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of the County of Los Angeles
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BOARD OF COMMISSIONERS
HOUSING AUTHORITY

March 16, 2010

1-H MARCH 16, 2010

SACHI A. HAMAI
EXECUTIVE OFFICER

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

ALLOCATION OF CITY OF INDUSTRY REDEVELOPMENT HOUSING SET-ASIDE FUNDS AND APPROVAL OF ENVIRONMENTAL DOCUMENTATION FOR NINE AFFORDABLE RENTAL HOUSING DEVELOPMENTS IN THE CITIES OF BELL GARDENS, CLAREMONT, EL MONTE, LOS ANGELES, AND PASADENA
(DISTRICTS 1, 2, 5) (3 VOTES)

SUBJECT

This letter recommends that your Board approve the allocation of City of Industry Redevelopment Housing Set-Aside Funds for nine affordable rental housing developments located within a 15-mile radius of the City of Industry. This letter also recommends approval of related environmental documents.

IT IS RECOMMENDED THAT YOUR BOARD ACTING AS THE GOVERNING BODY OF THE HOUSING AUTHORITY

1. Acting as a responsible agency pursuant to the California Environmental Quality Act (CEQA), certify that the Housing Authority has considered the attached Initial Study/Mitigated Negative Declarations (IS/MND) for the Menlo Family Housing project, the Sunrise Apartments project, and the 28th Street YMCA Residences project, which were prepared by the City of Los Angeles as lead agency; find that the mitigation measures identified in the IS/MNDs for these projects are adequate to avoid or reduce potential impacts below significant levels; and find that the Menlo Family Housing project, the Sunrise Apartments project, and the 28th Street YMCA Residences project will not cause a significant impact on the environment.

2. Acting as a responsible agency pursuant to CEQA, certify that the Housing Authority has considered the attached IS/MND for the Terra Bella project, which was prepared by the City of Bell

Gardens as lead agency; find that the mitigation measures identified in the IS/MND for this project 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.

3. Acting as a responsible agency pursuant to CEQA, certify that the Housing Authority has considered the attached Notices of Exemption for the Hudson Oaks project and the Euclid Villa Transitional Housing project, which were prepared by the City of Pasadena as lead agency; and find that these projects will not cause a significant impact on the environment.

4. Acting as a responsible agency pursuant to CEQA, certify that the Housing Authority has considered the attached Notice of Exemption for the Star Apartments project, 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.

5. Acting as a responsible agency pursuant to CEQA, certify that the Housing Authority has considered the attached Notice of Exemption for the Claremont Village Apartments project, which was prepared by the City of Claremont as lead agency; and find that this project will not cause a significant impact on the environment.

6. Acting as a responsible agency pursuant to CEQA, certify that the Housing Authority has considered the attached Notice of Exemption for the Garvey Court Apartments project, which was prepared by the City of El Monte as lead agency; and find that this project will not cause a significant impact on the environment.

7. Approve loans to developers using City of Industry Redevelopment Housing Set-Aside Funds (Industry Funds) in a total amount of up to $16,036,311 for the development of one multifamily, three mentally ill-special needs, and five senior housing developments, identified in Attachment B, which have been selected through a Notice of Funding Availability issued by the Housing Authority on October 14, 2009.

8. Authorize the Executive Director to negotiate Loan Agreements with the recommended developers, identified in Attachment B, and to execute the Loan Agreements and all related documents, including documents to subordinate the loans to permitted 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.

9. Authorize the Executive Director to execute amendments to the Loan Agreements and any related document, as may be necessary for the implementation of each development, following approval as to form by County Counsel.

10. Authorize the Executive Director to incorporate, as needed, up to $16,036,311 in Industry Funds into the Housing Authority's approved Fiscal Year 2009-10 budget.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The allocation of Industry Funds will finance 395 units of affordable multifamily, special needs, and senior housing at nine developments, identified in Attachment B, within a 15-mile radius of the City of Industry.

FISCAL IMPACT/FINANCING

There is no impact on the County general fund.

The recommended loans will provide a total amount of up to $16,036,311 to construct nine developments. Funds for these loans will be incorporated into the Housing Authority's approved Fiscal Year 2009-10 budget on an as-needed basis.

Final loan amounts will be determined following completion of negotiations with the developers and arrangements with other involved lenders. 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 Covenants, Conditions and Restrictions document.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

Industry Funds consist of tax increment funds collected by the City of Industry's Redevelopment Agency, which have been transferred to the Housing Authority to administer for the development of low- and moderate-income housing. On June 2, 1998, your Board adopted an Allocation and Distribution Plan for the disbursement of Industry Funds in incorporated and unincorporated areas within a 15-mile radius of the City of Industry.

Thirteen previous solicitations for proposals have awarded a total of an estimated $192,913,407 in Industry Funds to 189 developments, created 6,530 units of affordable and special needs housing, and leveraged over $1,640,339,687 in external funds.

On October 14, 2009, a Notice of Funding Availability (NOFA) was issued by the Housing Authority, making available approximately $16,000,000 in Industry Funds for the development of affordable rental housing. Fifteen requests for Industry funds were received by the November 24, 2009 deadline.

Proposals submitted for the NOFA were reviewed by technical consultants and the Housing Authority's Independent Review Panel. Applicants were notified of the scoring results and given seven days to appeal individual scores for procedural or technical errors. Appeals were administratively adjudicated by a Hearing Officer.

The developments recommended for funding awards have met threshold criteria. Only proposals scoring a minimum of 70% of the total overall points, in addition to 70% of the total points for each of the following categories, were considered for an award: (1) Development Feasibility; (2) Supportive Services Plan and Budget; and (3) Design.

The current funding recommendations will provide Industry Funds to developers through Loan Agreements with the Housing Authority, to be executed by the Executive Director, following completion of negotiations and approval as to form by County Counsel. All Loan Agreements will incorporate affordability restrictions and provisions requiring developers to comply with all applicable federal, state, and local laws.

The Loan Agreements will set aside a minimum of 20% of each development's rental units at rates affordable to low-income households earning no more than 50% 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. For special needs housing, a minimum of

35% of the units will be reserved for households with incomes no more than 50% of median income. The Loan Agreements will require that the affordable housing units be set-aside for a period of 57 years.

Attachment B is a complete list of developments recommended for funding at this time. Of the nine developments listed in Attachment B, five received an additional $50,000 each in Industry funds for committing to incorporate optional sustainable building methods under the Energy Efficient Incentive program.

ENVIRONMENTAL DOCUMENTATION

The proposed projects identified in Attachment B have been reviewed by the Housing Authority pursuant to the requirements of CEQA.

As a responsible agency, and in accordance with the requirements of CEQA, the Housing Authority reviewed the IS/MNDs prepared by the City of Los Angeles for the Menlo Family Housing project, the Sunrise Apartments project, and the 28th Street YMCA Residences project, and determined that these projects will not have a significant adverse impact on the environment. The Housing Authority's consideration of the IS/MNDs and filing of the Notices of Determination satisfy the State CEQA Guidelines as stated in Article 7, Section 15096.

As a responsible agency, and in accordance with the requirements of CEQA, the Housing Authority reviewed the IS/MND prepared by the City of Bell Gardens for the Terra Bella project, and determined that this project will not have a significant adverse impact on the environment. The Housing Authority's consideration of the IS/MND and filing of the Notice of Determination satisfy the State CEQA Guidelines as stated in Article 7, Section 15096.

The Hudson Oaks project was determined Categorically Exempt and the Euclid Villa Transitional Housing project was determined Statutorily Exempt from the requirements of CEQA by the City of Pasadena in accordance with State CEQA Guidelines Sections 15301 and 15268. The Housing Authority's consideration of these determinations satisfies the requirements of CEQA.

The Star Apartments project was determined Statutorily Exempt from the requirements of CEQA by the City of Los Angeles in accordance with State CEQA Guidelines Section 15268. The Housing Authority's consideration of this determination satisfies the requirements of CEQA.

The Claremont Village Apartments project was determined exempt from the requirements of CEQA by the City of Claremont in accordance with State CEQA Guidelines Section 15194. The Housing Authority's consideration of this determination satisfies the requirements of CEQA.

The Garvey Court Apartments project was determined exempt from the requirements of CEQA by the City of El Monte in accordance with State CEQA Statute Section 21159.23. The Housing Authority's consideration of this determination satisfies the requirements of CEQA.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The recommended allocation of Industry Funds, totaling up to $16,036,311 for the nine recommended projects, will leverage more than $160,010,773 in additional external resources, approximately 10 times the amount of Industry Funds being recommended for allocation at this time.

A total of 395 affordable units will be financed with Industry funds.

