.5 of the Government Code, the Development Agreement is consistent with the objectives, policies, and programs specified in the City of Los Angeles General Plan, including the South Los Angeles Community Plan adopted by City Council on March 22, 2000 (CF 98-1192). Orderly development of the Project Site is further governed by CPC-2016-1032-GPA-ZC-HD-BL-ZAD-SPR, wherein the Project is seeking a Zone and Height District Change from C2-1 and R3-1 to C2-2D, respectively, and a General Plan Amendment from High Medium Residential to Community Commercial to be considered for adoption by resolution by the City Council. The Project Site is located within, but not subject to, the South Los Angeles Alcohol Sales Specific Plan.
5. This Development Agreement is administrative and technical in nature and will have no impact on the project under the Mitigated Negative Declaration, ENV-2016-1036-MND to be adopted by the City Council upon their consideration of the Zone and Height District Change and General Plan Amendment. Moreover, the provisions of the Development Agreement do not grant the project or the project applicant any exceptions, variances, or otherwise allows the applicant to deviate from the required development regulations of the Code. The intent of the Development Agreement is to merely extend the life of the entitlements to a specified term. The proposed Development Agreement will not be detrimental to the public health, safety and general welfare. Approval of the Development Agreement will promote the expeditious delivery of public benefit monies directly from the Applicant to the identified parties for the provision of, but not limited to, scholarships and the establishment of a local business improvement district.
6. The Development Agreement provides extraordinary public benefits in the form of \$150,000 towards local residents and businesses in South Los Angeles.
7. The Development Agreement complies in form and substance with all applicable City and State regulations governing development agreements.
8. Based upon the above Findings, the proposed Development Agreement is deemed consistent with public necessity, convenience, general welfare and good zoning practice.

9. CEQA FINDINGS

Environmental Finding. A Mitigated Negative Declaration (ENV-2016- 1036-MND) and corresponding Mitigation Monitoring Program (MMP) were prepared for the proposed project. The MMP is a document that is separate from the MND and is prepared and adopted as part of the project's proposal. Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of approval, adopted in order to mitigate or avoid significant effects on the environment." The draft MND was circulated for public review on May 19, 2016 through June 8, 2016. During the review period, the Department of City Planning received three comment letters, one from the South Coast Air Quality Management District (SCAQMD) and two from members of the public.

The first letter, from SCAQMD and dated June 8, 2016, stated that a permit is required to operate the proposed automotive paint spray booth and associated filtration system within the automotive dealership and service facility. According to a formal response from Meridian Consultants, included in this staff report as Exhibit "C", the proposed project will comply with the SCAQMD's requirements to obtain a permit to construct and operate pursuant to SCAQMD Rule 201—Permit to Construct and Rule 203—Permit to Operate for the proposed automotive paint spray booth and associated filtration system. The letter also recommended changes to the list of Regulatory Compliance Measures that apply to the project. As such, Regulatory Compliance Measure RC-AQ- 6 has been removed from the final MND document, as it only applies to restaurant operations. Regulatory Compliance Measures RC-AQ-7, RC-AQ- 8, and RC-AQ- 9 have been added to the Air Quality Section of the final MND to address motor vehicle and mobile equipment non-assembly line coating operations, solvent cleaning operations, and recordkeeping for volatile organic compound emissions.

The second letter, from Joyce Dillard and dated June 8, 2016, stated that (1) environmental factors surrounding geology and soils, hydrology and water quality, and utilities may be affected as part of the proposed project; (2) watershed quality and degradation issues were not addressed; (3) water supplies have not be identified after the Drought Declaration and lack of water; (4) there is no adopted Circulation Element to address the circulation of people, goods, energy, water, sewage, storm drainage, and communications as required by the State of California; and (5) the project is not consistent with Framework Element Policy No. 3.3.2, the monitoring aspect of CEQA for the General Plan and that the 2014 Growth and Infrastructure Report do not engage the infrastructure needs in today's regulatory framework and that those needs are not addressed in the Initial Study. Finally, Ms. Dillard CPC-2016- 1032-GPA- ZC-HD- BL-ZAD- SPR F-47 attached (6) a copy of the State Water Resources Control Board, Los Angeles County MS4 Permit (NPDES No. CAS004001, Order No. R4-2012- 0175) Attachment M, TMDLs in the Santa Monica Bay Watershed Management Area to the comment letter.

