



**COMMUNITY DEVELOPMENT COMMISSION/  
HOUSING AUTHORITY**  
of the County of Los Angeles

700 W. Main Street • Alhambra, CA 91801

Tel: 626.262.4511 • TDD: 626.943.3898 • [lccdc.org](http://lccdc.org) • [hocola.org](http://hocola.org)

Hilda L. Solis  
Mark Ridley-Thomas  
Sheila Kuehl  
Janice Hahn  
Kathryn Barger  
Commissioners

**Monique King-Viehlend**  
Executive Director

June 19, 2018

The Honorable Board of Commissioners  
Community Development Commission  
County of Los Angeles  
383 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, California 90012

Dear Commissioners:

**ADOPTED**

BOARD OF SUPERVISORS  
COUNTY OF LOS ANGELES

4-D June 19, 2018

CELIA ZAVALA  
ACTING EXECUTIVE OFFICER

**APPROVAL OF FUNDING AND ENVIRONMENTAL DOCUMENTATION FOR TWO MULTIFAMILY  
AFFORDABLE HOUSING DEVELOPMENTS LOCATED IN THE CITY OF LOS ANGELES  
(DISTRICTS 1 & 2) (3 VOTE)**

**SUBJECT**

This letter recommends that your Board approve loans totaling up to \$4,500,000 to fund the development of two affordable multifamily rental housing developments selected through NOFA Round 23-A, issued by the Community Development Commission (Commission).

**IT IS RECOMMENDED THAT THE BOARD:**

1. Acting as a responsible agency pursuant to the CEQA, certify that the Commission has considered the attached Initial Study/Mitigated Negative Declaration (IS/MND) for Rosa de Castilla, which was prepared by the City of Los Angeles as the lead agency, find that the mitigation measures identified in the Mitigation Monitoring and Reporting Plan are adequate to avoid or reduce potential impacts below significant levels; and find that this project will not cause a significant impact on the environment.
2. Acting as a responsible agency pursuant to the California Environmental Quality Act (CEQA), certify that the Commission has considered the attached exemption determination for the Residences at Main, which was prepared by the City of Los Angeles as lead agency; and find that this project will not cause a significant impact on the environment.
3. Approve loans to the recommended developers identified in Attachment A, using up to a total of \$4,500,000 in Affordable Housing Trust Funds, comprised of County Affordable Housing Funds and Mental Health Housing Funds.

4. Authorize the Executive Director, or designee, to negotiate, execute, and if necessary, amend, or reduce the loan agreements with the recommended developers identified in Attachment A, or their Commission-approved designees, and all related documents, including but not limited to documents to subordinate the loans to construction and permanent financing, and any intergovernmental, interagency, or inter-creditor agreements necessary for the implementation of each development, following approval as to form by County Counsel.

5. Authorize the Executive Director, or designee, to incorporate up to \$1,500,000 in County Affordable Housing Funds and \$3,000,000 in Mental Health Housing Funds into the Commission's approved Fiscal Year 2018-2019 budget on an as-needed basis and included in future Fiscal Year budgets accordingly, for the purposes described herein.

6. Authorize the Executive Director, or designee, to reallocate Commission funding set aside for affordable housing at the time of project funding, as needed and within each project's approved funding limit, in line with project needs, and within the requirements for each funding source.

### **PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION**

As a result of NOFA Round 23-A, a total of 20 projects will be recommended for funding. Sixteen of the NOFA 23-A projects were previously approved by your Board on February 20, 2018, March 13, 2018, and May 8, 2018. Two projects are being recommended to your Board for approval at this time. The remaining two projects are awaiting local approvals.

The two projects seeking approval through this action are multifamily affordable housing developments that will provide a total of 135 new housing units, of which, 48 units will be set aside for homeless households, 44 units for homeless veterans, 15 units for mentally ill, five units for chronically homeless households, 20 units for general low-income families and seniors, and three units for onsite managers.

Approval is requested to ensure that the housing development projects can meet upcoming deadlines for submitting Low Income Housing Tax Credit applications to the California Tax Credit Allocation Committee.

### **FISCAL IMPACT/FINANCING**

The recommended loans to the developers identified in Attachment A will provide a total amount of up to \$4,500,000 in Affordable Housing Trust Funds. This total, comprised of \$1,500,000 in County Affordable Housing Funds and \$3,000,000 in Mental Health Housing Funds, will be incorporated into the Commission's approved Fiscal Year 2018-2019 budget on an as-needed basis and included in future Fiscal Year budgets accordingly.

The loan amounts are identified in Attachment A.

### **FACTS AND PROVISIONS/LEGAL REQUIREMENTS**

On September 12, 2017, a total of \$64,600,000 in Affordable Housing Trust Funds was made available for NOFA Round 23-A for affordable housing construction activities, which included \$39,600,000 in County Affordable Housing Funds, of which \$9,200,000 were Measure H Funds and \$25,000,000 were Mental Health Housing Funds. On January 16, 2018, the amount of Mental

Health Housing Funds available through NOFA Rounds 23-A was increased by the Board of Supervisors to \$43,750,000, due to the overwhelming demand for this funding source. This increase ensured that all projects seeking Mental Health Housing Funds would be fully funded.

A total of 20 projects were selected through NOFA Round 23-A. Two projects are being recommended for approval at this time. Sixteen of the NOFA 23-A projects were previously approved by your Board on February 20, 2018, March 13, 2018, and May 8, 2018. The remaining two projects are awaiting local approvals, and the Commission will return to your Board at a later date to recommend awards for these projects.

The loan agreements and related documents will incorporate affordability restrictions, target assisted populations, and contain provisions requiring the developers to comply with all applicable federal, state, and local laws. Each loan will be evidenced by a promissory note and secured by a deed of trust, with the term of affordability enforced by a recorded regulatory agreement. Approval of these projects will leverage approximately \$54 million in additional external funding sources, which is over 12 times the amount of NOFA 23-A funds invested.

The loan agreements and related documents for these projects will reflect the respective Special Needs set-asides and indicate that the assisted units will be affordable to households earning no more than 30% of the median income for the Los Angeles-Long Beach Metropolitan Statistical Area, adjusted for family size, as established by the U.S. Department of Housing and Urban Development. Income targeting may be as high as 35% AMI with reasonable justification provided by the applicant and approved by the Commission. The loan agreements will require that the affordable housing units be set aside for a period of 55 years. Subject to various underwriting requirements, the developers may be required by the Commission or other lenders to create a single asset entity to designate ownership of the project. These “designees” will be Commission-approved single asset entities created by the developers prior to execution of the loan agreements and all related loan documents.

This letter also recommends that the Executive Director have the authority to reallocate funds set aside for affordable housing development at the time of project funding to better align project funds with available resources. Any reallocation of funds will be made within each project’s approved funding limit, in line with project needs, and within the requirements for each funding source.

## **ENVIRONMENTAL DOCUMENTATION**

The proposed projects identified in Attachment A have been reviewed by the Commission pursuant to the requirements of CEQA.

As a responsible agency, and in accordance with the requirements of CEQA, the Commission reviewed the IS/MND prepared by the City of Los Angeles for Rosa de Castilla and determined that this project will not have a significant adverse impact on the environment. The Commission’s consideration of the IS/MND and filing of the Notices of Determination satisfy the State CEQA Guidelines as stated in Article 7, Section 15096.

Residences at Main was determined exempt from the requirements of CEQA by the City of Los Angeles in accordance with CEQA Guidelines Section 15332. The Commission’s consideration of this determination satisfies the requirements of CEQA.

Environmental documentation for the proposed projects is included in Attachment B.

The Honorable Board of Commissioners

6/19/2018

Page 4

**IMPACT ON CURRENT SERVICES (OR PROJECTS)**

The requested actions will increase the supply of Special Needs and affordable housing units in the County of Los Angeles.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Monique King-Viehlend". The signature is fluid and cursive, written in a professional style.

MONIQUE KING-VIEHLAND

Executive Director

MKV:KT:LK:ph

Enclosures

**ATTACHMENT A  
NOFA 23-A  
RECOMMENDED FUNDING ALLOCATIONS**

**Capital Funds**

Sup. Dist.	Jurisdiction	Development/ Applicant	Type of Housing	Total Project Units	County Affordable Housing Funds	Mental Health Housing Funds	Measure H Funds	Other Funding Resources	Total Development Cost
1	City of Los Angeles	Rosa de Castilla/ East LA Community Corporation	Special Needs	85	\$1,500,000	\$0	\$0	\$36,855,467	\$38,355,467
2	City of Los Angeles	Residences on Main L.P./ Coalition for Responsible Community Development	Special Needs	50	\$0	\$3,000,000	\$0	\$17,497,890	\$20,497,890
<b>Totals</b>				<b>135</b>	<b>\$1,500,000</b>	<b>\$3,000,000</b>	<b>\$0</b>	<b>\$54,353,357</b>	<b>\$58,853,357</b>

**ATTACHMENT B**  
**ENVIRONMENTAL DOCUMENTATION**

**RESIDENCES ON MAIN, L.P.**

COUNTY CLERK'S USE  
**ORIGINAL FILED**

**CITY OF LOS ANGELES**  
OFFICE OF THE CITY CLERK  
200 NORTH SPRING STREET, ROOM 360  
LOS ANGELES, CALIFORNIA 90012

CITY CLERK'S USE  
City Clerk's Office

MAR 21 2018

CALIFORNIA ENVIRONMENTAL QUALITY ACT

No: NE-18-034-PL

LOS ANGELES, COUNTY CLERK

# NOTICE OF EXEMPTION

(California Environmental Quality Act Section 15062)

Certified by MAN

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY <b>City of Los Angeles Department of City Planning</b>	COUNCIL DISTRICT 9 – Price, Jr.
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PROJECT TITLE Residences on Main (DIR-2018-394-TOC)	LOG REFERENCE ENV-2018-395-CE
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PROJECT LOCATION  
6901, 6905, 6909, 6915, 6917 South Main Street, Los Angeles, CA 90003

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT:  
The proposed project is a 50-unit residential building with a maximum height of 50 feet and encompasses approximately 48,508 square feet of floor area. The project provides 25 residential parking spaces located at the ground floor with vehicular access off 69<sup>th</sup> Street. The project also provides 54 long-term and 5 short-term bicycle parking spaces. The existing single-family dwelling and commercial structure on site are proposed to be demolished.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY:  
Residences on Main, LP (Rosenheim & Associates)

CONTACT PERSON Connie Chauv	AREA CODE 213	TELEPHONE NUMBER 978-0016	EXT.
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EXEMPT STATUS: (Check One)

	STATE CEQA GUIDELINES	CITY CEQA GUIDELINES
<input type="checkbox"/> MINISTERIAL	Sec. 15268	Art. II, Sec. 2b
<input type="checkbox"/> DECLARED EMERGENCY	Sec. 15269	Art. II, Sec. 2a (1)
<input type="checkbox"/> EMERGENCY PROJECT	Sec. 15269 (b) & (c)	Art. II, Sec. 2a (2) & (3)
<input checked="" type="checkbox"/> CATEGORICAL EXEMPTION	Sec. 15300 <i>et seq.</i>	Art. III, Sec. 1

Class 32 Category \_\_\_\_\_ (State CEQA Guidelines)

OTHER (See Public Resources Code Sec. 21080 (b) and set forth state and City guideline provision.)

JUSTIFICATION FOR PROJECT EXEMPTION: In-fill development meeting the conditions described in CEQA Guidelines 15332: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

SIGNATURE <u>Connie Chauv</u>	TITLE City Planning Associate	DATE 03/21/18
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FEE \$ 2,280	RECEIPT NO. 0104840759	REC'D. BY Aida Karapetian	DATE 1/23/2018
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DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record  
Rev. 11-1-03 Rev. 1-31-06 Word

IF FILED BY THE APPLICANT:  
E. Iverson  
NAME (PRINTED)

E. Iverson  
SIGNATURE

3/21/18  
DATE



ORIGINAL FILED

MAR 21 2018

# NOTICE OF EXEMPTION

CITY OF LOS ANGELES

DEPARTMENT OF CITY PLANNING

100 N. GARDEN STREET, 10TH FLOOR

LOS ANGELES, CALIFORNIA 90012

TEL: (213) 473-3100

FAX: (213) 473-3100

WWW.CITYPLANNING.LA.GOV

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DIR-2018-394-TOC

I hereby verify and attest this to be a true and correct copy of the official record on file in the office of the Department of City Planning of the City of Los Angeles

designated as CITY PLANNING ASSOCIATE  
Connie Chan CONNIE CHAN  
Department Representative

## ROSA DE CASTILLA

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**

<b>LEAD CITY AGENCY</b> City of Los Angeles	<b>COUNCIL DISTRICT</b> 14
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<b>PROJECT TITLE</b> ENV-2017-508-MND	<b>CASE NO.</b> CPC-2017-507-CU-DB-ZV
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**PROJECT LOCATION**  
 4208 EAST HUNTINGTON DRIVE SOUTH

**PROJECT DESCRIPTION**

The Proposed Project includes the demolition of an existing one-story commercial structure, surface parking lot and retaining wall; and the construction, use and maintenance of two, four-story residential buildings containing 85 residential units (of which 100% will be affordable, except for two (2) market-rate manager units) and 2,500 square feet of ground floor commercial uses over one subterranean parking garage containing 68 parking spaces, all within the [Q]C2-1VL-zoned portion of the site. The Proposed Project measures 55 feet in height, and contains 91,596 square feet of floor area, for a total Floor Area Ratio (FAR) of 3:1.