Respectfully submitted,

SEAN ROGAN
Executive Director

SR:cbb:ch

Enclosures

ATTACHMENT A

FUNDING DEMAND AND ALLOCATION

Non-Special Needs Housing Developments

TYPE	CITY OF INDUSTRY DEMAND	ALLOCATION
Seniors	$9,344,060 6 Applications	$8,867,950 5 Developments
Multifamily	$9,332,000 5 Applications	$2,050,000 1 Development:
TOTAL	**$18,676,060** **11 Applications**	**$10,917,950** **6 Developments**

Special Needs Housing

TYPE	CITY OF INDUSTRY DEMAND	ALLOCATION
Mental Illness	$5,118,361 3 Applications	$5,118,361 3 Developments
Transitional Age Youth	$2,000,000 1 Application	
TOTAL	**$7,118,361** **4 Applications**	**$5,118,361** **3 Developments**

ATTACHMENT B

RECOMMENDED ALLOCATIONS - FOURTEENTH NOTICE OF FUNDING AVAILABILITY FOR CITY OF INDUSTRY FUNDS

AFFORDABLE HOUSING DEVELOPMENTS

District	Location	Development/Applicant	Type of Development	No. of Units	Set-Aside Units	Industry Funds Recommended	Local and Other Resources	Total Development Cost
2	Los Angeles	LTSC CDC/Menlo Family Housing	Multifamily	60	59	$ 2,050,000	$ 23,690,806	$ 25,690,806
1	El Monte	Domus LA, LLC & Affordable Housing CDC, Inc./Garvey Court	Seniors	68	67	$ 2,000,000	$ 19,449,083	$ 21,449,083
2	Los Angeles	AMCAL Multi-Housing/Sunrise Apts.	Seniors	46	42	$ 1,373,890	$ 11,809,145	$ 13,133,035
5	Claremont	Jamboree Housing Corp./Claremont Village	Seniors	76	55	$ 1,975,000	$ 21,409,674	$ 23,334,674
1	Bell Gardens	Abode Communities/Terra Bella	Seniors	65	64	$ 2,050,000	$ 16,983,563	$ 18,983,563
5	Pasadena	Abode Communities/Hudson Oaks	Seniors	45	44	$ 1,469,060	$ 15,646,785	$ 17,065,845
				360	331	$ 10,917,950	$ 108,989,056	$ 119,657,006

SPECIAL NEEDS HOUSING DEVELOPMENTS

5	Pasadena	Union Station Homeless Services & Pasadena Housing Alliance/Euclid Villa	Mental Illness	15	14	$ 1,118,361	$ 165,984	$ 1,284,345
2	Los Angeles	Skid Row Housing Trust/Star Apartments	Mental Illness	102	35	$ 2,000,000	$ 29,093,150	$ 31,093,150
2	Los Angeles	Clifford Beers Housing/28th Street YMCA Res.	Mental Illness	48	15	$ 2,000,000	$ 21,762,583	$ 23,762,583
				165	64	$ 5,118,361	$ 51,021,717	$ 56,140,078

TOTAL OF ALL UNITS: 525

TOTAL OF ALL INDUSTRY-FUNDED UNITS: 395

INDUSTRY FUNDS TOTAL: $ 16,036,311

OTHER RESOURCES TOTAL: $ 160,010,773

FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

The 28th Street YMCA Residences Project

1006 E. 28th Street
Los Angeles, CA 90011

Prepared for:

Community Redevelopment Agency of the City of Los Angeles
354 South Spring Street, Suite 700
Los Angeles, California 90013

Prepared By:

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

November 2009

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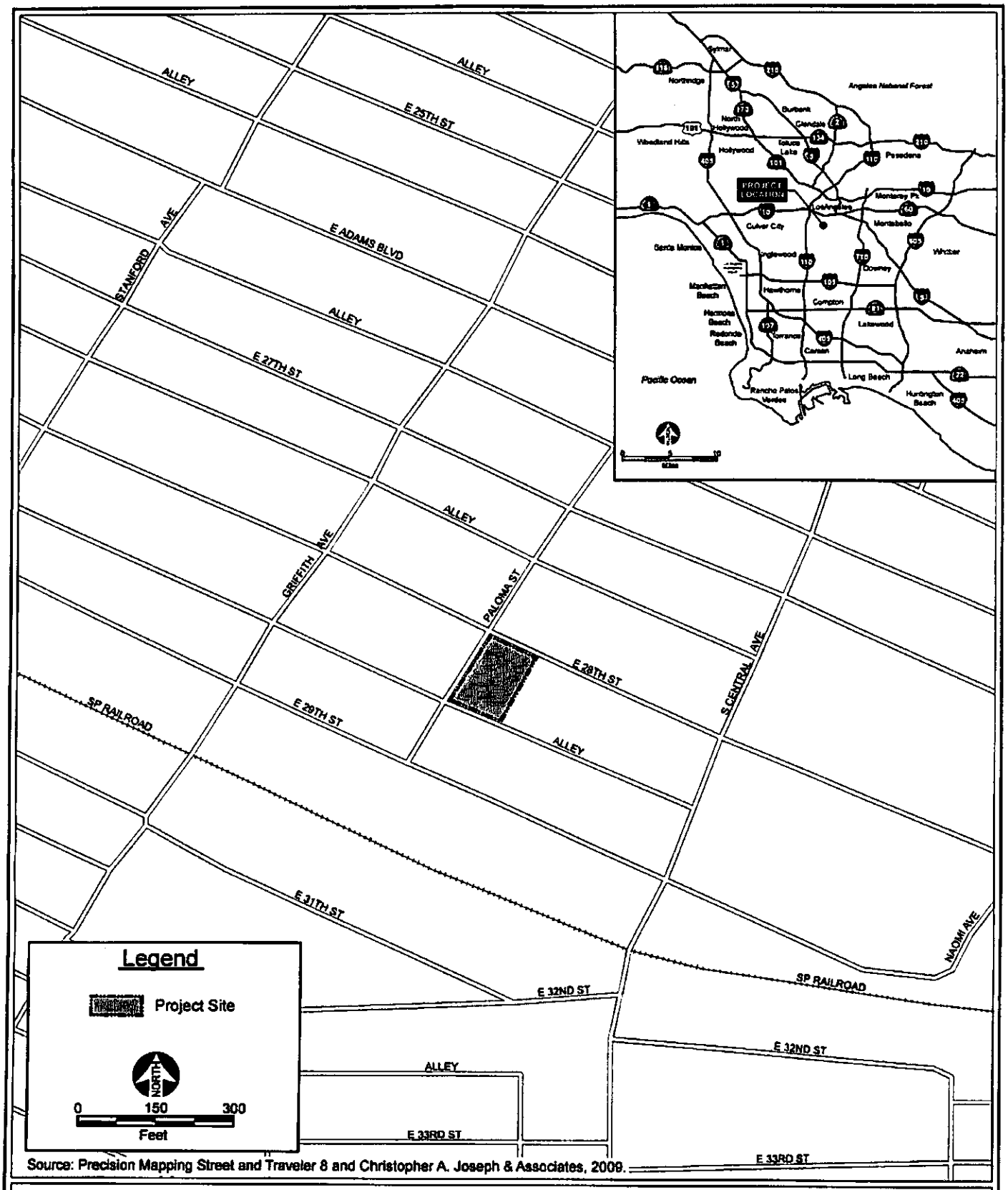

Source: Precision Mapping Street and Traveler 8 and Christopher A. Joseph & Associates, 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 1
Regional and Project Vicinity Map

Source: Google Earth Pro and Christopher A. Joseph & Associates, 2009.

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Figure 2
Aerial Photograph

portion of the building that is currently suitable for use, with the exception of the pool which has been drained, is the ground floor space, which is used by the Coalition for Responsible Community Development as temporary office space.

The Proposed Project involves the rehabilitation of the existing historic building and the addition of approximately 13,362 square feet of building space to accommodate the proposed uses. The new addition would have five levels. The Proposed Project would provide approximately 25 supportive housing units, 23 general affordable units, and one manager unit, for a total of 49 dwelling units. The second through fourth floors of the existing YMCA building would be rehabilitated to provide approximately 24 units, all containing kitchenettes and bathrooms. The addition to the south side of the existing uses would provide the remaining 25 studio units. The ground floor would provide approximately 10,000 square feet of community space, 8,000 square feet of which would be non-profit office space and public recreation area, and 2,000 square feet of which would be tenant-serving common area. In addition, there would be a tenant-serving courtyard area of 1,040 square feet.

Parking for the Proposed Project would be provided on the southern portion of the project site, and would include five parking spaces. Figures 3 through 8 show the site plans for the project site. Exterior elevations and building sections are shown in Figures 9 through 12.

Project Objectives

The objectives of the Proposed Project, as set forth by the project applicant, are as follows:

- To adaptively reuse the historic landmark by rehabilitating it in conformance with Secretary of Interior standards, so that it may once again be of service to the surrounding community.
- To provide affordable supportive housing.
- To provide community services including but not limited to workforce development activities to the surrounding community.

In addition, the Proposed Project will aim to incorporate the following applicable Southeast Los Angeles Community Plan goals, objectives and policies:

- Goal 1: A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.
- Goal 4: Adequate recreation and park facilities which meet the needs of the residents in the plan area.
- Goal 18: A community which preserves and restores the monuments, cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance.
- Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

- Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

- Policy 1-2.1: Locate higher residential densities near commercial centers, light mass transit stations, and major bus routes where public service facilities, utilities, and topography will accommodate this development.

- Objective 1-4: To preserve and enhance neighborhoods with a distinctive and significant historical character.

- Policy 1-4.1: Protect and encourage reuse of the area's historic resources.

- Policy 1-4.3: Preserve architecturally or historically significant features such as designated trees and stone walls and incorporate such features as an integral part of new development when appropriate.

- Objective 1-5: To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

- Policy 1-5.1: Promote greater individual choice in type, quality, price, and location of housing.

- Policy 1-5.2: Ensure that new housing opportunities minimizes displacement of the residents.

- Policy 1-5.6: Ensure that the development of transition housing units and emergency shelters are appropriately located within the Community Plan area.