Meridian Consultants prepared a formal response to Ms. Dillard's letter:

1. As discussed in Section 4.6, Geology and Soils, of the draft MND, all geology and soils impacts were analyzed and determined to be less than significant with Mitigation Measure GEO-1 incorporated. All other geology and soils impacts were determined to be less than significant with implementation of Regulatory Compliance Measures RC-GEO-1 (Seismic) and RC-GEO- 5 (Subsidence Area).

As discussed in Section 4.9, Hydrology and Water Quality, all hydrology and water quality impacts were determined to be less than significant with implementation of Regulatory Compliance Measures RC-WQ- 1 (National Pollutant Discharge Elimination

System General Permit), RC-WQ- 3 (Low Impact Development Plan), and RC-WQ- 4 (Development Best Management Practices).

As discussed in Section 4.17, Utilities and Service Systems, all utilities and service systems impacts were determined to be less than significant with implementation of Regulatory Compliance Measures RC-WS1 (Fire Water Flow), RC-WS- 2 (Green Building Code), RC-WS- 3 (New Carwash), and RC-WS- 4 (Landscape). As discussed in Section 4.17, all impacts related to solid waste were determined to be less than significant with implementation of Regulatory Compliance Measures RC-SW-2 (Construction Waste Recycling) and RC-SW- 3 (Commercial/Multifamily Mandatory Recycling). Energy impacts were determined to be less than significant with implementation of Regulatory Compliance Measure RC-EN- 1 (Green Building Code).

2. As discussed in Section 4.9, Hydrology and Water Quality, of the draft MND, the project is subject to the National Pollutant Discharge Elimination System (NPDES) General Construction Permit and would be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) prior to grading consistent with Regulatory Compliance Measure RC-WQ- 1. The SWPPP will identify, construct, implement, and maintain best management practices (BMPs) to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the proposed project site during construction consistent with Regulatory Compliance Measures RC-WQ-3 (Low Impact Development Plan) and RC-WQ- 4 (Development Best Management Practices). SWPPPs prepared in compliance with an NPDES Phase I Permit will describe site erosion and sediment controls; runoff water quality monitoring; means of waste disposal; implementation of approved local plans; control of post-construction sediment and erosion control measures and maintenance responsibilities; and non-stormwater management controls. New developments are required to be designed to reduce water pollution by implementing BMPs and to retain and treat the first 0.75 inch of rainfall as required by the City's Low Impact Development Ordinance (LID Ordinance).

Treatment-control BMPs are designed to remove pollutants once they are mobilized by rainfall and runoff. Implementation of the LID Ordinance requirements and site design would ensure that the proposed project's impact on surface water quality would be less than significant.

3. The Los Angeles Department of Water and Power (LADWP) determines the adequacy of water supplies to meet the needs of a project based on the project's consistency with the demographic projection from the Regional Transportation Plan (RTP) by the Southern California Association of Governments (SCAG). LADWP works closely with the City's Department of City Planning to develop and update the City's Urban Water Management Plan (UWMP) every 5 years. The LADWP Board of Water and Power Commissioners adopted the 2015 UWMP on June 7, 2016. The UWMP identifies short-term and long-term water resources management measures to meet growing water demands during normal, single dry, and multiple dry years over a 25-year horizon. The City's water demand projection in the UWMP was developed based on the demographic projections in the SCAG 2012 RTP. In general, projects that conform to the demographic projections developed for the RTP, and are currently located in the City's service area, are considered to have been included in water demand projections in the UWMP by LADWP. The 2015 UWMP projects a 12 percent increase in the City's population over the next 25 years, resulting in a total projected demand for water of 675,700 AFY (acre-feet per year) in 2040. The 5-year demand average during the fiscal year ending in 2014/2015 was approximately 550,000. The 2015 UWMP evaluates the reliability of the City's water supplies for three defined hydrologic scenarios: average year; a single dry year (a repeat of the 2014/2015 drought conditions) and multiple dry years (a repeat of

the 2012/2013 to 2014/2105 drought conditions). The conclusion of this analysis is that with its current water supplies, planned future water conservation, and planned future water supplies, LADWP has available supplies to meet all projected water demands for all three of these hydrologic scenarios through the year 2040.

The increase in employment associated with the proposed project is consistent with the projections used to develop the City's UWMP, as shown in Exhibit ES-C, Demographic Projections for LADWP Service Area. As shown in Table 4.17-1, Estimated Project Water Demand, the proposed project would generate a demand for approximately 10,059 gallons per day (gpd) of water, or 11.3 AFY. The proposed project's associated employment increase represents less than 1 percent of the projected increase in commercial employment in the City between 2015 and 2020.