The Project also proposes the construction of hiking trails and gardens within the [Q]RE20-1D-zoned portion of the site, as additional, non-required amenities to serve the residents of the development on the Project Site. The [Q]A1-1XLD-zoned portion of the site will remain undisturbed. There are 43 existing trees on-site, 12 of which are protected California Black Walnut trees. The Project proposes to remove five (5) protected California Black Walnut trees and 13 non-protected species.

Entitlement Requests include: (1) a Conditional Use to allow a Density Bonus for a Housing Development Project in which the density increase is greater than the maximum permitted in LAMC Section 12.22 A.25, or an increase of 340 percent over the [Q]C2-1VL-zoned lot, to allow 85 dwelling units in lieu of the otherwise permitted base density of 25 dwelling units; (2) a Density Bonus for a project reserving 100 percent of the dwelling units for a mix of Extremely Low, Very Low and Low Income Households, and Very Low Income Households for Seniors and Disabled Veterans, with two (2) market-rate managers units, in conjunction with Parking Option 2 and the following three (3) off-menu incentives: (a) A 3:1 Floor Area Ratio (FAR) in lieu of the otherwise permitted 1.5:1 FAR for the [Q]C2-1VL Zone; (b) An increase in height and number of stories permitted, to allow a 55-foot, four-story building in lieu of a maximum 45-foot, three-story building for a mixed-use building in the [Q]C2-1VL Zone; and (c) An increase in height to allow a 55-foot transitional height, in lieu of the 25-foot transitional height limitation for a C2-zoned lot abutting an RE20-zoned lot; (3) an off-menu waiver of development standards to allow a zero-foot rear yard setback along the [Q]C2-1VL and [Q]RE20-1D zone boundary, in lieu of the otherwise required 16-foot setback; and (4) a Zone Variance to allow hiking trails and garden uses within the [Q]RE20-1D Zone, as an accessory use to the mixed-use development located within the [Q]C2-1VL Zone.

In addition, grading and exporting of approximately 20,000 cubic yards of earth is proposed. As the Project Site is located within a Bureau of Engineering (BOE) Special Grading Area, a haul route approval is required.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY**  
 Rosa De Castilla, L.P.  
 2917 East 1st Street, Suite 101  
 Los Angeles, CA 90033

**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.

<b>NAME OF PERSON PREPARING THIS FORM</b> MINDY NEWMEN		<b>TITLE</b> City Planner	<b>TELEPHONE NUMBER</b> (213) 978-1241
<b>ADDRESS</b> 200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	<b>SIGNATURE (Official)</b> 	<b>DATE</b> FEBRUARY 14, 2018	

**IV-80. Tree Removal (Locally Protected Species)**

- Environmental impacts may result due to the loss of protected trees on the site. However, these potential impacts will be mitigated to less than significant level by the following measures:
- All protected tree removals require approval from the Board of Public Works.
- The location of trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.
- Bonding (Tree Survival):
- a. The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new protected tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's protected tree bond may be exonerated.
- b. The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the protected trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.
- Removal of protected native trees shall be replanted on a 4:1 basis, or a total of 20 trees to compensate for the loss of the 5 native trees, consistent with the mitigation map contained in the Arborist Report prepared by James Komen and dated December 21, 2017. This map may be modified in consultation with the city, the landscape designer, and the project arborist.

**VI-40. Grading (20,000 Cubic Yards, or 60,000 Square Feet of Surface Area or Greater)**

- Impacts will result from the alteration of natural landforms due to extensive grading activities. However, this impact will be mitigated to a less than significant level by designing the grading plan to conform with the City's Landform Grading Manual guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
- A deputy grading inspector shall be on-site during grading operations, at the owner's expense, to verify compliance with these conditions. The deputy inspector shall report weekly to the Department of Building and Safety (LADBS); however, they shall immediately notify LADBS if any conditions are violated.
- "Silt fencing" supported by hay bales and/or sand bags shall be installed based upon the final evaluation and approval of the deputy inspector to minimize water and/or soil from going through the chain link fencing potentially resulting in silt washing off-site and creating mud accumulation impacts.
- "Orange fencing" shall not be permitted as a protective barrier from the secondary impacts normally associated with grading activities.
- Movement and removal of approved fencing shall not occur without prior approval by LADBS.

**VIII-40. Hillside Construction Staging and Parking Plan**

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- Prior to the hearing for a Haul Route Approval, the applicant shall submit a Construction Staging Plan and a Construction Parking Plan for review and approval by the Board of Building and Safety Commissioners. Each plan shall be designed to prevent the blockage of two-way traffic on streets in the vicinity of the construction site.
- The Construction Staging Plan shall include, but not be limited to: identifying where all construction materials, equipment, machinery, and vehicles will be stored on-site and/or out of the public right-of-way through the grading and construction phases of the project; and identifying the proposed locations of all on-site and off-site staging areas for soil haulers and construction delivery vehicles. This plan shall also include the following:
- No construction equipment or material shall be permitted to be stored within the public right-of-way.
- During the Excavation and Grading phases, only one truck hauler shall be allowed on the site at any one time.
- On substandard hillside streets, only one hauling truck shall be allowed on the street at any time.
- Delivery drivers for construction materials shall be required to follow the designated travel plan or approved Haul Route.

- Truck traffic directed to the project site for the purpose of delivering materials, construction-machinery, or removal of graded soil shall be limited to off-peak traffic hours, Monday through Friday only. No truck deliveries shall be permitted on Saturdays, Sundays, or City Holidays.
- All deliveries during construction shall be coordinated so that only one vendor/delivery vehicle is at the site at one time, and that a construction supervisor is present at such time.
- A radio operator shall be on-site to coordinate the movement of material and personnel, in order to keep the roads open for emergency vehicles, their apparatus, and neighbors.
- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.
- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- No person shall perform grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.
- Soil import and export activity shall be performed under the continuous inspection of a Registered Deputy Grading Inspector.
- 48-hours prior to start of import or export of soil material, a Registered Deputy Grading Inspector shall notify the LADBS haul route monitoring inspector and provide him with the construction schedule and approved travel route.
- The Registered Deputy Grading Inspector shall be required to keep a log book noting the dates of hauling, the number of trips (i.e. trucks) per day, approved travel route, and operation hours. The inspector shall note loads of import or export soil or demolition material where appropriate. Failure to maintain a log book or discrepancies in the log book may result in suspension or revocation of license of the Registered Deputy Inspector.
- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.
- The Construction Parking Plan shall identify where all contractor, subcontractor, and laborers will park their vehicles so as to prevent blockage of two-way traffic on streets in the vicinity of the construction site.
- During all phases of site development, all construction vehicle parking and queuing related to the project shall be in substantial compliance with the approved Construction Staging and Parking Plans, to the satisfaction of the Department of Building and Safety and the Department of Transportation.

**XVI 0. Construction Activity Near Schools**

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- Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a less than significant level by the following measures: (1) The developer and contractors shall maintain ongoing contact with administrator of Huntington Elementary School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323) 342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained. (2) The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety. (3) There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school. (4) Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

**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-80. Transportation/Traffic**

- The project will result in impacts to transportation and/or traffic systems. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):
- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities should be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

**XIX-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.

**XIX-30. End**

- The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document. Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.

**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)

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> 14	<b>DATE:</b>
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**RESPONSIBLE AGENCIES:** Department of City Planning

<b>ENVIRONMENTAL CASE:</b> ENV-2017-508-MND	<b>RELATED CASES:</b> CPC-2017-507-CU-DB-ZV
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<b>PREVIOUS ACTIONS CASE NO.:</b>	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.
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**PROJECT DESCRIPTION:**  
DEMO OF (E) COMM L BLDG / SURFACE PARKING LOT; CONSTRUCTION OF AN 85-UNIT MIXED-USE BLDG WITH 2500 SF OF GROUND FLOOR COMMERCIAL USES IN THE C2 ZONE; AND ASSOCIATED GARDEN WITHIN THE RE20 ZONE

**ENV PROJECT DESCRIPTION:**  
The Proposed Project includes the demolition of an existing one-story commercial structure, surface parking lot and retaining wall; and the construction, use and maintenance of two, four-story residential buildings containing 85 residential units (of which 100% will be affordable, except for two (2) market-rate manager units) and 2,500 square feet of ground floor commercial uses over one subterranean parking garage containing 68 parking spaces, all within the [Q]C2-1VL-zoned portion of the site. The Proposed Project measures 55 feet in height, and contains 91,596 square feet of floor area, for a total Floor Area Ratio (FAR) of 3:1.

The Project also proposes the construction of hiking trails and gardens within the [Q]RE20-1D-zoned portion of the site, as additional, non-required amenities to serve the residents of the development on the Project Site. The [Q]A1-1XLD-zoned portion of the site will remain undisturbed. There are 43 existing trees on-site, 12 of which are protected California Black Walnut trees. The Project proposes to remove five (5) protected California Black Walnut trees and 13 non-protected species.

Entitlement Requests include: (1) a Conditional Use to allow a Density Bonus for a Housing Development Project in which the density increase is greater than the maximum permitted in LAMC Section 12.22 A.25, or an increase of 340 percent over the [Q]C2-1VL-zoned lot, to allow 85 dwelling units in lieu of the otherwise permitted base density of 25 dwelling units; (2) a Density Bonus for a project reserving 100 percent of the dwelling units for a mix of Extremely Low, Very Low and Low Income Households, and Very Low Income Households for Seniors and Disabled Veterans, with two (2) market-rate managers units, in conjunction with Parking Option 2 and the following three (3) off-menu incentives: (a) A 3:1 Floor Area Ratio (FAR) in lieu of the otherwise permitted 1.5:1 FAR for the [Q]C2-1VL Zone; (b) An increase in height and number of stories permitted, to allow a 55-foot, four-story building in lieu of a maximum 45-foot, three-story building for a mixed-use building in the [Q]C2-1VL Zone; and (c) An increase in height to allow a 55-foot transitional height, in lieu of the 25-foot transitional height limitation for a C2-zoned lot abutting an RE20-zoned lot; (3) an off-menu waiver of development standards to allow a zero-foot rear yard setback along the [Q]C2-1VL and [Q]RE20-1D zone boundary, in lieu of the otherwise required 16-foot setback; and (4) a Zone Variance to allow hiking trails and garden uses within the [Q]RE20-1D Zone, as an accessory use to the mixed-use development located within the [Q]C2-1VL Zone.

In addition, grading and exporting of approximately 20,000 cubic yards of earth is proposed. As the Project Site is located within a Bureau of Engineering (BOE) Special Grading Area, a haul route approval is required.

**ENVIRONMENTAL SETTINGS:**  
The Project Site consists of two, contiguous parcels running along a northwest-southeast axis, with three zoning designations, [Q]C2-1VL, [Q]RE20-1D and [Q]A1-1XLD, that cut across in a north-south direction; and is located within the Northeast Los Angeles Community Plan area, and designated for General Commercial, Very Low Residential, and Open Space land uses, respectively. It has a frontage of approximately 296 feet along East Huntington Drive South, and an approximate depth of 759 feet, for a total lot size of 227,935 square feet (5.23 acres), which consists of (running northwest to southeast) approximately 36,210 square feet within the [Q]C2-1VL Zone; approximately 61,923 square feet within the [Q]RE20-1D Zone; and approximately 129,802 square feet within the [Q]A1-1XLD Zone. The Project Site is subject to the provisions of the Northeast Hillside Ordinance and located within the East Los Angeles State Enterprise Zone.



The [Q]C2-1VL-zoned portion of the Site is currently improved with a 9,750 square-foot, one-story commercial building, surface parking and retaining wall, all of which are proposed for demolition as part of the project work scope. There are 43 existing trees on-site, 12 of which are protected California Black Walnut trees. The Project proposes to remove five (5) protected California Black Walnut trees and 13 non-protected species.

The subject site is located within a Very High Fire Hazard Severity Zone, Landslide Zone, Liquefaction Zone, and a BOE Special Grading Area. The nearest active fault is the Upper Elysian Fault, located approximately 0.92 km from the Project Site. The Project Site abuts E Huntington Drive South to the northwest, a designated Avenue III dedicated to a right-of-way width of 72 feet and improved with curb and sidewalk.

The property adjoining the Project Site to the south is zoned [Q]C2-1VL, [Q]RE20-1D and [Q]A1-XLD and developed with a four-story apartment building. The properties adjoining the Project Site to the north are zoned [Q]RD1.5-1D and [Q]R1-1D and developed with single-family residences. Surrounding properties to the west across Huntington Drive South, are zoned [Q]C2-1VL and currently developed with mobile homes.