- Objective 4-1: To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational needs of the community.

- Policy 4-1.1: Preserve the existing recreational facilities and park space.

- Objective 18-1: To ensure that the Plan Area's significant cultural and historical resources are protected, preserved, and/or enhanced.

- Policy 18-1.2: Identify all designated City of Los Angeles Historic and Cultural Monuments in order to foster public appreciation of the City of Los Angeles' valuable historic resources and to promote education of the public by preserving Los Angeles' historic past and to promote that any other appropriate landmarks of unique architectural and historical significance continue to be identified for the purpose of inclusion in the list.

- Objective 18-4: To encourage private owners of historic properties/resources to conserve the integrity of such resources.

- Policy 18-4.1: To assist private owners of historic resources to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

- Policy 18-4.2: Encourage appropriate adaptive reuse of historic resources.

Project Construction

Construction activities associated with the Proposed Project would be undertaken in three separate phases which include interior demolition of the existing project site (in accordance with Secretary of the Interior's guidelines), site preparation, and building construction. The first phase would entail interior demolition of the existing 49 dwelling units that are considered inhabitable. The site preparation phase includes grading the project site and preparing the foundation for the additional building square footage to be constructed. The building construction phase includes construction of the new building and interior renovation of the existing building, hooking up the buildings to utilities, laying irrigation for landscaping, and landscaping the project site. It is anticipated that project construction would take approximately 16 months and would be completed in 2012.

9. **Surrounding land uses and setting: briefly describe the project's surroundings:**

The project site is located in a developed urban area. General land uses in the vicinity of the project site include various residential, commercial, and industrial uses. The Santa Monica (Interstate 10) Freeway is located approximately 0.80 miles north of the project site. The properties to the north, east, and west are zoned for residential uses. The area to the southwest across Paloma Street is zoned for manufacturing uses. Surrounding uses and photos of the project site are shown in Figures 13 through 16.

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement).

The Proposed Project would require discretionary actions (i.e., approval or disapproval) by the Community Redevelopment Agency of Los Angeles (CRA/LA) and the City of Los Angeles Planning Department. This Initial Study is provided as an informational document to inform the general public and the decision-makers of the potential environmental impacts that may occur as a result of the Proposed Project. Implementation of the Proposed Project would require the following discretionary approvals:

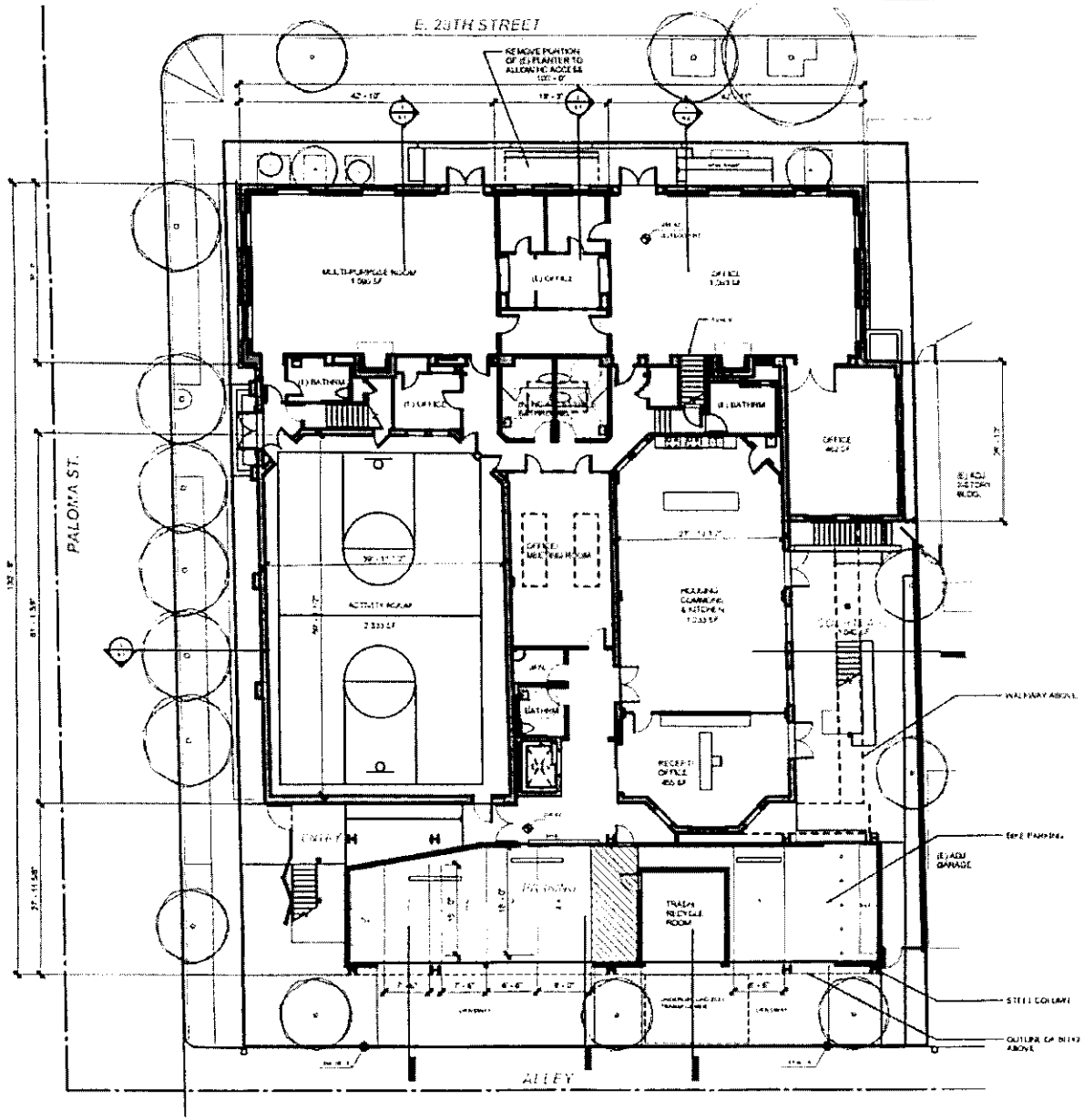
1) CRA/LA approval for permanent loan.

2) Zone Variances pursuant to Los Angeles Municipal Code Section 12.27:

a. From Los Angeles Municipal Code ("LAMC") Section 12.09.1 A to allow a philanthropic institution use (non-profit community service organization and community center) as not otherwise permitted in the RD2-1 Zone;

b. From LAMC Section 12.09.1 B 4 to allow renovation and reconfiguration of 50 guest rooms constructed by right in 1926, including a building addition, for a total of 49 studio units, in lieu of the 8 dwelling units otherwise permitted in the current RD2-1 Zone;

c. From LAMC Section 12.21 A 4 (x) (2) to allow five (5) in lieu of twenty-five (25) parking spaces otherwise required for the studio dwelling units located in a new addition to a designated Historic/Cultural building; and



Source: KoningEizenberg Architecture, 08/17/09.

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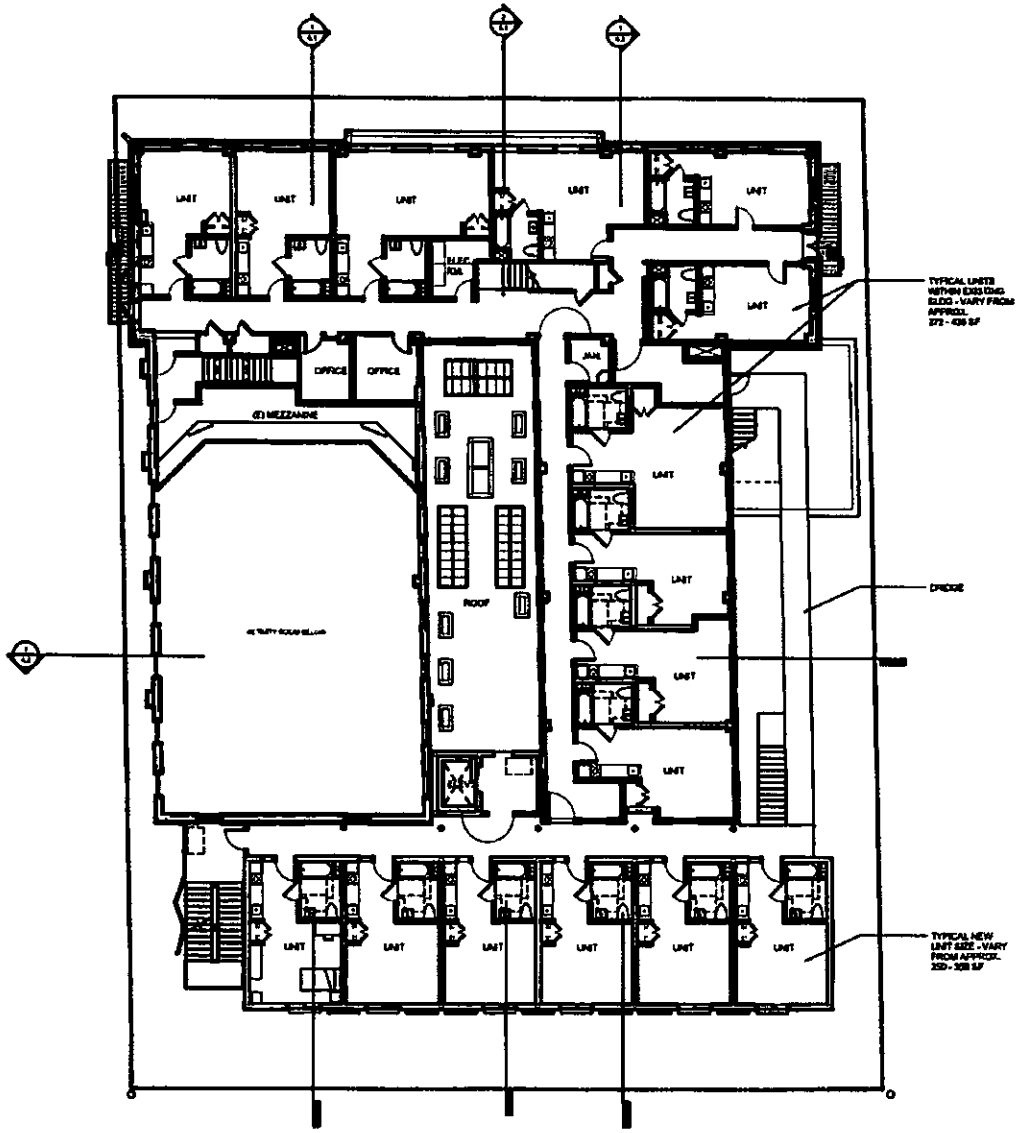
Figure 3
First Floor Plan