Finally, pursuant to Los Angeles Municipal Code (LAMC) Section 122.03(a) and Regulatory Compliance Measure RC-WS- 2 (Green Building Code), the proposed project would utilize water-saving devices, including but not limited to urinals equipped with flush-o-meter valves which flush with a maximum of 1.28 gallons. Regulatory Compliance Measure RC-WS- 3 (New Carwash) requires a water recycling system for the proposed car wash. As indicated in Regulatory Compliance Measure RC-WS-4 (Landscape), the proposed project would also comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures for landscaped areas. Thus, impacts would be less than significant.

As described above, the proposed project is consistent to the LADWP UWMP which analyzes water supply and demand during normal, single dry, and multiple dry water years. As the proposed project is consistent with growth projections, impacts on water supply during multiple dry years would also be less than significant.

4. The Los Angeles City Council adopted the Mobility Plan 2035 on January 20, 2016. As discussed on page 17 of the Mobility Plan under "Purpose, Adoption, & Implementation Process of the Plan," the Mobility Plan guides further development of a citywide transportation system which provides for the efficient movement of people and goods, in accordance with California State Law, as an element of the City's General Plan. As discussed in Section 4.9, Land Use and Planning, the proposed project would ensure that W. Martin Luther King Jr. Boulevard, Hoover Street, 40th Place, and the alleyway are widened to the appropriate half width standards. Furthermore, the proposed project would promote pedestrian activity and circulation, create pedestrian connections between the proposed project and the Metro transit infrastructure, and conform to the Mobility Element's policies and objectives.

As discussed in Section 3.0, Project Description, of the Draft MND, all alleyways and streets would be designed to be consistent with Los Angeles Department of Transportation (LADOT) standards. Furthermore, a traffic impact study was prepared for the proposed project and approved by LADOT (see Appendix G.1 and G.2). Traffic circulation impacts were determined to be less than significant, as discussed in Section 4.16, Transportation and Traffic.

5. As discussed in Section 3.0, Project Description, of the Draft MND, the proposed project is primarily located within a designated Community Commercial land and commercially zoned area. As discussed in the Public Resources Code Section 21099(a)(1) and Section 4.1 of the Draft MND, the proposed project is defined as an employment center which means that the project site is located on property zoned for commercial uses with a floor area ratio greater than 0.75 and is located within a transit priority area (TPA). As discussed in Section 4.16, Transportation and Traffic, the proposed project would not

result in a substantial change to traffic conditions in the project area. It should be noted that the proposed project does not include any housing. While the proposed project would be a source of employment both during construction and operations, Honda of Downtown Los Angeles is an existing business with existing employees. While new employment opportunities are possible, the scale of opportunities is not large enough to induce regional growth. Furthermore, as discussed in Response 2-4 above, all adjacent project site roadways would meet the design standards of the Mobility Element.

6. The attachment to the comment letter is a copy of the State Water Resources Control Board, Los Angeles County MS4 Permit (NPDES No. CAS004001, Order No. R4-2012-0175) Attachment M, TMDLs in the Santa Monica Bay Watershed Management Area. As discussed in Responses 2-1 and 2-2 and in Section 4.9, Hydrology and Water Quality, of the Draft MND, on-site and off-site water quality impacts were determined to result in less than significant impacts.

The third letter was submitted by William King and dated June 15, 2016. Mr. King, a neighboring property owner to the project site, asked a number of clarification questions about the proposed project, the land use and zoning of the site and surrounding area, and improvements to the public right-of-way that have been addressed elsewhere in this document and within the formal response to comments submitted by Meridian Consultants.

With regard to the project's environmental impacts, Mr. King most notably expressed concerns about (1) traffic circulation and safety; (2) noise abatement; (3) dust abatement; (4) odors; (5) safety and graffiti; (6) views; and (7) sewage bills. The formal response to his comments by Meridian Consultants is summarized below:

1. Traffic Circulation & Safety.

The Initial Study addresses both temporary traffic conditions during construction of the proposed project and permanent changes in traffic conditions that would result from the operation of the proposed project. During construction, the applicant is required to install traffic signs to ensure pedestrian and vehicle safety.