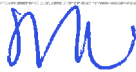
**PROJECT LOCATION:**  
4208 EAST HUNTINGTON DRIVE SOUTH

<p><b>COMMUNITY PLAN AREA:</b> NORTHEAST LOS ANGELES <b>STATUS:</b></p> <p><input checked="" type="checkbox"/> Does Conform to Plan</p> <p><input type="checkbox"/> Does NOT Conform to Plan</p>	<p><b>AREA PLANNING COMMISSION:</b> EAST LOS ANGELES</p>	<p><b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> LA-32</p>
<p><b>EXISTING ZONING:</b> [Q]A1-1XLD, [Q]C2-1VL, [Q]RE20-1D</p>	<p><b>MAX. DENSITY/INTENSITY ALLOWED BY ZONING:</b> 25 Dwelling Units in [Q]C2-1VL Zone</p>	<p><b>LA River Adjacent:</b></p>
<p><b>GENERAL PLAN LAND USE:</b> GENERAL COMMERCIAL, OPEN SPACE, VERY LOW RESIDENTIAL</p>	<p><b>MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:</b> Very Low Residential is 2 (1+ to 4) DU/Net Acre. General Commercial is 42 (29+ to 55) DU/Net Acre.</p>	
	<p><b>PROPOSED PROJECT DENSITY:</b> 85 Dwelling Units in [Q]C2-1VL Zone</p>	

## Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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



City Planner

(213) 978-1241

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 type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input type="checkbox"/> AIR QUALITY <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC <input type="checkbox"/> TRIBAL CULTURAL RESOURCES <input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS	<input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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## INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

*Background*

**PROONENT NAME:**

Rosa De Castilla, L.P.

**PHONE NUMBER:**

(323) 604-1951

**APPLICANT ADDRESS:**

2917 East 1st Street, Suite 101  
 Los Angeles, CA 90033

**AGENCY REQUIRING CHECKLIST:**

Department of City Planning

**DATE SUBMITTED:**

02/08/2017

**PROPOSAL NAME (if Applicable):**

Rosa De Castilla Apartments

Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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<b>I. AESTHETICS</b>				
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?		✓	
<b>II. AGRICULTURE AND FOREST RESOURCES</b>				
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?			✓
<b>III. AIR QUALITY</b>				
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?		✓	
<b>IV. BIOLOGICAL RESOURCES</b>				
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?		✓	
<b>V. CULTURAL RESOURCES</b>				

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?			✓	
<b>VI. GEOLOGY AND SOILS</b>					
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?				✓
<b>VII. GREEN HOUSE GAS EMISSIONS</b>					
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?			✓	
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>					
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?			✓	
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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. TRIBAL CULTURAL RESOURCES**

a.	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		✓	
b.	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓	

**XVIII. 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?		✓	

**XIX. 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?		✓	
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Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
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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-2017-508-MND** and the associated case(s), **CPC-2017-507-CU-DB-ZV**. 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/](http://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".

<b>PREPARED BY:</b>	<b>TITLE:</b> City Planner	<b>TELEPHONE NO.:</b> (213) 978-1241	<b>DATE:</b> 01/18/2018
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Impact?	Explanation	Mitigation Measures
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APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

**I. AESTHETICS**

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The Project Site is located within an upward sloping hillside area within the Northeast Los Angeles Community Plan, approximately three miles northeast of downtown Los Angeles. The Project Site experiences a grade change of approximately 270 feet from the front property line at the base of the hill, adjoining Huntington Drive South, to the rear property line at the top of the hill, adjoining the Ascot Hills Park, over a distance of approximately 760 feet. The surrounding area has a pattern of low density residential uses in the hillsides, interspersed with medium residential uses on the street-abutting parcels, and commercial corridors along both Huntington Drive North and South. The Project proposes the construction of a four-story, mixed-use development with a maximum height of 55 feet within the [Q]C2-1VL-zoned portion of the lot, with accessory gardens and hiking trails within the [Q]RE20-1D-zoned portion of the lot. The [Q]A1-1D-zoned portion of the lot will remain undisturbed. As the Project Site is currently developed with a one-story commercial building within the [Q]C2-1VL-zoned portion of the lot, the Proposed Project will result in an increase in height and massing. However, while the Ascot Hills Park may qualify as a notable setting that provides an interesting view, the park itself is not visible from Huntington Drive South, nor would the Proposed Project impede any views from the Park given the distance and elevation change between the</p>	
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Impact?	Explanation	Mitigation Measures
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location of the Proposed Project and the Park. Therefore, impacts related to scenic vistas would be less than significant.

b. LESS THAN SIGNIFICANT IMPACT

A significant impact would occur if the Proposed Project would substantially damage scenic resources within a State Scenic Highway. The only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park, and is located over 20 miles west of the Project Site. According to the Mobility Plan 2035, Huntington Drive North from Monterey Road to the easterly City limit is considered a Designated Scenic Highway. However, the Project Site is located approximately 0.59 miles to the south of the intersection from which the Scenic Highway begins. Additionally, the project would not result in any damage of a historic building as the site is currently developed with a single-story commercial structure that has not been identified as a historic resource by local or state agencies, and the Project Site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles; nor does the City choose to treat the site as a historic resource. Therefore, impacts related to scenic resources would less than significant.

c. LESS THAN SIGNIFICANT IMPACT

A significant impact would occur if the Proposed Project would substantially degrade the existing visual character or quality of the site and its surroundings. The portion of the Project Site proposed for development is located within an urbanized hillside area of the Northeast Los Angeles Community Plan. The Project Site is currently developed with a single-story commercial building on the [Q]C2-1VL-zoned portion of the lot, and undeveloped on the [Q]RE20-1D- and [Q]A1-XLD-zoned portions of the lot. According the LA CEQA Thresholds Guide, a shade and shadow impact study is only required when the project would include light-blocking structures in excess

Impact?	Explanation	Mitigation Measures
	<p>of 60 feet in height or the equivalent. The Proposed Project consists of two, four-story buildings with a maximum height of 55 feet and is therefore not required to analyze potential shade/shadow impacts. The surrounding area is developed with single- and multi-family residential uses that range from one to four stories in height. The proposed four-story buildings will be taller than the adjoining properties to the north and west across Huntington Drive South; however, it will be comparable in height to the abutting four-story, multifamily development to the south. In addition, the Project proposes to plant one tree for every four dwelling units and open space landscaping consistent with LAMC Section 12.21 G; and proposes hiking trails and gardens within the [Q]RE20-1VLD Zone as accessory uses to the mixed-use development. The potential for degradation to the visual character and quality of the site and surrounding area would be further reduced with the following applicable Regulatory Compliance Measure (RCM), RC-AE-3 which, pursuant to Municipal Code Section 91,8104, requires that every building shall be maintained in a safe and sanitary condition and good repair, and free from debris, rubbish, garbage, trash, overgrown vegetation or other similar material; and Municipal Code Section 91.8104.15, which requires that the exterior to all building and fences shall be free from graffiti when such graffiti is visible from a street or alley. Therefore, as proposed and through the implementation of the above RCM, impacts related to the existing visual character and quality of the Project Site and its surroundings would be less than significant.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project created a new source of substantial light and glare which would adversely affect day or nighttime views in the area. 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</p>	

Impact?	Explanation	Mitigation Measures
	<p>motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior facades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. The portion of the Project Site proposed for development is located within a developed urban area that contains a moderate amount of existing lighting and sources of glare, such as windows and light-colored building surfaces. Existing night-time lighting sources include street lights, vehicle headlights, and interior and exterior lighting that complies with the Los Angeles Municipal Code (LAMC) to minimize the effect of the new sources of lighting that will be introduced. The Project will provide night lighting to illuminate building entrances and walkways as well as adequate night visibility and security for residents and visitors, which would not substantially change existing ambient nighttime lighting conditions. The Proposed Project does not include any elements or features that would create substantial new sources of glare. Therefore, impacts related to light and glare would be less than significant.</p>	
<b>II. AGRICULTURE AND FOREST RESOURCES</b>		
a.	NO IMPACT	<p>A significant impact would occur if the Proposed Project would convert valued farmland to non-agricultural uses. The Project Site is currently developed with a single-story commercial building and the portion of the Project Site proposed for development is located within an urbanized area of the Northeast Los Angeles Community Plan of Los Angeles that is not zoned or designated for farmland. 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, nor are any farmland, agricultural uses, or related operations present. Therefore, the Proposed Project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, and no impact would occur.</p>

Impact?	Explanation	Mitigation Measures
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b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The Project Site is currently zoned [Q]C2-1VL, [Q]RE20-1VLD and [Q]A1-1D and designated for General Commercial, Very Low Residential, and Open Space land uses by the Northeast Los Angeles Community Plan, respectively. The [Q]A1-XLD-zoned portion of the Project Site is zoned for agricultural use; however, this area will remain undisturbed as part of the project work scope. As the Project Site and surrounding area do not contain farmland of any type, and the Project does not propose development on the agriculturally-zoned portion of the lot, the Project would not conflict with existing zoning for agriculture use or the Williamson Act. Therefore, impacts would be less than significant.</p>	
c.	NO IMPACT	<p>A significant impact would occur if the Proposed Project conflicted with existing zoning or cause rezoning of forest land or timberland, or result in the loss of forest land or in the conversion of forest land to non-forest use. The Project Site is currently zoned [Q]C2-1VL, [Q]RE20-1VLD and [Q]A1-1D and designated for General Commercial, Very Low Residential, and Open Space land uses by the Northeast Los Angeles Community Plan, respectively. As the Project Site is not zoned for forest land or timberland, the Project would not conflict with forest land or timberland zoning. Therefore, no impact would occur.</p>	
d.	NO IMPACT	<p>A significant impact would occur if the Proposed Project conflicted with existing zoning or cause rezoning of forest land or timberland, or result in the loss of forest land or in the conversion of forest land to non-forest use. The Project Site is currently zoned [Q]C2-1VL, [Q]RE20-1VLD and [Q]A1-1D and designated for General Commercial, Very Low Residential, and Open Space land uses by the Northeast Los Angeles Community Plan, respectively. As the Project Site is not zoned for forest land or timberland, the project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.</p>	



Impact?	Explanation	Mitigation Measures
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e.	NO IMPACT	A significant impact would occur if the Proposed Project caused the conversion of farmland to non-agricultural use. The Project Site is currently developed with a single-story commercial building, built in 1960, and does not contain farmland, forestland, or timberland. Therefore, no impact would occur.	
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**III. AIR QUALITY**

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project conflicted with or obstructed implementation of an applicable air quality plan. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The Proposed Project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The 2012 AQMP provides base year emissions and future baseline emission projections for the South Coast Air Basin. In doing so, the 2012 AQMP incorporates, in part, Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) 2012-2035 RTP/SCS socio-economic forecast projections of regional population and employment growth. A project would not conflict with the AQMP if it is consistent with the population, housing and employment assumptions that were used in the development of the AQMP. The levels of population for the project are consistent with population forecasts as adopted by SCAG. The potential for the Proposed Project to conflict with or obstruct the implementation of an air quality plan would be further reduced with the following applicable Regulatory Compliance Measures (RCM) as follows: RC-AQ-1, which requires demolition, grading and construction activities to be in</p>	
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Impact?	Explanation	Mitigation Measures
	<p>compliance with SCAQMD standards and the provisions of District Rule 403; RC-AQ-2 which, pursuant to Sections 2485 in Title 13 of the California Code of Regulations, limits the idling of all diesel-fueled commercial vehicles weighing over 10,000 pounds to five minutes at any location during construction; RC-AQ-3 which, pursuant to Sections 93115 of Title 17 of the California Code Regulations, requires that the operation of any stationary, diesel-fueled, compression-ignited engines meet specified fuel and fuel additive requirements and emission standards; RC-AQ-4 which, pursuant to SCQAMD Rule 1113, limits the volatile organic compound content of architectural coatings; RC-AQ-5 which, pursuant to SCAQMD Rule 1138, requires the installation of odor-reducing equipment; and RC-AQ-6 which, pursuant to SCAMD Regulation XIII, requires that new on-site nitrogen oxide emissions shall be minimized through the use of emission control measures. Therefore, as proposed and in conjunction with the above RCMs, it can be found that the impacts related to conflict with or obstruction of implementing the air quality plan would be less than significant.</p>	
<p>b. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the Proposed Project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. An Air Quality Analysis, dated January 25, 2017, was prepared for the Proposed Project by Sirius Environmental. Project construction and operation emissions were estimated using California Emissions Estimator Model (CalEEMod), a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from land use projects. The analysis concluded that the Proposed Project would not exceed the regional SCAQMD significance thresholds for emissions of Carbon Monoxide (CO), Reactive Organic Compounds (ROG), Nitrogen Oxides (NOx), Particulate Matter (PM10 and PM2.5), and Sulfur Dioxide (SOx) during the construction or operation phases. Therefore, regional emission impacts for the Proposed Project would be less than significant for</p>	

Impact?	Explanation	Mitigation Measures
	<p>all construction phases. Motor vehicles that access the Project Site would be the predominant source of long-term project emissions. Additional emissions would be generated by area sources, such as energy use and landscape maintenance activities. The potential for the Proposed Project to violate an air quality standard would be further reduced with the following applicable Regulatory Compliance Measure (RCM) as described in Section III.a. Based on the facts stated herein, and in conjunction with the above RCM, it can be found that the impacts related to violating air quality standards or contributing to air quality violations would be less than significant.</p>	
<p>c. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the Proposed Project resulted in a considerable net increase of any criteria air pollutants. The project will produce fugitive dust and mobile source emissions as a result of construction activity. The Proposed Project and the entire Los Angeles metropolitan area are located within the South Coast Air 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 PM2.5), 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 nonattainment air basin for O3, PM10, PM2.5, 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), peak daily emissions of operation-related pollutants would not exceed SCAQMD regional or localized significance thresholds. This magnitude is determined by the project-level significance thresholds established by the SCAQMD, which a project of this size would not likely exceed. By applying SCAQMD's cumulative air quality impact</p>	