Source: KoningEizenberg Architecture, 08/17/09.

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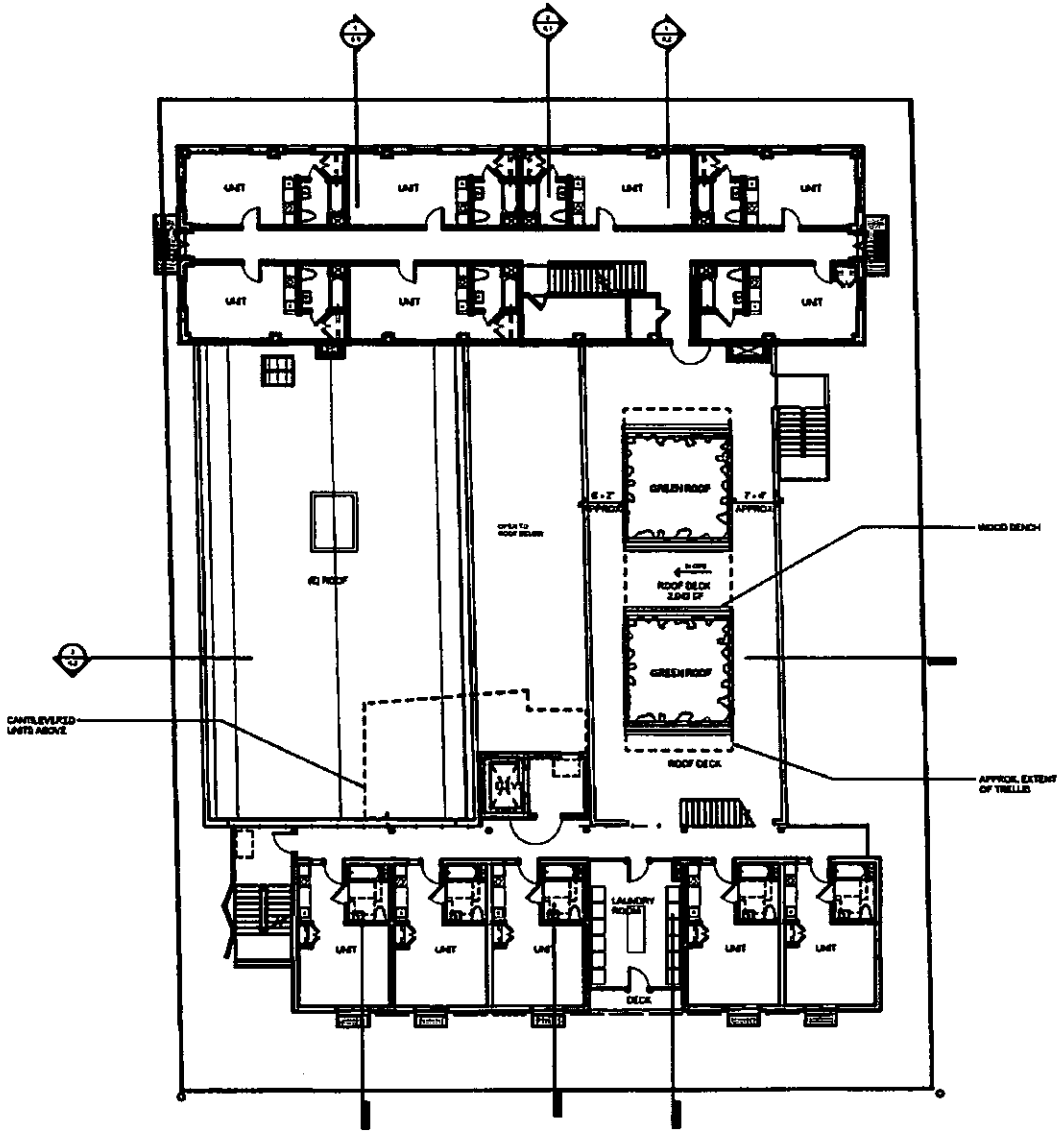
Figure 4
Second Floor Plan



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Feet

Source: KoningEizenberg Architecture, 08/17/09.

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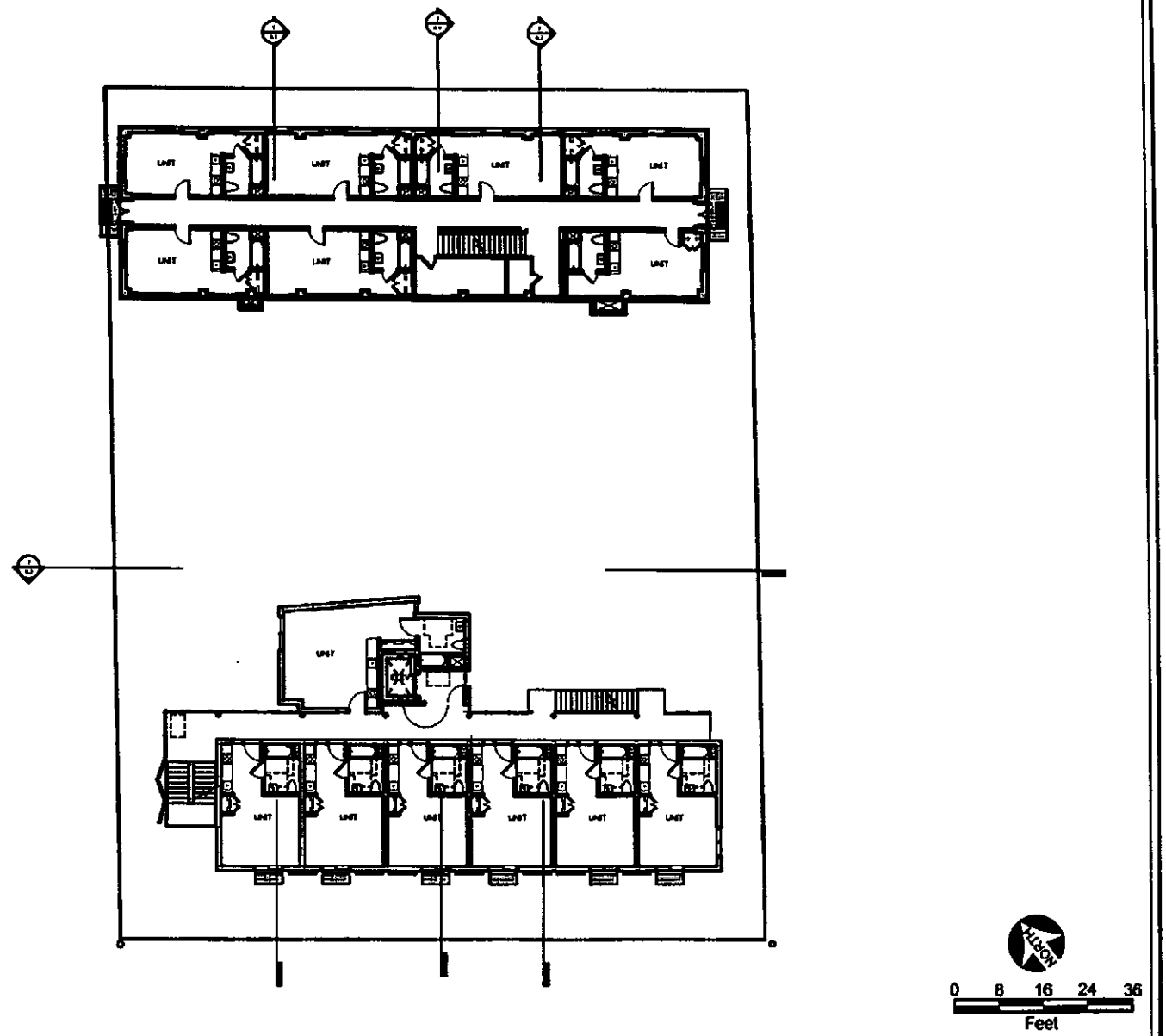
Figure 5
Third Floor Plan



Source: KoningEizenberg Architecture, 08/17/09.