During operation, the proposed project would not include unusual or hazardous design features that would encourage use of 40th Place by drivers. The proposed project includes new access driveways to the proposed project site, which would be properly designed and constructed to ensure the safety of pedestrian circulation in the proposed project area. The impact of traffic on 40th Place would not be significant and the change in traffic conditions on 40th Place would not encourage drivers to use 40th Place instead of the major streets in the area.

The existing bus stop near the project site will not be relocated. It is anticipated that the existing transit service in the proposed project area would adequately accommodate the increase of proposed project-generated transit trips.

2. Noise Abatement.

The Initial Study addresses both temporary noise conditions during construction of the proposed project and permanent changes in the noise levels that would result from the operation of the project. Implementation of Mitigation Measure MM XII-20, imposed herein as Condition of Approval No. 18, would abate the noise levels associated with construction of the proposed project to the maximum extent that is technically feasible.

Prior to commencement of construction, the applicant is also required to install along the project site's western, southern, and eastern boundary sound curtains or an equivalent sound attenuating device capable of achieving a 10 dB reduction at these locations.

Mitigation Measure MM XII-40 has been imposed herein as Condition No. 19 and would be implemented to reduce noise levels generated from parking ramps and the parking structure adjacent to residential uses by including concrete, not metal, for parking ramps; textured interior ramps to prevent tire squeal at turning areas; and a solid decorative wall adjacent to residential uses during operation.

In order to reduce automobile repair noise during operation, the proposed project would incorporate various building materials to screen any generated noise. Furthermore, service department facilities would be located within the enclosed level of the East Structure with no openings permitted adjacent to residential uses, as described in Mitigation Measure MM XII-80, and imposed herein as Condition No. 20.

3. Dust Abatement.

The proposed project is required to comply with all applicable standards of the SCAQMD Rule 403 as identified in Regulatory Compliance Measure RC-AQ- 1. Rule 403 requires implementation of control measures to prevent, reduce, or mitigate fugitive dust emissions and includes a performance standard that prohibits visible emissions from crossing any property line.

4. Odors.

The proposed project includes automotive services that could generate odors. However, these activities would be fully contained within an enclosed level of the East Structure and potential odors would be contained from reaching substantial numbers of people, as required by Mitigation Measures MM III-20 and MM III-30, imposed herein as Condition Nos. 11 and 12, respectively, reducing impacts on nearby residences to less than significant levels.

During the construction phase, activities associated with the operation of construction equipment, the application of asphalt, and/or the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Although these odors could be a source of nuisance to adjacent receptors, they are temporary and intermittent in nature. As construction-related emissions dissipate from the construction areas, the odors associated with these emissions would also decrease, dilute and become unnoticeable. Therefore, impacts would be less than significant and no adverse impacts would occur to nearby residences.

5. Safety and Graffiti.

Pursuant to LAMC Section 91.8104, every building, structure, or portion thereof is required to be maintained free of debris, rubbish, garbage, trash, overgrown vegetation, or other similar material. Pursuant to LAMC Section 91.9104.15, the exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley.

As identified in Mitigation Measure XIV-30, and imposed herein as Condition No. 23, the proposed project shall incorporate design guidelines relative to security, subject to Los

Angeles Police Department (LAPD) review, and would be required to comply with all applicable requirements of the LAPD and the City.

6. Views.

Although the East and West Structures may be visible from private viewpoints within the residential buildings within the surrounding area, private views are not protected by any viewshed protection ordinance. The alteration of private views would not constitute a significant impact. The visual impact of one building blocking another building is not considered a significant impact, as the general characteristics of the urban setting would not be altered. As such, the proposed project's impact on obstruction of public views would not be significant.

7. Sewage Bills.

The impact on sewage bills is not considered an environmental impact pursuant to CEQA. Consequently, it is speculative to determine if there would be an impact on sewage bills from the surrounding residents. In the event that any future wastewater upgrades are required for the proposed project, such infrastructure improvements would be conducted within the right-of-way easements serving the proposed project area and would not create a significant impact to the physical environment.

The final MND document was prepared in accordance with the California Environmental Quality Act (CEQA) to determine if the project would result in a significant impact on the environment. Staff from the Los Angeles Department of City Planning has reviewed the final MND and finds that it was prepared in accordance with the City of Los Angeles CEQA Thresholds Guide and other applicable City requirements. As such, the MND is adequate for CEQA clearance, as noted in Exhibit "C".

On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND, there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.