Impact?	Explanation	Mitigation Measures
	<p>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. The potential for the Proposed Project to result in a considerable net increase in criteria pollutants would be further reduced with the following applicable Regulatory Compliance Measures (RCM) as described in Section III.a, specifically RC-AQ-2, AQ-3 and AQ-6. Based on the facts stated herein and in conjunction with the above RCMs, it can be found that the impacts related to the increase of criteria air pollutants would be less than significant.</p>	
<p>d. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the Proposed Project were to expose sensitive receptors to pollutant concentrations. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The Project Site is surrounded by single- and multifamily residential uses, and adjoins the Ascot Hills Park to the rear. An Air Quality Analysis, dated January 35, 2017, was prepared for the Proposed Project by Sirius Environmental. The analysis quantifies and analyzes the localized air quality impacts associated with the project construction. The site is located in SCAQMD Sensitive Receptor Area (SRA) No. 1 and on a site that is less than 5 acres. The project is below the thresholds for construction and operation emissions in pounds per day as a function of receptor distance (25 meters or 82.02 feet) from the Project Site boundary. According to the assessment, the Proposed Project would not exceed the appropriate significance threshold for localized emissions of Particulate Matter (PM10 and PM2.5), Carbon Monoxide (CO), and Nitrogen Oxides (NOx). Therefore, localized emission impacts for the Proposed Project would be less than significant for all construction phases and the Proposed Project would not expose sensitive receptors to substantial localized criteria pollutant emissions during construction. The California Air Resources Board (CARB) has published</p>	

Impact?	Explanation	Mitigation Measures
	<p>guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoiding siting new sensitive land uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). The location of the Proposed Project would be consistent with the CARB recommendations for locating new sensitive receptors. However, the potential for exposure of substantial pollutant concentrations to sensitive receptors, particularly localized criteria pollutant emissions during construction would be further reduced through compliance with the applicable Regulatory Compliance Measures (RCM) as described in Section III.a. Based on the facts stated herein and in conjunction with the above RCMs, it can be found that the impacts related to exposing sensitive receptors would be a less than significant.</p>	
<p>e. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the Proposed Project were to expose sensitive receptors to pollutant concentrations. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The Project Site is surrounded by single- and multi-family residences, with commercial uses along Huntington Drive North and South. However, construction-related maximum daily localized construction emissions would not exceed the SCAQMD thresholds for Respirable Particulate Matter (PM10 and PM2.5), Carbon Monoxide (CO), and Nitrogen Oxides (NOx). The site is located in SCAQMD Sensitive Receptor Area (SRA) No. 1 on a site that is less than 5 acres, and the project is below the thresholds for construction and operation emissions in pounds per day as a function of receptor distance (25 meters) from the Project Site boundary. The California Air Resources Board (CARB) has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoiding siting new sensitive land</p>	

Impact?	Explanation	Mitigation Measures
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uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). In addition, 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 will be residential and commercial in nature and is therefore not associated with odor complaints per the SCAQMD Handbook. The potential for exposure of substantial pollutant concentrations to sensitive receptors, particularly localized criteria pollutant emissions during construction would be further reduced through compliance with the applicable Regulatory Compliance Measures (RCM) as described in Section III.a. Based on the facts stated herein and in conjunction with the above RCMs, it can be found that the impacts related to exposing sensitive receptors would be a less than significant.

**IV. BIOLOGICAL RESOURCES**

a. LESS THAN SIGNIFICANT IMPACT

A significant impact would occur if the Proposed Project would have a substantial adverse effect on any special or sensitive species identified by the Department of Fish and Wildlife or U.S. Fish and Wildlife Service. 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. As documented in an Arborist Report dated December 21, 2017, the Project Site contains 43 trees, 12 of which are protected California Black Walnut trees. A total of 13 non-protected trees and five (5) protected trees are to be removed. The portion of the Project Site proposed for development is located in an urbanized area adjacent to Ascot Hills Park. The Project Site is not within a significant ecological area and the [Q]C2-1VL-zoned portion of the lot currently lacks vegetated habitat supportive of wildlife. A proposed garden and related amenities are proposed in the

Impact?	Explanation	Mitigation Measures
	<p>[Q]RE20-1D-zoned portion of the lot, which will modify but not remove the current habitat. The [Q]A1-XLD-zoned portion of the lot will remain undisturbed as part of the project work scope. Existing trees on the Project Site have the potential to contain nesting birds; however, they 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. Therefore, based on existing regulatory measures, impacts related to sensitive biological species or habitats would be reduced to less than significant.</p>	
<p>b. NO IMPACT</p>	<p>A significant impact would occur if the Proposed Project would have a substantial adverse 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 (USFWS). The Project Site does not contain any riparian habitat, or any streams or water courses necessary to support riparian habitat, nor is it located within a natural landscape block, essential connectivity area, or potential riparian connection, as designated in the California Essential Habitat Connectivity Project by the Department of Transportation and the Department of Fish and Wildlife. Therefore, no impact would occur.</p>	
<p>c. NO IMPACT</p>	<p>A significant impact would occur if the Proposed Project would have a substantial adverse effect on federally protected wetlands as through direct removal, filling, hydrological interruption, or other means. 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 (including, but not limited to, marsh, vernal pool, coastal, etc.). In fact, it is located in an urbanized area and will be developed with a mixed-use development project. Therefore, it can be found that the Proposed Project would not affect federally protected wetlands and no impact would occur.</p>	

Impact?	Explanation	Mitigation Measures
d.	LESS THAN SIGNIFICANT IMPACT	
e.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p><b>IV-80</b>  <b>Requiring replacement of removed protected trees at a 4:1 ratio, tree bonding and a landscape plan indicating the location of replacement trees and bonding for tree survival will reduce potentially significant impacts related to biological resources resulting from tree removal to less than significant.</b></p>



Impact?	Explanation	Mitigation Measures
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f.	LESS THAN SIGNIFICANT IMPACT	<p>to less than significant.</p> <p>A significant impact would occur if the Proposed Project conflicted with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The Project Site is currently zoned [Q]C2-1VL, [Q]RE20-1VLD and [Q]A1-1D and designated for General Commercial, Very Low Residential, and Open Space land uses by the Northeast Los Angeles Community Plan, respectively. The [Q]A1-XLD-zoned portion of the Project Site is zoned for agricultural use; however, this area will remain undisturbed as part of the project work scope. The Project Site is not located in, or in the vicinity of, a significant ecological area that may require protection. According to the California Department of Fish and Wildlife California Regional Conservation Plans Map, 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 and impacts would be less than significant.</p>	
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**V. CULTURAL RESOURCES**

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project would substantially alter the environmental context of, or remove identified historical resources. The project includes the demolition of a single-story commercial building constructed in 1960. The building has not been identified as a historic resource by local or state agencies, and the Project Site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles; nor does the City choose to treat the site as a historic resource. Therefore, impacts would be less than significant.</p>	
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Impact?	Explanation	Mitigation Measures
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b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project would cause a substantial adverse change in significance of an archaeological resource. 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. The [Q]C2-1VL-zoned portion of the Project Site is currently developed with a one-story commercial building, built in 1960, and a surface parking lot; and the [Q]RE20-1VLD-zoned portion is currently undeveloped. Given that the [Q]C2-1VL-zoned portion has already been developed, and minimal amounts of grading are proposed for the [Q]RE20-1VLD-zoned portion (940 cubic yards), encountering archaeological resources during project construction would not be anticipated. However, given that the project proposes one level of subterranean parking and overall will require the excavation of approximately 20,000 cubic yards of earth material, the possibility of encountering archaeological resources does exist. In the unlikely event that any archaeological resources are discovered during excavation or grading, any potential impact would be further reduced with the following applicable Regulatory Compliance Measure (RCM) RC-CR-2, which requires that 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; and 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, in conjunction with the above RCM, the potential for impacts related to disturbing a known or unknown archaeological resource as a result of the proposed development would be less than significant.</p>	
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Impact?	Explanation	Mitigation Measures
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c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the excavation or construction activities associated with the Proposed Project would directly or indirectly destroy a unique paleontological resource or site, or a unique geological feature. According to the City of Los Angeles Vertebrate Paleontological Resources Map, the Project Site is not located in the vicinity of known vertebrate paleontological sites. The [Q]C2-1VL-zoned portion of the Project Site is currently developed with a one-story commercial building, built in 1960, and a surface parking lot; and the [Q]RE20-1VLD-zoned portion is currently undeveloped. Given that the [Q]C2-1VL-zoned portion has already been developed, and minimal amounts of grading are proposed for the [Q]RE20-1VLD-zoned portion (940 cubic yards), encountering paleontological resources during project construction would not be anticipated. However, given that the project proposes one level of subterranean parking and overall will require the excavation of approximately 20,000 cubic yards of earth material, the possibility of encountering paleontological resources does exist. In the unlikely event that any paleontological resources are discovered during excavation or grading, the potential impact would be further reduced with the following applicable Regulatory Compliance Measure (RCM) RC-CR-3, which requires that the City of Los Angeles Department of Building and Safety be notified immediately, and all work to cease in the area of the find 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 earthmoving activities shall be required; and 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, in conjunction with the above RCM, impacts related to disturbing a known or unknown paleontological or geological resource as a result of the proposed development would be less than significant.</p>
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Impact?	Explanation	Mitigation Measures
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d.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the excavation or construction activities associated with the Proposed Project would disturb any human remains, including those interred outside of formal cemeteries. While no formal cemeteries, 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, given that the project proposes one level of subterranean parking and overall will require the excavation of approximately 20,000 cubic yards of earth material. In the unlikely event that any human remains are encountered unexpectedly during construction demolition and/or grading activities, the potential impact would be further reduced with the following applicable Regulatory Compliance Measure (RCM) RC-CR-4 which, pursuant to the 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 fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, in conjunction with the above RCM, impacts related to encountering human remains unexpectedly during construction demolition and/or grading activities as a result of the proposed development would be less than significant.</p>	
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**VI. GEOLOGY AND SOILS**

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed 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 0.92 kilometers from the Upper Elysian Park Fault Zone. However, the California Department of Conservation</p>	
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Impact?	Explanation	Mitigation Measures
	<p>Special Studies Zone Map, the Project Site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area and, thus, would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. Further, the Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, impacts related to loss, injury or death involving a rupture or known earthquake fault would be less than significant.</p>	
<p>b. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the Proposed Project would expose people or structures to loss, injury or death involving strong seismic shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Seismic activities are associated with a number of nearby faults (e.g., Hollywood, Raymond, Verdugo, Newport-Inglewood, Santa Monica, Sierra Madre, and San Andreas Faults), as well as blind thrust faults (e.g., Elysian Park, Puente Hills, and Compton). The Project Site is located approximately 0.92 miles from the Upper Elysian Fault Zone, in the Los Angeles Blind Thrusts Region. Consequently, development of the Proposed Project could expose people and structures to strong seismic ground shaking. However, the potential for exposing people or structures to seismic risks would be reduced with the following applicable Regulatory Compliance Measure (RCM) RC-GEO-1, which requires that the design and the construction of the project conform to the California Building Code seismic standards as approved by the Department of Building and Safety. In addition, the Proposed Project would also 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. Therefore, in conjunction with the above RCM and CDMG requirements, impacts related to causing personal injury or death or result in property damage from seismic ground shaking would be less than significant.</p>	

Impact?	Explanation	Mitigation Measures
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if a proposed Project Site is located within a Liquefaction Zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. According to ZIMAS and the California Department of Conservation's Seismic Hazard Zones Map and the Environmental and Public Facilities Map, the lower portion of the Project Site, at the base of the hillside, is located in a Liquefaction Zone, as is further corroborated by the Geotechnical Investigations prepared by Geocon West, Inc., dated April 28, 2017 and November 1, 2017, and thus may expose people or structures to potential adverse effects as a result of seismic-related ground failure. The geotechnical study indicated that alluvial soils below the historic high groundwater level could be susceptible up to 0.1 inches of liquefaction induced settlement during Design Earthquake ground motion; and alluvial soils below the historic high groundwater level could be susceptible up to 0.2 inches of liquefaction induced settlement during Maximum Considered Earthquake ground motion. However, the Grading Division of the Department of Building and Safety (DBS) issued a Geology and Soils Report Approval Letter (Log No. 98717-01), dated November 21, 2017, which determined that the settlements magnitudes are considered by the Department to be within acceptable levels. The potential for the Proposed Project to expose people or structures to seismic-related ground failure would be further reduced with the following applicable Regulatory Compliance Measures (RCM) RC-GEO-1 as described in Section VI.b; and RC-GEO-4, which requires compliance with the Uniform Building Code Chapter 18, Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss, and that prior to the issuance of any grading or building permits, a geotechnical report assessing potential consequences of any liquefaction or soil strength loss, with appropriate mitigation measures shall be reviewed and approved by LADBS. Therefore, as proposed and in conjunction with the above RCMs, impacts related to causing personal injury or death or result in property damage from seismic-related</p>	