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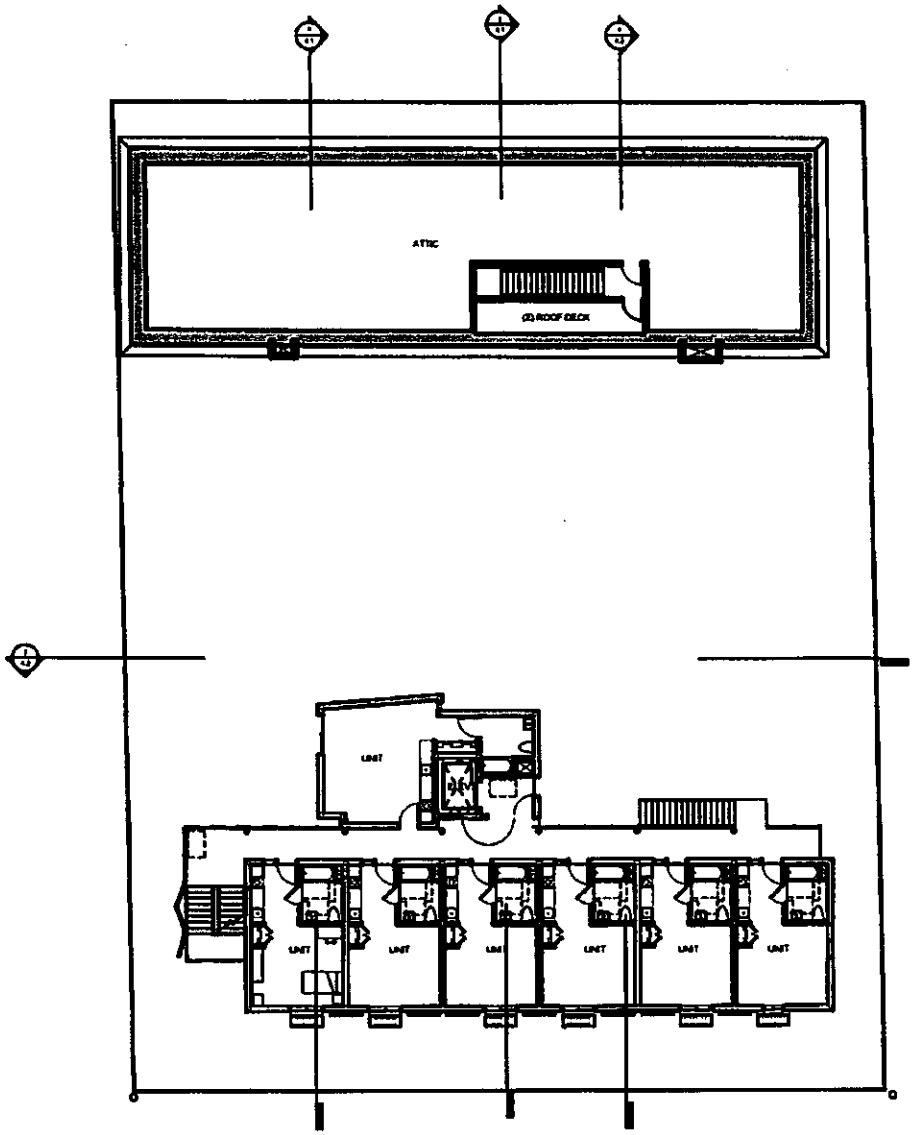
Figure 6
Fourth Floor Plan



Source: KoningEizenberg Architecture, 08/17/09.

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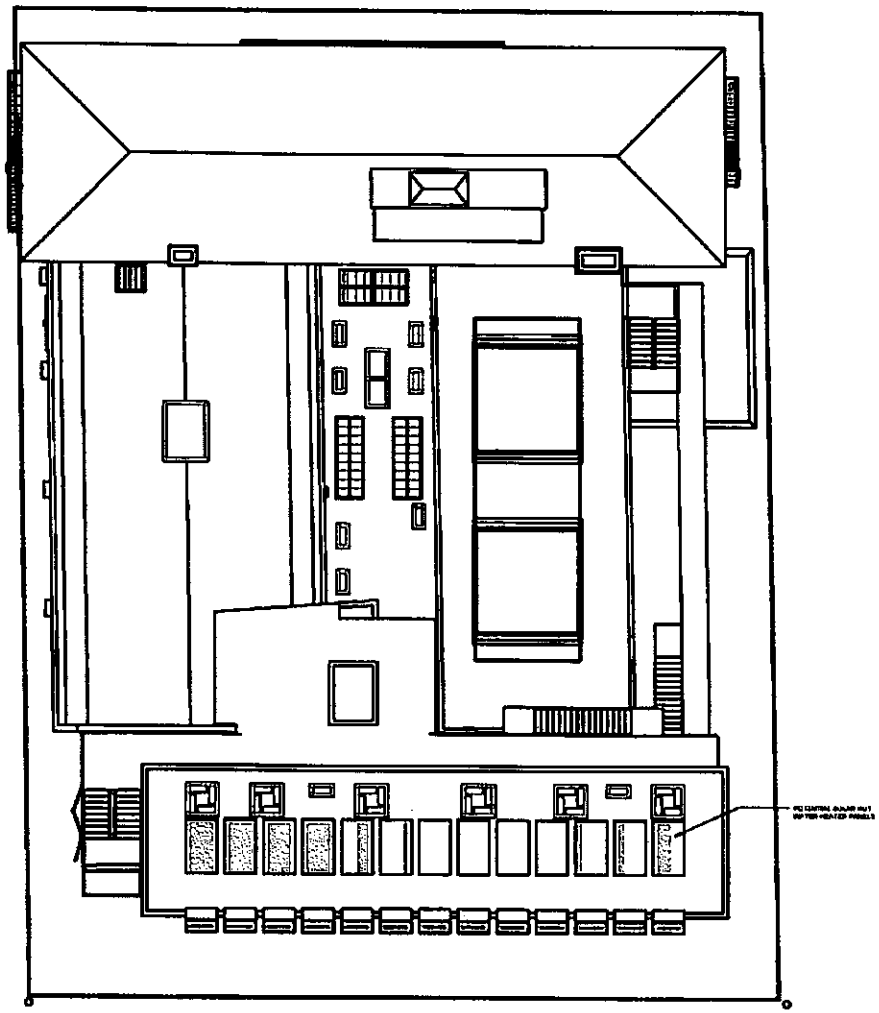
Figure 7
Fifth Floor Plan



Source: KoningEizenberg Architecture, 08/17/09.

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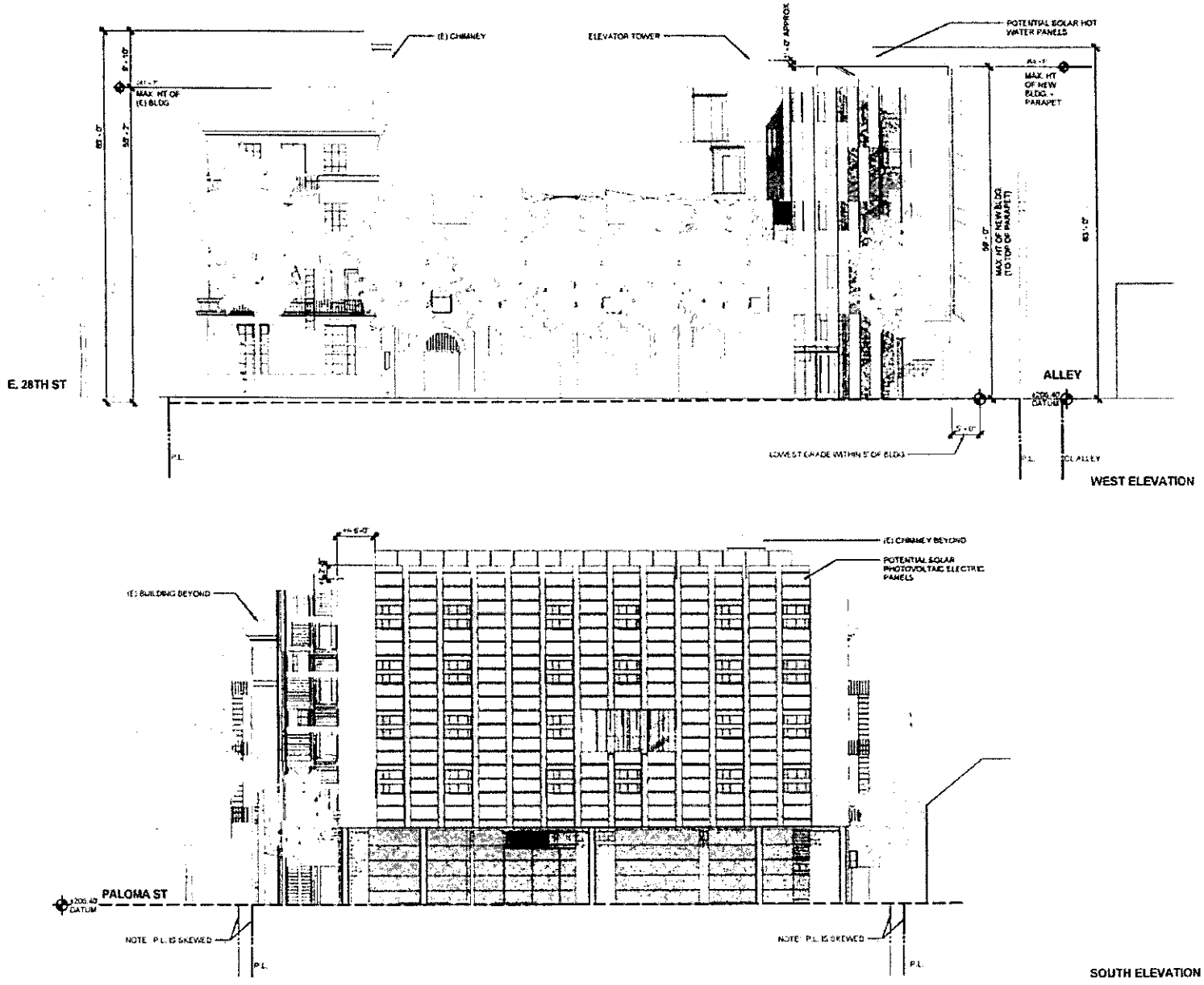
Figure 8
Roof Plan



Source: KoningEizenberg Architecture, 08/17/09.

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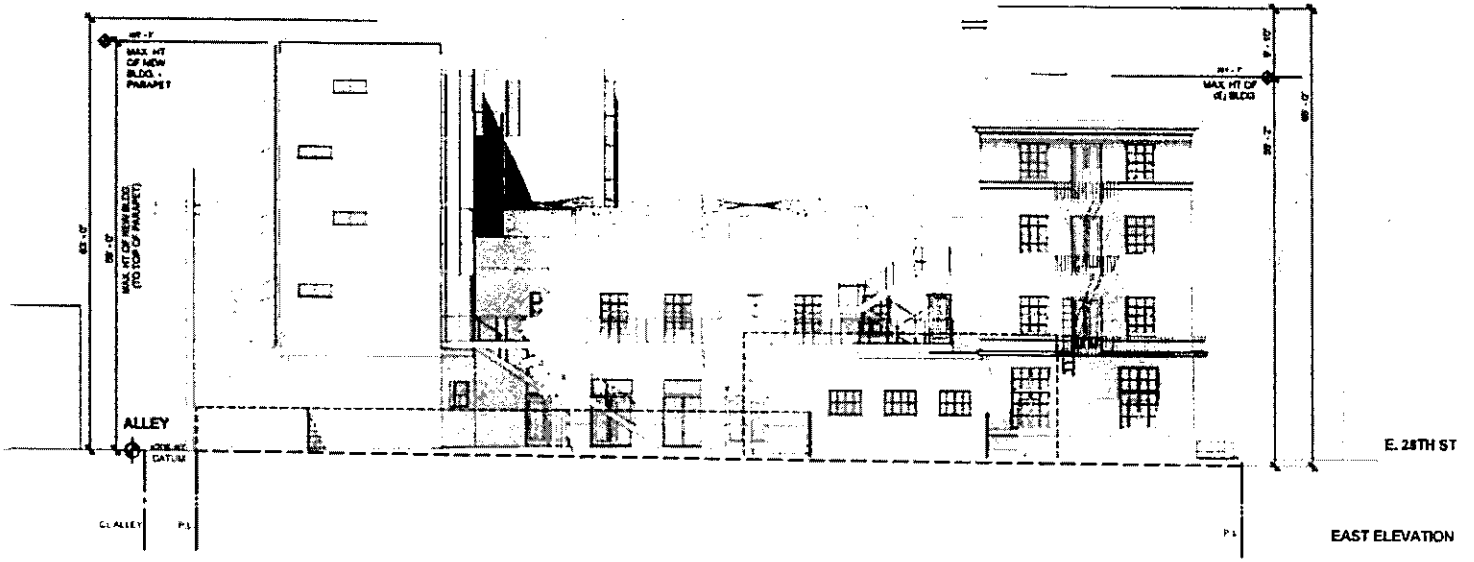
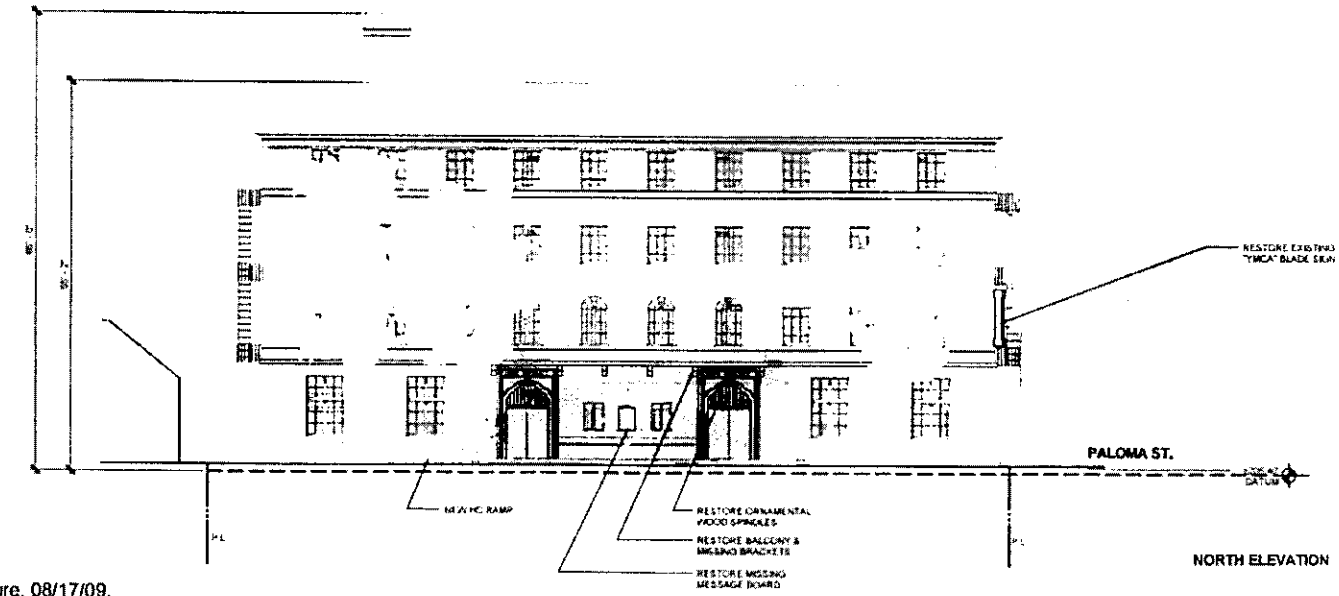
Figure 9
Exterior Elevations
West and South





Source: KoningEizenberg Architecture, 08/17/09.

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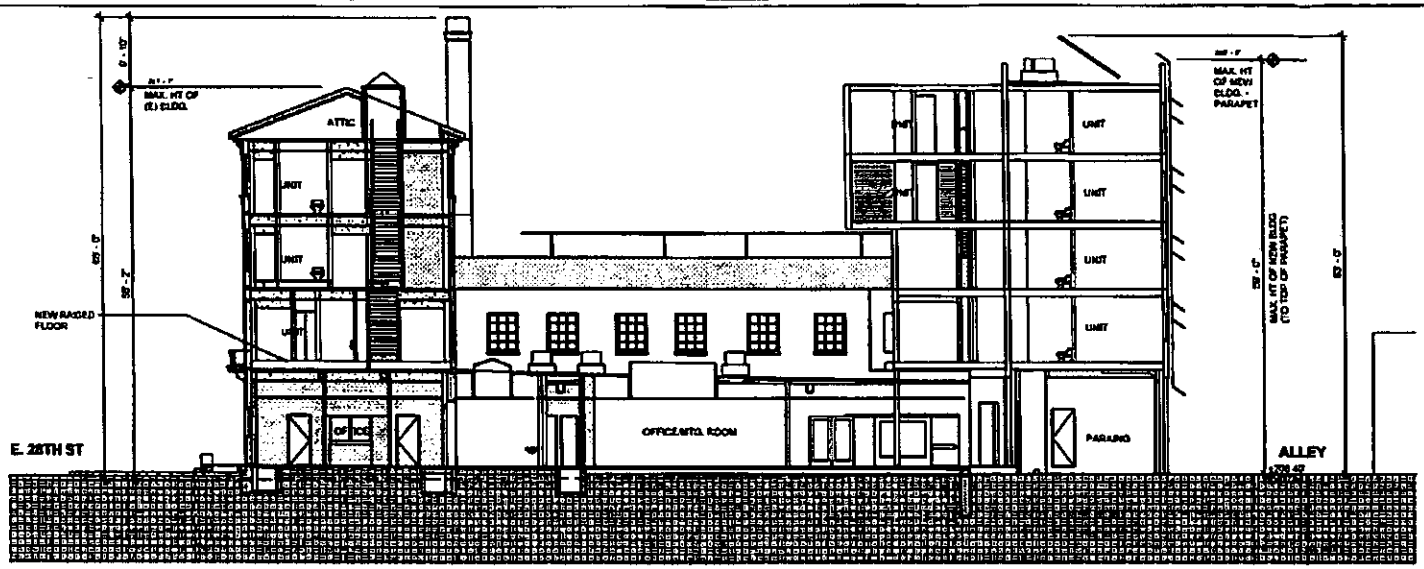
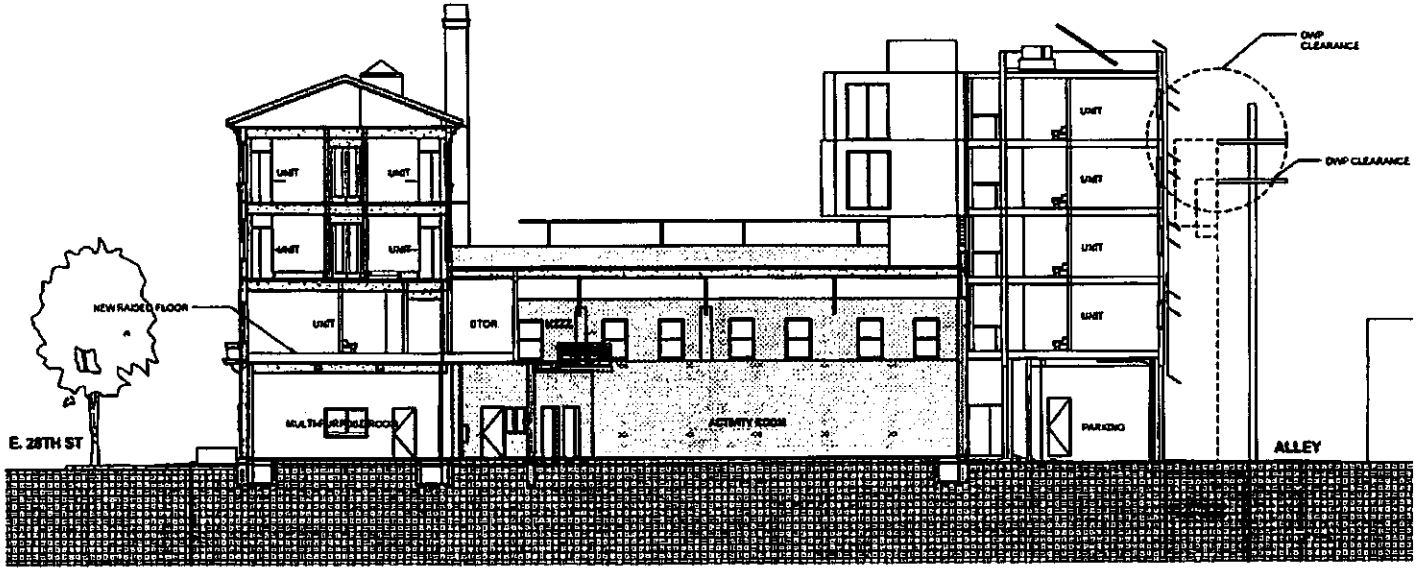
Figure 10
Exterior Elevations
East and North