Impact?	Explanation	Mitigation Measures
	ground failure, including liquefaction, would be less than significant.	
d. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project would expose people or structures to loss, injury or death involving landslides. According to the California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map for the Hollywood Quadrangle, the upper portion of the Project Site is located in a Landslide Zone, as is further corroborated by the Geotechnical Investigations prepared by Geocon West, Inc., dated April 28, 2017 and November 1, 2017, and thus may expose people or structures to potential adverse effects as a result of seismic-related ground failure. The analysis indicated that no landslides are identified at or near the site; the site is not within the path of any known or potential landslides; and landslides were not observed at the site and other signs of deep-seated instability were not identified during field investigation. In addition, the Grading Division of the Department of Building and Safety (DBS) issued a Geology and Soils Report Approval Letter (Log No. 98717-01), dated November 21, 2017 which determined that the report included an acceptable seismic slope stability analysis and the requirement of the 2017 City of Los Angeles Building Code have been satisfied. The potential for the Proposed Project to expose people or structures to seismic-related ground failure would be further reduced with the following applicable Regulatory Compliance Measures (RCM) RC-GEO-3, which requires landslides to be assessed in a geotechnical report and compliance with conditions contained within the DBS Geology and Soils Approval Letter for the Proposed Project. Therefore, in conjunction with the above RCM, impacts related to expose people or structures to potential effects resulting from landslides would be less than significant.</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 activities related to the Proposed Project would result in ground surface disturbance during site clearance, excavation and grading, thereby creating the potential for</p>	

Impact?	Explanation	Mitigation Measures
	<p>soil erosion to occur. In addition, excavation activities would be necessary to accommodate the proposed subterranean level of parking and other project improvements, which will require moving approximately 20,000 cubic yards of earth material. However, 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 (LARWQBC) through the City's storm water Management Division; all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter; and the development of a Storm Water Pollution Prevention Plan (SWPPP) will be required to ensure implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. The potential for the Proposed Project to result in substantial soil erosion or the loss of topsoil would be further reduced with the following applicable Regulatory Compliance Measures (RCM) RC-GEO-2, which required the grading plan to conform with the City's Landform Grading Manual guidelines, subject to approval by the Department of Building and Safety's Grading Division. Therefore, as proposed and in conjunction with the above RCM, impacts related to soil erosion or loss or topsoil would be less than significant.</p>	
<p>f. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED</p>	<p><b>A significant impact would occur if the project was located in an area with unstable geological conditions that could result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The Project Site is not identified as being located in an oil field or within an oil drilling area. According to ZIMAS and the California Department of Conservation's Seismic Hazard Zones Map and the Environmental and Public Facilities Map, the lower portion of the Project Site, at the base of the hillside, is located in a Liquefaction Zone, as is further corroborated by the</b></p>	<p><b>VI-40</b>  <b>Requiring an on-site deputy grading inspector, silt fencing, orange fencing, and LADBS approval of fencing movement/removal will reduce the potentially significant impacts of landslide lateral spreading, subsidence, liquefaction or collapse to less than significant.</b></p>



Impact?	Explanation	Mitigation Measures
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Geotechnical Investigations prepared by Geocon West, Inc., dated April 28, 2017 and November 1, 2017, and thus may expose people or structures to potential adverse effects as a result of seismic-related ground failure. As discussed in Section V.a.iii, the analysis indicated that alluvial soils below the historic high groundwater level could be susceptible up to 0.1 inches of liquefaction induced settlement during Design Earthquake ground motion; and alluvial soils below the historic high groundwater level could be susceptible up to 0.2 inches of liquefaction induced settlement during Maximum Considered Earthquake ground motion. However, the Grading Division of the Department of Building and Safety (DBS) issued a Geology and Soils Report Approval Letter (Log No. 98717-01), dated November 21, 2017 which determined that the settlements magnitudes are considered by the Department to be within acceptable levels. In addition, it was determined that the site is not located within an area of known ground subsidence. No known large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the site or in the general site vicinity. Therefore, the potential for ground subsidence due to withdrawal of fluids or gases at the site is considered low. Though the project proposes moving approximately 20,000 cubic yards of earth material, it 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. The potential for the Proposed Project to expose people or structures to geological failure would be further reduced with the following applicable Regulatory Compliance Measures (RCM) RC-GEO-4, as described in Section VI.c.; and

Impact?	Explanation	Mitigation Measures
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		<p><b>RC-GEO-5 and GEO-6, which require subsidence and expansive soils areas, respectively, to be assessed in a geotechnical report and compliance with conditions contained in the DBS Geology and Soils Approval Letter for the Proposed Project. However, due to the amount</b></p>	
g.	<p><b>LESS THAN SIGNIFICANT IMPACT</b></p>	<p>A significant impact would occur if the Proposed Project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay material and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the Project Site may have the potential to shrink and swell resulting from changes in the moisture content. However, the Proposed Project would be required to comply with the Los Angeles Municipal Code, the Universal Building Code and other applicable building codes. The potential for the Proposed Project to create risks for life or property as related to expansive soil would be further reduced with the following applicable Regulatory Compliance Measure (RCM) RC-GEO-4 and GEO-6 as described in Section VI.c. Therefore, based on the facts herein and in conjunction with the above RCM, impacts related to the expansive soil would be less than significant.</p>	
h.	<p><b>NO IMPACT</b></p>	<p>A project would cause a significant impact if adequate wastewater disposal is not available. The Project Site is located in an urbanized area and would not use septic tanks or alternative wastewater disposal systems. In addition, the Project is conditioned in the DBS Geology and Soils Report Approval Letter (Log No. 98717-01), dated November 21, 2017, to be serviced by the City's existing sanitary sewer infrastructure on Huntington Drive South, as detailed in a condition letter from the Bureau of Engineering (dated April 18, 2017). Therefore, no impact would occur.</p>	

**VII. GREEN HOUSE GAS EMISSIONS**

Impact?	Explanation	Mitigation Measures
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a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project generates greenhouse gases (GHG) that may have a significant impact on the environment. 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. GHG's, such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5°F. The 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 Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. In addition, an Air Quality Study prepared by Sirius Environmental and dated January 25, 2017, was prepared for the Proposed Project, and concluded that the project's total GHG emissions would be less than the proposed screening threshold proposed by SCAQMD staff in a 2008 draft guidance document regarding interim CEQA GHG significance thresholds. Therefore, impacts related to the Proposed Project's generation of GHG emissions would be less than significant.</p>
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Impact?	Explanation	Mitigation Measures
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b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project conflicted with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases (GHG). 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 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 infill residential development and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The Proposed Project would provide residential units to meet demand for housing in proximity to urban uses, including transportation/transit and would provide a healthy environment by reducing vehicle trips and corresponding GHG emissions. Therefore, it can be found that the Proposed Project would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions. Therefore, impacts related to plans that target the reduction of GHG emissions would be less than significant.</p>	
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**VIII. HAZARDS AND HAZARDOUS MATERIALS**

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The Proposed Project includes</p>	
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Impact?	Explanation	Mitigation Measures
	<p>the construction of two, four-story buildings containing 85 dwelling units and approximately 2,500 square feet of ground floor commercial over one level of subterranean parking, and accessory garden and hiking trails, which would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multifamily residential and retail/commercial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances. As a mixed-use development, the Proposed Project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. Further, compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials shall be required. Therefore, impacts related to the routine transport, use, or disposal of hazardous materials would be less than significant.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The Project Site is currently developed with an existing single-story commercial building, built in 1960, which may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of this building would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The potential for the release of hazardous materials would be reduced with the following applicable Regulatory Compliance Measure (RCM) RC-HAZ-1, which requires that prior to the issuance of any permit for demolition or alteration of the existing structure, the applicant shall provide a letter to the Department of</p>	

Impact?	Explanation	Mitigation Measures
	<p>Building and Safety (DBS) from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building, or that any ACMs present will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 and all other State and Federal rules and regulations; and that a lead-based paint survey shall be performed to the written satisfaction of the DBS, or that if lead-based paint materials are identified, standards handling and disposal practices shall be implemented per OSHA regulations; and RC-HAZ-2, which requires that for projects located in the Methane Zone, the Site shall be independently analyzed by a qualified engineer who shall investigate and design a methane mitigation program in compliance with the LADBS Methane Mitigation Standards, and shall be implemented per DOGGR, LADBS and LAFD plan review and approval prior to the issuance of a building permit. Accordingly, based on the facts herein and in conjunction with the above RCMs, impacts related to hazardous materials would be less than significant.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project emitted hazardous emissions or handled hazardous materials, substances or waste within a one-quarter mile of an existing or proposed school. Huntington Drive Elementary School is located approximately 0.18 miles northeast of the Project Site. The Proposed Project includes the construction of two, four-story buildings containing 85 dwelling units and approximately 2,500 square feet of ground floor commercial over one level of subterranean parking, and accessory garden and hiking trails, uses expected to use and store very small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. Nevertheless, all hazardous materials within the Project Site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements. The potential for the Proposed Project to emit hazardous materials within one-quarter mile of an existing school would be further reduced with the following applicable Regulatory</p>	

Impact?	Explanation	Mitigation Measures
	<p>Compliance Measures (RCM) RC-HAZ-1 and HAZ-2, as described in Section VIII.b. Accordingly, based on the facts herein and in conjunction with the above RCM, impacts related to the release, emission, handling and disposal of hazardous materials would be less than significant.</p>	
d. NO IMPACT	<p>A significant impact would occur if the Project Site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the Project Site. In addition, the project is not located on a site that is identified as a hazardous waste facility subject to corrective action, listed pursuant to Section 25356 of the Health and Safety Code, included on the Abandoned Site Assessment Program, or at a hazardous Waste/Border Zone property. Therefore, no impact would occur.</p>	
e. NO IMPACT	<p>A significant impact would occur if the Proposed Project was located within an airport land use plan or within two miles of a public or private use airport and would result in a safety hazard for people residing or working in the project area. The Proposed Project is not located within an airport land use plan boundary or an airport hazard area. The nearest public airport is the Bob Hope Airport in Burbank, approximately 12 miles northwest of the Project Site. Therefore, no impact would occur.</p>	
f. NO IMPACT	<p>A significant impact would occur if the Proposed Project was located within the vicinity of a private airstrip and would result in a safety hazard for people residing or working in the project area. The Proposed Project is not located</p>	

Impact?	Explanation	Mitigation Measures
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		within the vicinity of a private airstrip. Therefore, no impact would occur.	
g.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p><b>A significant would occur if the Proposed Project impaired the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. According to the City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H (November 1996), the nearest emergency/disaster route to the Project Site is Huntington Drive North, less than 200 feet west 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 during hauling, construction or operation associated with the Proposed Project. With the implementation of the referenced mitigation measure, potentially significant impacts related to any interference with an adopted emergency response plan or emergency evacuation plan would be reduced to less than significant.</b></p>	<p><b>VIII-40</b>  <b>Requiring a Hillside Construction Staging Plan and a Construction Parking Plan for review and approval by the Board of Building and Safety Commissioners prior to the Haul Route Approval will reduce potentially significant impacts related to the routine transport, use, or disposal of hazardous materials to less than significant.</b></p>
h.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project exposed people and structures to high risk of wildfire. While the Project Site is located within a Very High Fire Hazard Severity Zone (Brush Fire Hazard), according to the City of Los Angeles, Safety Element of the Los Angeles City General Plan, Selected Wildfire Hazard Areas, Exhibit D (April 1996), it is not located within the Mountain Fire District or Fire Buffer Zone. Furthermore, the Project Site is located in an urbanized area of the City, and the area surrounding the portion of the Project Site proposed for development is developed. Therefore, impacts related to exposure of people the Project Site and the surrounding area to wildland fires would be less than significant.</p>	
<b>IX. HYDROLOGY AND WATER QUALITY</b>			
a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project violates any water quality standards or waste discharge requirements. The Proposed Project includes the construction of a mixed-use development containing 85 residential units and approximately 2,500 square feet</p>	



Impact?	Explanation	Mitigation Measures
	<p>of ground floor commercial uses over one level of subterranean parking, and accessory gardens and hiking trails. As is typical of most non-industrial urban development, storm water runoff from the Proposed Project has the potential to introduce small amounts of pollutants into the storm water system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the Proposed Project would be required to comply with the City's Storm Water 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. These ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for storm water pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance. Conformance would be ensured during the City's building plan review and approval process. The potential for violations of water quality standards and waste discharge requirements would be further reduced with the following applicable Regulatory Compliance Measures (RCM) RC-WQ-1, which requires that all wastewater from the project be treated according to requirements of the National Pollutant Discharge Elimination System (NPDES) as authorized by the LARWQCB; and that a Storm Water Pollution Prevention Plan (SWPPP) implement construction Best Management Practices (BMP) to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in storm water runoff as a result of construction activities; RC-WQ-3, which requires the Applicant to submit a Low Impact Development (LID) Plan and/or Standard Urban Storm water Mitigation Plan (SUSMP) to the City of Los Angeles Bureau of Sanitation (BOS) Watershed Protection Division for review and approval. The LID Plan and/or SUSMP shall be prepared consistent with the requirements of the Development Best Management Practices (BMP)</p>	