SECTION B1



SECTION B

Source: KoningEizenberg Architecture, 08/17/09.

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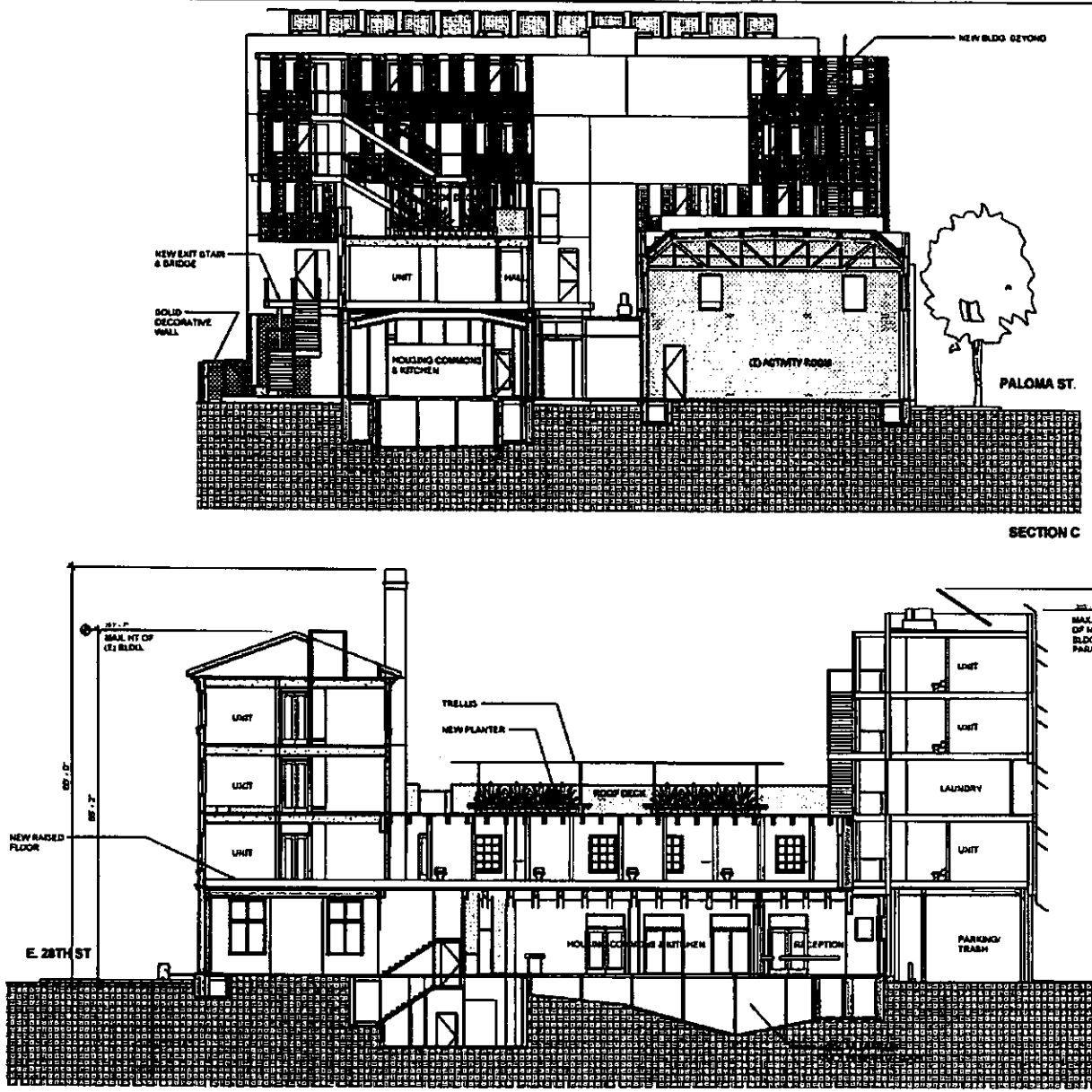
Figure 11
Building Sections
B and B1



Source: KoningEizenberg Architecture, 08/17/09.

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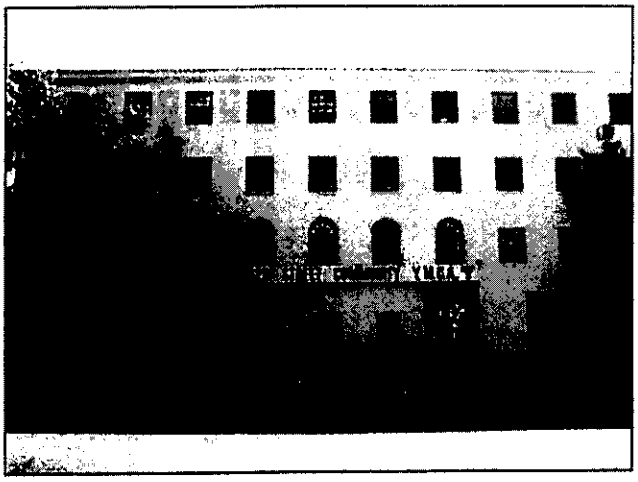
Figure 12
Building Sections
B2 and C



View 1: View of the front entrance to the 28th Street YMCA looking south towards the project site.

View 2: View of the side of the project site looking towards the east from Paloma Street.

View 3: View of the rear of the project site looking east from Paloma Street.

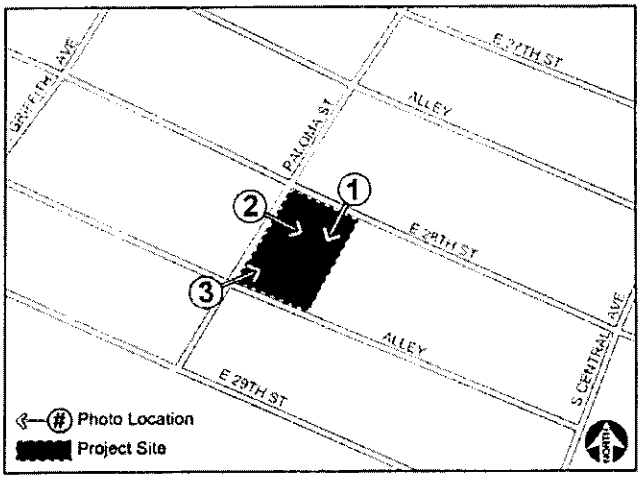


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
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Figure 13
Views of the Project Site
Views 1, 2 and 3

View 4: View of the back courtyard and rear of the project site looking northwest.

View 5: View of the alley behind the project site looking east towards South Central Avenue.

View 6: View of the side of the project site looking southwest towards Paloma Street.