Impact?	Explanation	Mitigation Measures
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		<p>Handbook; and RC-WQ-4, which requires that a BMP be designed to retain or treat the runoff from a storm event within the Development BMP Handbook Part B Planning Activities. Therefore, in conjunction with compliance with the above regulations and RCMs, impacts related to the violation of water quality standards, waste discharge requirements would be less than significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project would substantially deplete groundwater or interfere with groundwater recharge. The Proposed Project would not require the use of groundwater at the Project Site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. The Proposed Project involves the excavation of 20,000 cubic yards of earth material. The Geotechnical Investigations prepared by Geocon West, Inc., dated April 28, 2017 and November 1, 2017, indicated that groundwater seepage (perched water) was encountered at depths of 20 to 25 feet below the existing ground surface. Excavations to achieve proposed finished floor elevations are anticipated to extend to depths up to 15 feet below the existing ground surface and therefore is at a depth that would not result in the interception of existing aquifers or penetration of the existing water table. The potential for depletion of groundwater supplies or interference with groundwater recharge would be further reduced with the following applicable Regulatory Compliance Measures (RCM) RC-WQ-3, as described in Section IX.b. Therefore, impact would be less than significant.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project would substantially alter the drainage pattern of an existing stream or river such that substantial erosion or siltation on- or off-site would occur. There are no streams or rivers located in the project vicinity. The Project Site has already been disturbed as it is currently developed with a single-story commercial</p>	

Impact?	Explanation	Mitigation Measures
	<p>building, built in 1960, and a surface parking lot. Though the proposed construction of an 85-unit mix-use development, and accessory garden and hiking trails will result in a site which will be mostly impervious, any storm water or runoff irrigation waters generated by the amount of impermeable surfaces resulting from the development of the project would continue to flow to the City's storm drain system. Additionally, the potential to alter an existing drainage pattern would be further reduced with the following applicable Regulatory Compliance Measures (RCM) RC-WQ-3 and WQ-4, as described in Section IX.a. Accordingly, as proposed and in conjunction with the above RCMs, impacts the alteration of drainage patterns and on- or off-site erosion or siltation would be less than significant.</p>	
<p>d. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the Proposed Project would substantially alter the drainage pattern of the existing site or area, including through the alteration of the course of a stream or river such that flooding on- or off-site would occur. There are no streams or rivers located in the project vicinity. The Project Site has already been disturbed as it is currently developed with a single-story commercial building, built in 1960, and a surface parking lot. Though the proposed construction of an 85-unit mix-use development, and accessory garden and hiking trails will result in a site which will be mostly impervious, any storm water or runoff irrigation waters generated by the amount of impermeable surfaces resulting from the development of the project would continue to flow to the City's storm drain system. Additionally, the potential to alter an existing drainage pattern would be further reduced with the following applicable Regulatory Compliance Measures (RCM) RC-WQ-3 and WQ-4, as described in Section IX.a. Accordingly, as proposed and in conjunction with the above RCMs, impacts the alteration of drainage patterns and on- or off-site flooding would be less than significant.</p>	

Impact?	Explanation	Mitigation Measures
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e.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project created or contributed runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional source of polluted runoff. Site-generated surface water runoff would continue to flow to the City's storm drain system. The proposed construction of an 85-unit mix-use development, and accessory garden and hiking trails will result in a site that will be mostly impervious. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, water runoff after development would not exceed the capacity of existing or planned drainage systems. However, any project that creates, adds or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Storm water Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. The potential to exceed the storm water drainage system capacity would be further reduced with the following applicable Regulatory Compliance Measures (RCM) RC-WQ-3 and WQ-4, as described in Section IX.a. Therefore, in conjunction with compliance with the above regulations and RCMs, impacts related to existing storm drain capacities or water quality would be less than significant.</p>	
f.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the Proposed Project would substantially degrade water quality. The Proposed Project includes the construction of a mixed-use development containing 85 residential units and approximately 2,500 square feet of ground floor commercial uses over one level of subterranean parking, and accessory gardens and hiking trails does not include potential sources of contaminants, and would comply with all federal, state and local regulations governing storm water discharge. The potential for water quality degradation would be further reduced with the following applicable Regulatory Compliance Measures (RCM) RC-WQ-1, WQ-3 and WQ-4, as described in Section IX.a. Therefore, in conjunction with compliance with the above regulations</p>	

Impact?	Explanation	Mitigation Measures
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		and RCMs, impacts related to water quality would be less than significant.	
g.	NO IMPACT	A significant impact would occur if the Proposed Project placed housing within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the Project Site is not located within a 100-year or 500-year floodplain. Therefore, no impact related to housing in a flood zone would occur.	
h.	NO IMPACT	A significant impact would occur if the Proposed Project placed structures within a 100-year or 500-year floodplain which would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the Project Site is not located within a 100-year or 500-year floodplain. Therefore, no impact related to structures in a flood zone would occur.	
i.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the Proposed Project exposed people or structures to a significant risk of loss, injury or death involving flooding. The Project Site and surrounding areas are not located within a flood hazard area. Accordingly, the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, no impact related to flooding would occur.	
j.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the Proposed Project would be susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The Project Site is not located within a potential Tsunami Inundation area, and is over 17 miles northeast of the Pacific Ocean. In addition, the Grading Division of the Department of Building and Safety (DBS) issued a Geology and Soils Report Approval Letter (Log No. 98717-01), dated November 21, 2017, which	

Impact?	Explanation	Mitigation Measures
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conditioned that with the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to remove water from areas that collect surface water or groundwater and to prevent possible hydrostatic pressure behind the wall and specific impacts as related to mudflow. Therefore, in conjunction with the above RCM, impacts related to inundation by seiche, tsunami, or mudflow would be less than significant.

**X. LAND USE AND PLANNING**

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. The Proposed Project is located on two, contiguous interior lots surrounded by residential and commercial uses. The project would not propose the placement of a new roadway or other physical barriers which could physically divide an established community; would not involve any street vacation or closure, or result in development of new thoroughfares or highways; nor would a separation of uses or disruption of access between land use types would occur as a result of this Proposed Project. Further, the construction of a new mixed-use infill development in an urbanized area in Los Angeles would not divide an established community. Therefore, impacts would be less than significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the Project Site, and would cause adverse environmental effects, which the General Plan and Zoning Ordinance are designed to avoid or mitigate. The Project Site is zoned [Q]C2-1VL, [Q]RE20-1D and [Q]A1-1XLD, and designated for General Commercial, Very Low Residential, and Open Space land uses, respectively, by the Northeast Los Angeles Community Plan. Per Ordinance No. 173141-SA6757A, the Q Condition of the [Q]C2-1VL Zone prohibits 100% residential projects and limits the residential density of mixed-use projects to the RD1.5 Zone. Per Ordinance No. 180403, the Q Conditions and D</p>	

Impact?	Explanation	Mitigation Measures
	<p>Limitations in the [Q]RE20-1D and [Q]A1-XLD Zones limit the Project to the regulations contained in the Northeast Hillside Ordinance. The Proposed Project requests a Conditional Use to allow an density bonus increase of 340 percent over the [Q]C2-1VL-zoned lot, to allow 85 dwelling units in lieu of the otherwise permitted base density of 25 dwelling units; a Density Bonus for a project reserving 100 percent of the dwelling units for a mix of Extremely Low, Very Low and Low Income Households, and Very Low Income Households for Seniors and Disabled Veterans, with two (2) market-rate managers units, in conjunction with Parking Option 2 and the following three (3) off-menu incentives: (a) A 3:1 Floor Area Ratio (FAR) in lieu of the otherwise permitted 1.5:1 FAR for the [Q]C2-1VL Zone; (b) a 55-foot, four-story building in lieu of a maximum 45-foot, three-story building for a mixed-use building in the [Q]C2-1VL Zone; and (c) a 55-foot transitional height, in lieu of the 25-foot transitional height limitation for a C2-zoned lot abutting an RE20-zoned lot; (3) an off-menu waiver of development standards to allow a zero-foot rear yard setback along the [Q]C2-1VL and [Q]RE20-1D zone boundary; and a Zone Variance to allow hiking trails and garden uses within the [Q]RE20-1D Zone, as an accessory use to the mixed-use development located within the [Q]C2-1VL Zone, for which the decision makers will determine whether discretionary requests will conflict with applicable plans/policies. Other than the requested entitlements, the project is otherwise compliant with the development regulations pursuant to the Los Angeles Municipal Code and the allowable land uses as set forth by the General Plan. Therefore, impacts would be less than significant.</p>	
c. NO IMPACT	<p>A significant impact would occur if the Proposed Project were located within an area governed by a habitat conservation plan or natural community conservation plan. The Project Site is not located within a significant ecological area, nor is it located in the vicinity of a significant ecological area that may require protection. Moreover, the Project Site is not located within one of the California Regional Conservation Plans, as</p>	

Impact?	Explanation	Mitigation Measures
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designated by the Department of Fish and Wildlife Natural Community Conservation Planning program. Last, according to the California Department of Fish and Wildlife California Regional Conservation Plans Map, no Habitat Conservation Plans have been developed for any areas within or surrounding the Project Site. Therefore, no impact would occur.

**XI. MINERAL RESOURCES**

a.	NO IMPACT	A significant impact would occur if the Proposed Project would 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. The Project Site is not classified by the City as containing significant mineral deposits. The Project Site is currently designated for General Commercial, Very Low Residential and Open Space land uses, and not as a mineral extraction land use. In addition, the Project Site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the Proposed Project would not result in the loss of availability of any known, regionally-valuable mineral resource, and no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the Proposed Project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The Project Site is not classified by the City as containing significant mineral deposits. The Project Site is currently designated for General Commercial, Very Low Residential and Open Space land uses, and not as a mineral extraction land use. In addition, the Project Site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the Proposed Project would not result in the loss of availability of any known, locally-valuable mineral resource recovery site, and no impact would occur.	

**XII. NOISE**

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the Proposed Project exposed people to or generated noise levels in excess of standards established in the local General Plan, Noise Ordinance, or applicable standards of other agencies. The City of Los Angeles has established policies and regulations concerning the generation	
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Impact?	Explanation	Mitigation Measures
	<p>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 area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Given that the Project Site is located in a neighborhood that contains residential uses, it has the potential to expose people to construction noise, which will cause a temporary increase in ambient noise levels. However, the construction activities related to the project 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 also comply with the City of Los Angeles General Plan Noise Element. The potential for excessive noise would be further reduced with the following applicable Regulatory Compliance Measure (RCM) RC-NO-1, which requires compliance with the City of Los Angeles Noise Ordinance No. 161,574 and any subsequent ordinances which prohibits the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. Therefore, in conjunction with the above RCM, impacts related to excessive noise would be to less than significant.</p>	
b. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project exposed people or generated excessive ground borne vibration or noise levels. Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. Though high levels of vibration may cause physical personal injury or damage to buildings, vibrations rarely affect human health. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The project is surrounded by noise-sensitive receptors such as single and multi-family residential uses. The Proposed Project includes the</p>	

Impact?	Explanation	Mitigation Measures
	<p>construction of a mixed-use development containing 85 residential units and approximately 2,500 square feet of ground floor commercial uses over one level of subterranean parking, and accessory gardens and hiking trails, which will expose neighboring residents to a temporary increase in ground borne vibration. However, 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. The Proposed Project will comply with the setback requirements between the subject property and adjoining properties that are not part of the Project Site. Further, the vibrations created by the construction is temporary only and impacts would be further reduced with the following applicable Regulatory Compliance Measure (RCM) RC-NO-1 as described in Section X11.b. Therefore, in conjunction with the RCM above, impacts related construction vibration would be less than significant.</p>	
c. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. The Proposed Project includes the construction of a mixed-use development containing 85 residential units and approximately 2,500 square feet of ground floor commercial uses over one level of subterranean parking, and accessory gardens and hiking trails, which will result in a permanent increase in ambient noise typical of mixed-use developments. For instance, new stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. However, the design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. With implementation of the regulations that address rooftop mechanical equipment, and in conjunction with the following applicable Regulatory Compliance Measure (RCM) RC-NO-1 as described in Section X11.b, impacts related to a</p>	

Impact?	Explanation	Mitigation Measures
		substantial permanent increase for nearby sensitive receptors would be to less than significant.
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project resulted in substantial temporary or periodic increase in ambient noise levels. The anticipated increase in noise levels during construction could be audible to the noise-sensitive uses in the vicinity of the project, including the single- and multi-family residences located northwest of the site. However, the duration of the construction activities are expected to be short-term and regulated by the Los Angeles Municipal Code Section 41.40. In conjunction with the following applicable Regulatory Compliance Measure (RCM) RC-NO-1 as described in Section X11.b, impacts related to temporary or periodic noise increases related to construction and operational noise and vibration would be less than significant.
e.	NO IMPACT	A significant impact would occur if the Proposed Project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The Proposed Project is not located within two miles of a public airport or public use airport. The nearest public airport is the Bob Hope Airport in Burbank, approximately 12 miles northwest of the Project Site. In addition, the Project Site is outside of the Los Angeles International Airport Land Use Plan. Accordingly, the Proposed Project would not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport and no impact would occur.
f.	NO IMPACT	A significant impact would occur if the Proposed Project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The Proposed Project is not located within the vicinity of a private airstrip. Accordingly, the Proposed Project would not expose people working or residing in the project area to excessive noise levels from a private airstrip and no impact would occur.
<b>XIII. POPULATION AND HOUSING</b>		

Impact?	Explanation	Mitigation Measures
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a.	LESS THAN SIGNIFICANT IMPACT	<p>A potentially significant impact would occur if the Proposed Project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The project would result in a net increase of 85 dwelling units located in an urbanized area. The increase in residential population resulting from the Proposed Project would not be considered substantial in consideration of anticipated growth for the Northeast Los Angeles 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, which includes 2,500 square feet of commercial uses, 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. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately mitigated in other portions of this document. Therefore, the impacts related to substantial population growth would be less than significant.</p>	
b.	NO IMPACT	<p>A significant impact would occur if the Proposed Project would displace a substantial quantity of existing residences, necessitating replacement housing elsewhere. The Project Site is currently developed with a one-story commercial building and a paved surface parking lot, which would not result in displacement of existing housing. Therefore, no impact would occur.</p>	
c.	NO IMPACT	<p>A significant impact would occur if the Proposed Project would displace a substantial number of people necessitating replacement housing elsewhere. The Project Site is currently developed with a one-story commercial building and a paved surface parking lot, which would not result in displacement of existing people. Therefore, no impact would occur.</p>	

**XIV. PUBLIC SERVICES**

Impact?	Explanation	Mitigation Measures
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a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project resulted in substantial adverse physical impacts associated with the provision or need of new or physically altered government facilities, or the construction of which could cause environmental impacts, in order to maintain acceptable service ratios, response time or performance objectives for fire protection. The Project Site and surrounding area are currently served by Fire Station 47 at 4575 Huntington Drive South (0.6 miles northeast of the Project Site). This is within the 1.5 mile maximum response distance for engine companies for neighborhood land uses. Additionally, Fire Station 16, located at 2011 North Eastern Avenue (approximately 2 miles northwest of the Project Site) is available to provide additional services. The Proposed Project would result in a net increase of 85 dwelling units, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that two fire stations are in close proximity to the Project Site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the Proposed Project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. Therefore, impacts related to capacity and service level, response time and performance objectives for fire protection would be less than significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the project resulted in substantial adverse physical impacts associated with the provision or need of new or physically altered government facilities, or the construction of which could cause environmental impacts, in order to maintain acceptable service ratios, response time or performance objectives for police protection. The Proposed Project would result in a net increase of</p>	

Impact?	Explanation	Mitigation Measures
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85 dwelling units and could increase demand for police service. The Project Site and the surrounding area are currently served by LAPD's Hollenbeck Division, located at 2111 East 1st Street (approximately 2.61 miles southwest 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. Therefore, impacts related to capacity and service level, response time and performance objectives for police protection would be less than significant.

c. LESS THAN SIGNIFICANT IMPACT

A significant impact would occur if the project resulted in substantial adverse physical impacts associated with the provision or need of new or physically altered government facilities, or the construction of which could cause environmental impacts, in order to maintain acceptable service ratios, response time or performance objectives for schools. Substantial employment or population growth could generate a demand for school facilities that would exceed the capacity of the school district. Consequently, the proposed 85-unit mixed-use development could increase enrollment at schools that service the area. The potential for any environmental impacts related to schools would be further reduced with the following applicable Regulatory Compliance Measure (RCM), RC-PS-1 which, pursuant to California Government Code Section 65995, requires the applicant to pay applicable school facility development fees prior to the issuance of a building permit. Therefore, in conjunction with the above RCM, impacts related to capacity and service level, response time and performance objectives for schools would be less than significant.

d. LESS THAN SIGNIFICANT IMPACT

A significant impact would occur if the project resulted in substantial adverse physical impacts associated with the provision or need of new or physically altered government facilities, or the construction of which could cause

Impact?	Explanation	Mitigation Measures
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environmental impacts, in order to maintain acceptable service ratios, response time or performance objectives for parks. 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 Proposed Project would result in a net increase of 85 dwelling units, which could result in increased demand for parks and recreation facilities. However, the Project would provide over 9,500 square feet of project amenities and usable open space to support the housing development project, not including proposed accessory gardens and hiking trails to the rear of the Project Site, which may reduce the demand for park space created by the Proposed Project. Through a combination of on-site amenities and existing parks in the area, additional demands resulting from the project would be met. The potential for any substantial or accelerated physical deterioration of a regional park or recreational facility would be further reduced with the following applicable Regulatory Compliance Measure (RCM), RC-PS-2 which, pursuant to LAMC Section 21.10, requires the applicant to pay a Dwelling Unit Construction Tax for the construction of an apartment buildings which will be placed into a "Park and Recreational Sites and Facilities Fund" to be used exclusively for the acquisition and development of park and recreational sites. Therefore, as proposed and in conjunction with the above RCM, impacts related to capacity and service level, response time and performance objectives for parks would be less than significant.

e. LESS THAN SIGNIFICANT IMPACT

A significant impact would occur if the project resulted in substantial adverse physical impacts associated with the provision or need of new or physically altered government facilities, or the construction of which could cause environmental impacts, in order to maintain acceptable service ratios, response time or performance objectives for public facilities. Substantial employment or population growth could generate a demand for other public facilities, including libraries, which exceed

Impact?	Explanation	Mitigation Measures
	<p>the capacity available to serve the Project Site. Consequently, the proposed 85-unit mixed-use development could increase demand for library services and resources of the Los Angeles Public Library System. However, the Proposed Project would not create substantial capacity or service level problems that would require the provision of new or physically altered public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, impacts related to capacity and service level, response time and performance objectives for public facilities would be less than significant.</p>	

**XV. RECREATION**

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. 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 Proposed Project would result in a net increase of 85 dwelling units, which could result in increased demand for parks and recreation facilities. However, the Project would provide over 9,500 square feet of project amenities and usable open space to support the housing development project, not including proposed accessory gardens and hiking trails to the rear of the Project Site, which may reduce the demand for park space created by the Proposed Project. Through a combination of on-site amenities and existing parks in the area, additional demands resulting from the project would be met. The potential for any substantial or accelerated physical deterioration of a regional park or recreational facility would be further reduced with the following applicable Regulatory Compliance Measure (RCM), RC-PS-2 which, pursuant to LAMC Section 21.10, requires the applicant to pay a Dwelling Unit Construction Tax for the construction of an apartment building which will be placed into a "Park and Recreational Sites and Facilities Fund" to be used</p>	
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Impact?	Explanation	Mitigation Measures
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		exclusively for the acquisition and development of park and recreational sites. Accordingly, as proposed and in conjunction with the above RCM, impacts related to deterioration of park facilities would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project included recreational facilities or required the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. As discussed above, 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 Proposed Project would result in a net increase of 85 dwelling units, which could result in increased demand for parks and recreation facilities. However, the Project would provide over 9,500 square feet of project amenities and usable open space to support the housing development project, not including proposed accessory gardens and hiking trails to the rear of the Project Site, which may reduce the demand for park space created by the Proposed Project. Through a combination of on-site amenities and existing parks in the area, additional demands resulting from the project would be met. The potential for recreational facilities having adverse impacts on the environment would be further reduced with the following applicable Regulatory Compliance Measure (RCM), RC-PS-2, as described in Section XV.a. Accordingly, as proposed and in conjunction with the above RCM, impacts related to recreational facilities would be less than significant.</p>	

**XVI. TRANSPORTATION/TRAFFIC**

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The Los Angeles Department of Transportation (LADOT) reviewed the traffic analysis prepared by Linscott, Law &amp; Greenspan Engineers, dated December 13, 2016 and updated on December 19, 2017. Future traffic has been analyzed for impact at four critical signalized</p>	
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Impact?	Explanation	Mitigation Measures
	<p>intersections: Huntington Drive North/Esmeralda Street, Mission Road, Soto Street – Supreme Court, Mission Road/Broadway and Huntington Drive North/Radium Drive – Huntington Drive South. The Project is estimated to generate a net increase of approximately 55 trips per hour in the a.m. and 52 trips per hour in the p.m. peak hour. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, LADOT measured the significance of the impacts in terms of change to the volume-to-capacity (V/C) ratio with the proposed project. Based on LADOT traffic impact criteria, the proposed project is not expected to generate significant traffic impacts at any of the four intersections identified for detailed analysis as shown on LADOT's letter dated January 4, 2017. Therefore, impacts would be less than significant.</p>	
<p>b. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact may occur if the Proposed Project individually or cumulatively exceeded the service standards of the Los Angeles County Metropolitan Transportation Authority (Metro) Congestion Management Program (CMP). This program was created Statewide as a result of Proposition 111 and has been implemented locally by Metro. The CMP for Los Angeles County requires that the traffic impacts of individual development projects of potential regional significance be analyzed. Specific arterial roadways and all State highways comprise the CMP system, and a total of 164 intersections are identified for monitoring throughout Los Angeles County. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add more than 50 trips during either the a.m. or p.m. peak hours. The Los Angeles Department of Transportation (LADOT) reviewed the traffic analysis prepared by Linscott, Law &amp; Greenspan Engineers, dated December 13, 2016 and updated on December 19, 2017, which included a freeway impact analysis prepared in accordance with the State-mandated Congestion Management Program (CMP) administered by the Los Angeles County Metropolitan Transportation Authority (MTA). According to the analysis, the Project would not result in significant traffic impacts on any</p>	

Impact?	Explanation	Mitigation Measures
	<p>of the evaluated CMP freeway and intersection monitoring locations. Furthermore, LADOT confirmed in their letter dated January 4, 2017 that no additional freeway analysis is required. Therefore, impacts would be less than significant.</p>	
c. NO IMPACT	<p>A significant impact would occur if the Proposed Project would cause a change in air traffic patterns that would result in a substantial safety risk. The Proposed Project does not include an aviation component or include features that would interfere with air traffic patterns. Therefore, no impact would occur.</p>	
d. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<p><b>A significant impact would occur if the Proposed Project would substantially increase an existing hazardous design feature or introduce incompatible uses to the existing traffic pattern. The Proposed Project includes the construction of a mixed-use development containing 85 residential units and approximately 2,500 square feet of ground floor commercial uses over one level of subterranean parking, and accessory gardens and hiking trails. The proposed project would not include unusual or hazardous design features and the proposed project is compatible with existing uses. However, the Project Site is located 0.18 mi from Huntington Elementary School, and may have potentially significant impacts on pedestrians on the street during construction phases. With implementation of the referenced mitigation measures, the potential impacts related to hazards would be reduced to less than significant.</b></p>	<p><b>XVI 0, XVI-40, XVI-80</b>  <b>Requiring that the developer maintain on-going contact with Huntington Elementary administrators in regards to construction activity near the school; submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation, install traffic signs; and plan construction and construction staging around pedestrian access, will reduce potentially significant impacts related to the hazardous design features to less than significant.</b></p>
e. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact may occur if the project design threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses. The nearest emergency/disaster route to the Project Site is Huntington Drive North, less than 200 feet west of the Project Site (City of Los Angeles, General Plan Safety Element Exhibit H, Critical Facilities &amp; Lifeline Systems, 1996). The Proposed Project would not require the closure of any public or private streets and would not impede emergency vehicle access to the Project Site or surrounding area. Additionally, emergency access to and</p>	

Impact?	Explanation	Mitigation Measures
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from the Project Site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). The project will utilize, during the construction phases, various types of construction vehicles, and trucks for the export of soil. Temporary construction activities and the hauling of soils for export may result in impaired emergency access. However, the project will be required to obtain a haul route approval which will minimize cumulative traffic and congestion impacts. Therefore, impacts related to inadequate emergency access would be less than significant.

f.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the Proposed Project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The Proposed Project would not require the disruption of public transportation services or the alteration of public transportation routes. Furthermore, the Proposed Project would not interfere with any Class I or Class II bikeway systems. Therefore, no impact would be less than significant.	
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**XVII. TRIBAL CULTURAL RESOURCES**

a.	LESS THAN SIGNIFICANT IMPACT	Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a Proposed Project if the Tribe has submitted a request in writing to be notified of Proposed Projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site. An informational letter was mailed to a total of ten (10) Tribes known to have resources in this area, on December 11, 2017, describing the Project and requesting any information regarding resources that may exist on or near the Project site. On	
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Impact?	Explanation	Mitigation Measures
	<p>December 15, 2017, the Gabrieleno Band of Mission Indians – Kizh Nation (Gabrieleno Tribe) submitted a written request for consultation, stating that the Project Site lies within their ancestral tribal territory and may cause a substantial adverse change in the significance of tribal cultural resources. Consultation began on January 4, 2018, during which the representatives verbally identified that Project Site is proximate to two overlapping historic tribal villages, Otsungna and Hahamonga; and that Huntington Drive South was a trade route, and therefore a cultural resource. The Department of City Planning requested that the Gabrieleno Tribe provide substantial evidence supporting this claim within 14 days of the consultation. No substantial evidence was provided within this time and consultation closed on January 22, 2017. Therefore, impacts would be less than significant.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	Refer to Response to Checklist Question XVII.a.i above.

**XVIII. UTILITIES AND SERVICE SYSTEMS**

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). The Hyperion Treatment Plant (HTP) experiences an average daily flow of 362 million gallons per day (mgd), below a capacity of 450 mgd. As a proportion of total average daily flow experienced by the HTP, the wastewater generation of the Proposed Project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. The potential to exceed wastewater capacity would be further reduced with the following applicable Regulatory Compliance Measure (RCM) RC-WQ-1, which requires that all wastewater from the project be treated according to requirements of the National Pollutant Discharge Elimination System (NPDES) as authorized by the LARWQCB; and that a Storm Water Pollution Prevention Plan (SWPPP) implement construction Best Management Practices (BMP) to ensure that the potential for soil erosion and</p>	
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Impact?	Explanation	Mitigation Measures
	<p>sedimentation is minimized and to control the discharge of pollutants in storm water runoff as a result of construction activities. Therefore, in conjunction with the above RCM, impacts related to wastewater treatment requirements would be less than significant.</p>	
<p>b. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the Proposed Project would increase water consumption or new wastewater treatment facilities or expansion of existing facilities which could cause significant environmental effects. 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 Proposed Project would not be considered substantial in consideration of anticipated growth. The replacement of a 9,750 square foot one-story commercial building with a new mixed-use development containing 85 residential units and 2,500 square feet of commercial floor area 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 Proposed Project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Further, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the Proposed Project, and any upgrades to the wastewater lines in the vicinity of the Project Site that are needed to adequately serve the Proposed Project would be undertaken as part of the project. Any additional impacts related to wastewater treatment facilities would be further reduced with the following applicable Regulatory Compliance Measure (RCM) RC-WQ-1 as described in Section XVIII.a. Therefore, based on the facts herein, and in conjunction with the requirements and above RCM, impacts related to water or</p>	

Impact?	Explanation	Mitigation Measures
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		wastewater infrastructure would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project would require or result in the construction of new storm water drainage facilities or expansion of existing facilities which could cause significant environmental effects. The Proposed Project includes the construction of a mixed-use development containing 85 residential units and approximately 2,500 square feet of ground floor commercial uses over one level of subterranean parking, and accessory gardens and hiking trails, on a site that is currently developed with a single-story commercial building and paved surface parking lot. The amount of impermeable surfaces resulting from the development of the project would significantly change the volume of storm water runoff. However, site-generated surface water runoff would continue to flow to the City's storm drain system. The potential for increasing surface water runoff would be further reduced with the following applicable Regulatory Compliance Measure (RCM) RC-WQ-3, which requires the Applicant to submit a Low Impact Development (LID) Plan and/or Standard Urban Storm water Mitigation Plan to the City of Los Angeles Bureau of Sanitation (BOS) Watershed Protection Division for review and approval. The LID Plan and/or SUSMP shall be prepared consistent with the requirements of the Development Best Management Practices (BMP) Handbook. Therefore, based on the facts herein, and in conjunction with the above RCM, impacts related to existing storm drain capacities would be less than significant.</p>	
d.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project would not have sufficient water supplies available to serve the project from existing entitlements and resources, or would require new or expanded entitlements. 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 Proposed Project would not be considered substantial in consideration of anticipated growth. The replacement of a 9,750 square foot one-story commercial building</p>	

Impact?	Explanation	Mitigation Measures
	<p>with a new mixed-use development containing 85 residential units and 2,500 square feet of commercial floor area 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 Proposed Project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Further, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the Proposed Project, and any upgrades to the wastewater lines in the vicinity of the Project Site that are needed to adequately serve the Proposed Project would be undertaken as part of the project. Any additional impacts related to wastewater treatment facilities would be further reduced with the following applicable Regulatory Compliance Measure (RCM) RC-WQ-1 as described in Section XVIII.a. Therefore, based on the facts herein, and in conjunction with the requirements and above RCM, impacts related to water supplies would be less than significant.</p>	
<p>e. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the wastewater treatment provider which serves or may serve the Proposed Project did not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. 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 Proposed Project would not be considered substantial in consideration of anticipated growth. The replacement of a 9,750 square foot one-story commercial building with a new mixed-use development containing 85 residential units and 2,500 square feet of commercial floor area would be consistent with Citywide growth, and, therefore, the project demand for</p>	



Impact?	Explanation	Mitigation Measures
	<p>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 Proposed Project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Further, prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the Proposed Project, and any upgrades to the wastewater lines in the vicinity of the Project Site that are needed to adequately serve the Proposed Project would be undertaken as part of the project. Any additional impacts related to wastewater treatment facilities would be further reduced with the following applicable Regulatory Compliance Measure (RCM) RC-WQ-1 as described in Section XVIII.a. Therefore, as proposed and in conjunction with the requirements and above RCM, impacts related to water or wastewater infrastructure capacity would be less than significant.</p>	
f. LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the Proposed Project was not served by a landfill with sufficient capacity to accommodate the project's solid waste disposal needs. 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 Proposed Project is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the Proposed Project is anticipated to be hauled to Sunshine Canyon Landfill. The potential for insufficient landfill capacity would be further reduced with the following applicable Regulatory Compliance Measures (RCM) RC-SW-1 which, pursuant to the LAMC, requires that the project provide a designated recycling area which is readily accessible and serves the entire building; RC-SW-2, which requires that the applicant to</p>	

Impact?	Explanation	Mitigation Measures
	<p>salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste can be recycled is diverted from the waste stream to be landfilled; and RC-SW-3 which, in compliance with AB 341, requires that all multifamily development have mandatory recycling and is conducted in accordance with the Project's regular solid waste disposal program. Therefore, in compliance with all federal, State, and local regulations related to solid waste and the above RCMs, impacts related to solid waste disposal needs would be less than significant.</p>	
<p>g. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the Proposed Project did not comply with federal state and local statutes related to solid waste. 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 Proposed Project is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the Proposed Project is anticipated to be hauled to Sunshine Canyon Landfill. The potential for non-compliance with solid waste regulations would be further reduced with the following applicable Regulatory Compliance Measures (RCM) RC-SW-1, SW-2 and SW-3 as described in Section XVIII.f. Therefore, in conjunction with the above RCMs impacts related to compliance with compliance and regulations to solid waste would be less than significant.</p>	
<p><b>XIX. MANDATORY FINDINGS OF SIGNIFICANCE</b></p>		
<p>a. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the project had the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten or 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 period of California history or prehistory. Based on the analysis in this Initial Study, the Proposed Project would</p>	

Impact?	Explanation	Mitigation Measures
	not have the potential to degrade the quality of the environment in any of the ways described above. Therefore, through the implementation and compliance with existing regulations, impacts related to degradation of the environment would be less than significant.	
b. LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	<b>A significant impact may occur if the Proposed Project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the Proposed Project would be less than significant. Implementation of the mitigation measures identified and compliance with existing regulations, impacts would reduce cumulative impacts to less than significant.</b>	<b>XIX-10, XIX-30</b> The conditions outlined in this proposed mitigated negative declaration shall be required as conditions of approval by the decision-making body, therefore no significant impacts nor cumulative impacts will result from this project's implementation.
c. LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the Proposed Project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less than significant levels. Therefore, through the implementation and compliance with existing regulations, impacts related to adverse impacts on human beings either directly or indirectly would be less than significant.	

# MITIGATION MONITORING PROGRAM

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## Biological Resources

### IV-80 Tree Removal (Locally Protected Species)

Environmental impacts may result due to the loss of protected trees on the site. However, these potential impacts will be mitigated to less than significant level by the following measures:

- All protected tree removals require approval from the Board of Public Works.
- Removal of protected native trees shall be replanted on a 4:1 basis, or a total of 20 trees to compensate for the loss of the 5 native trees, consistent with the mitigation map contained in the Arborist Report prepared by James Komen and dated December 21, 2017. This map may be modified in consultation with the city, the landscape designer, and the project arborist.
- The location of trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.
- Bonding (Tree Survival):
  - a. The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new oak tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be exonerated.
  - b. The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

**Enforcement Agency:** Board of Public Works Urban Forestry Division

**Monitoring Agency:** Board of Public Works Urban Forestry Division

**Monitoring Phase:** Pre-Construction, Construction

**Monitoring Frequency:** Once during plan check, once during field inspection

## Geology and Soils

**VI-40 Grading (20,000 Cubic Yards, or 60,000 Square Feet of Surface Area or Greater)**

Impacts will result from the alteration of natural landforms due to extensive grading activities. However, this impact will be mitigated to a less than significant level by designing the grading plan to conform with the City's Landform Grading Manual guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:

- A deputy grading inspector shall be on-site during grading operations, at the owner's expense, to verify compliance with these conditions. The deputy inspector shall report weekly to the Department of Building and Safety (LADBS); however, they shall immediately notify LADBS if any conditions are violated.
- "Silt fencing" supported by hay bales and/or sand bags shall be installed based upon the final evaluation and approval of the deputy inspector to minimize water and/or soil from going through the chain link fencing potentially resulting in silt washing off-site and creating mud accumulation impacts.
- "Orange fencing" shall not be permitted as a protective barrier from the secondary impacts normally associated with grading activities.
- Movement and removal of approved fencing shall not occur without prior approval by LADBS.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during construction

**Action Indicating Compliance:** Issuance of Certificate of Occupancy or Land Use Permit

## Hazards and Hazardous Materials

### VIII-40 Hillside Construction Staging and Parking Plan

- Prior to the hearing for a Haul Route Approval, the applicant shall submit a Construction Staging Plan and a Construction Parking Plan for review and approval by the Board of Building and Safety Commissioners. Each plan shall be designed to prevent the blockage of two-way traffic on streets in the vicinity of the construction site.
- The Construction Staging Plan shall include, but not be limited to: identifying where all construction materials, equipment, machinery, and vehicles will be stored on-site and/or out of the public right-of-way through the grading and construction phases of the project; and identifying the proposed locations of all on-site and off-site staging areas for soil haulers and construction delivery vehicles. This plan shall also include the following:

- No construction equipment or material shall be permitted to be stored within the public right-of-way.
- During the Excavation and Grading phases, only one truck hauler shall be allowed on the site at any one time.
- On substandard hillside streets, only one hauling truck shall be allowed on the street at any time.
- Delivery drivers for construction materials shall be required to follow the designated travel plan or approved Haul Route.
- Truck traffic directed to the project site for the purpose of delivering materials, construction-machinery, or removal of graded soil shall be limited to off-peak traffic hours, Monday through Friday only. No truck deliveries shall be permitted on Saturdays, Sundays, or City Holidays.
- All deliveries during construction shall be coordinated so that only one vendor/delivery vehicle is at the site at one time, and that a construction supervisor is present at such time.
- A radio operator shall be on-site to coordinate the movement of material and personnel, in order to keep the roads open for emergency vehicles, their apparatus, and neighbors.
- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.
- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- No person shall perform grading within areas designated "hillside" unless a copy of the permit is in the possession of a responsible person and available at the site for display upon request.
- Soil import and export activity shall be performed under the continuous inspection of a Registered Deputy Grading Inspector.

- 48-hours prior to start of import or export of soil material, a Registered Deputy Grading Inspector shall notify the LADBS haul route monitoring inspector and provide him with the construction schedule and approved travel route.
- The Registered Deputy Grading Inspector shall be required to keep a log book noting the dates of hauling, the number of trips (i.e. trucks) per day, approved travel route, and operation hours. The inspector shall note loads of import or export soil or demolition material where appropriate. Failure to maintain a log book or discrepancies in the log book may result in suspension or revocation of license of the Registered Deputy Inspector.
- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.
- The Construction Parking Plan shall identify where all contractor, subcontractor, and laborers will park their vehicles so as to prevent blockage of two-way traffic on streets in the vicinity of the construction site.
- During all phases of site development, all construction vehicle parking and queuing related to the project shall be in substantial compliance with the approved Construction Staging and Parking Plans, to the satisfaction of the Department of Building and Safety and the Department of Transportation.

**Enforcement Agency:** Los Angeles Department of Building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-Construction and Construction

**Monitoring Frequency:** Ongoing during construction

**Action Indicating Compliance:** Issuance of Certificate of Occupancy or Land Use Permit

### **Transportation and Traffic**

#### **XVI-0 Public Services (Construction Activity Near Schools)**

Environmental impacts may result from project implementation due to the close proximity of the project to a school. However, the potential impact will be mitigated to a less than significant level by the following measures:

- The developer and contractors shall maintain ongoing contact with administrator of Huntington Drive Elementary School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

**Enforcement Agency:** Los Angeles Department of building and Safety

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing, during construction.

**Action Indicating Compliance:** Issuance of a Certificate of Occupancy

#### **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 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.

**Enforcement Agency:** Los Angeles Department of Building and Safety, Los Angeles Bureau of Engineering, Los Angeles Department of Transportation

**Monitoring Agency:** Los Angeles Department of Building and Safety

**Monitoring Phase:** Pre-Construction

**Monitoring Frequency:** Once, at plan check

**Action Indicating Compliance:** Issuance of building permit.



**XVI-80 Pedestrian Safety**

- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

**Enforcement Agency:** Los Angeles Department of Building and Safety, LADOT, BOE

**Monitoring Agency:** Los Angeles Department of Building and Safety, LADOT

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing

**Action Indicating Compliance:** Issuance of Certificate of Occupancy

**Mandatory Findings of Significance****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.

**XVIII-30 End**

The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document. Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.