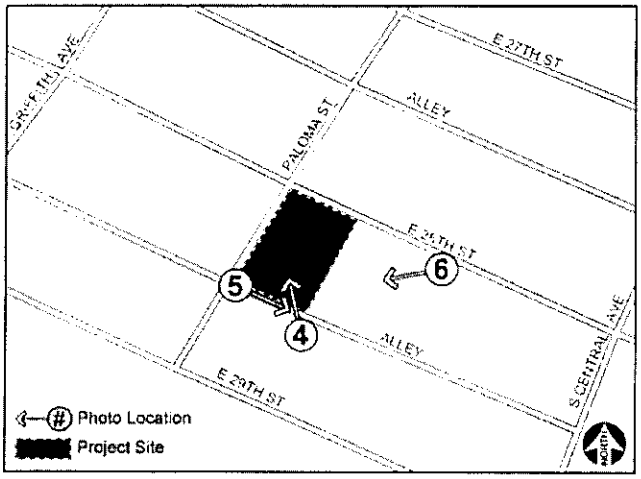

PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2009.

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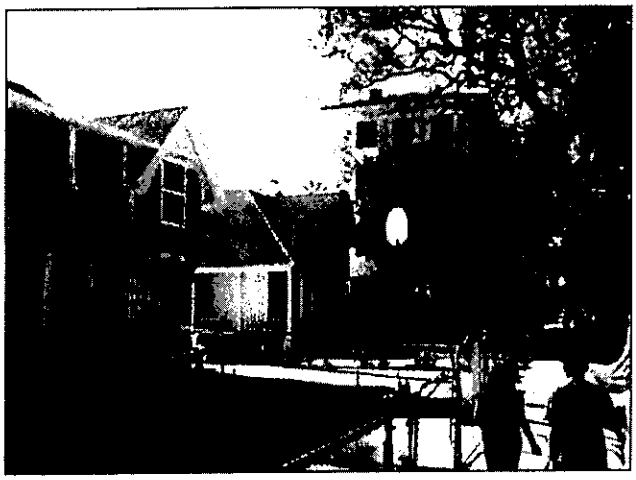
Environmental Planning and Research

Figure 14
Views of the Project Site
Views 4, 5 and 6

View 1: View of the Nueva Iglesia Bautista en Christo Chruch located immediately across East 28th Street from the project site. The church is located on the northeast corner of the intersection of Paloma Street and East 28th Street.

View 2: View of multifamily housing located immediately across East 28th Street from the project site.



View 3: View of multifamily housing located immediately adjacent to the project site towards the east.

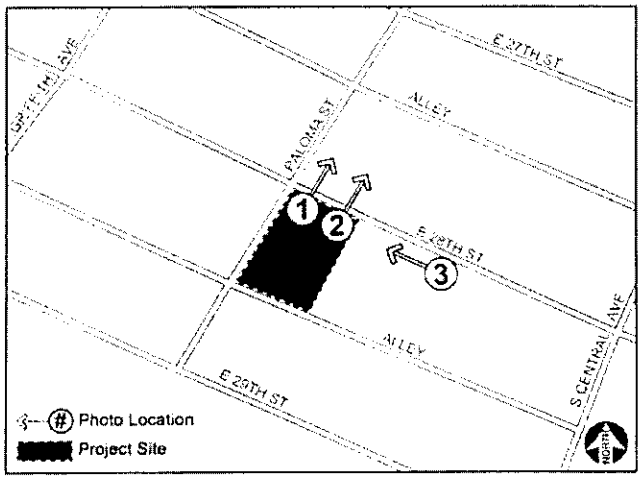
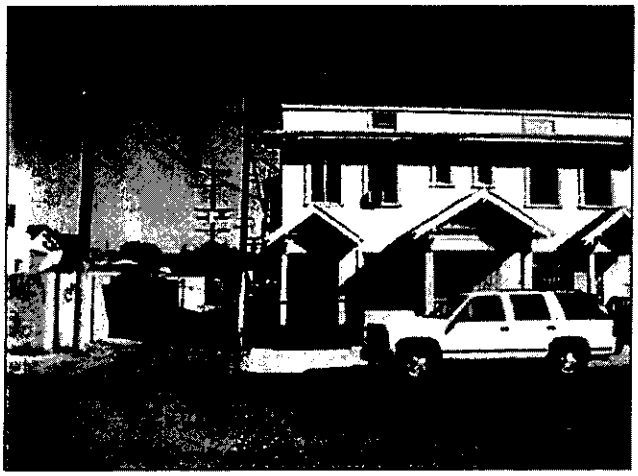


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 15
Views of Surrounding Uses
Views 1, 2 and 3



View 4: View of multifamily housing located immediately behind the project site on Paloma Street looking east.

View 5: View of single family housing located behind the project site on East 29th Street looking towards the north.

View 6: View of commercial uses and the parking lot located south of the project site along Paloma Street.

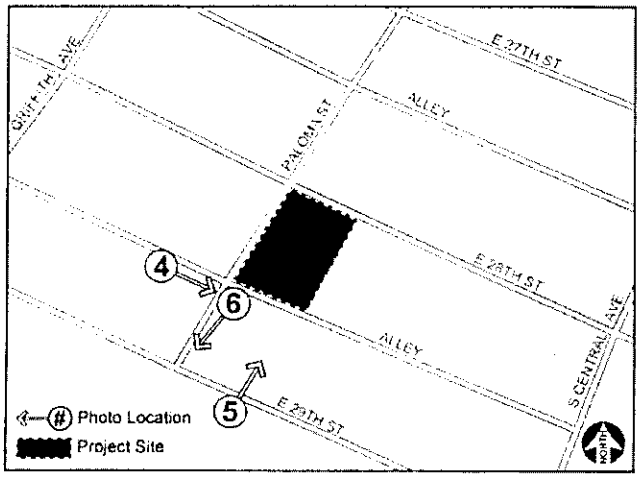


PHOTO LOCATION MAP

Source: Christopher A. Joseph & Associates, 2009.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 16
Views of Surrounding Uses
Views 4, 5 and 6

d. From LAMC Section 12.21.1 to allow an approximate 59-foot (63-foot height to top of solar panels) in lieu of the 45-foot building height otherwise permitted for an addition containing 25 of the proposed 49 studio units to an existing, non-conforming, approximate 55-foot, 2-inch in height building (65-foot top of chimney).

3) **Zoning Administrator's Adjustments**, pursuant to LAMC Section 12.28:

a. From LAMC Section 12.21 C 3 (a) & (b) to allow an approximate 7-foot, 6-inch easterly side yard (approximate 9-foot setback for second level balcony bridge) and an approximate 6-foot, 6-inch westerly side yard in lieu of the 21-foot side yards, combined side yard width of 46 feet (40% of the width of the lot) and each side yard a minimum 10-foot in width as otherwise required for a philanthropic institution on an RD2-1 zoned lot adjoining a lot in an "R" Zone;

b. From LAMC Section 12.21 C 6 (a) to allow elimination of a requirement to provide a loading zone as otherwise required on the same lot as an institution use; and

c. From LAMC Section 12.21 G to allow zero (0) in lieu of the 2,500 square feet of open space otherwise required for new construction containing 25 studio dwelling units. While not technically defined as open space, active and passive recreational amenities will be provided, including an approximately 1,040 square-foot courtyard, an approximately 2,043 square-foot roof deck, an approximately 1,233 square-foot housing commons area, and approximately 3,423 square feet of public multi-purpose rooms.

- Other approvals (as needed), ministerial or otherwise, may be necessary, as the City finds appropriate, in order to execute and implement the Proposed Project. Such approvals may include, but are not limited to: architectural design, landscaping, lighting and signage in accordance with the City of Los Angeles Department of Building and Safety; City of Los Angeles Department of Transportation permits for driveways/curb cuts; storm water discharge permit; issuance of permits from the City of Los Angeles Department of Building and Safety that may include permit approvals for grading, approval of the haul route for the export of demolition debris and import and export of soils, approvals for foundations, retaining walls, and structural improvements; vacation of existing City of Los Angeles Department of Public Works easements; installation and hookup approvals for public utilities and related permits. Additional discretionary or ministerial action may include sewer line relocation, and sewer and water hook-up permits from the City of Los Angeles Department of Water and Power and a Site Plan review by City Planning Department.

Other reviewing agencies may include:

- Los Angeles Police Department.
- Los Angeles Fire Department.
- South Coast Air Quality Management District.
- Regional Water Quality Control Board.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the Proposed Project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Teresa Li — Signature

9/22/09 — Date

Teresa Li, Associate Planner — Printed Name

CRA/LA — For

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, and EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "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 Section XVII, "Earlier Analyses," 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 source 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

Issues are discussed on the following pages.

THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF LOS ANGELES

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Proposed MITIGATED NEGATIVE DECLARATION

(Article 6 – CRA/LA CEQA Guidelines)

Date: September 21, 2009

Project Title: 28th Street YMCA Residences

Project Location: 1006 East 28th Street in the Council District 9 Corridors South of the Santa Monica Freeway Recovery Redevelopment Project Area of the City of Los Angeles, California

Project Description: The proposed project would rehabilitate the historic YMCA building and construct a new five-story, 13,362-square foot addition to the south of the existing YMCA building. The project site is approximately 0.4 acres. The existing YMCA building is a four-story, 24,974-square foot building built in 1926. It currently is used as office space on the ground floor and has 50 vacant, uninhabitable dwelling units on the second through fourth floors. A communal bathroom is located on each of the residential floors. The proposed project would provide 25 supportive housing units, 23 general affordable units, and one manager unit, for a total of 49 dwelling units. The ground floor of the YMCA building would be rehabilitated to contain approximately 10,000 square feet of community space, 8,000 square feet of which would be non-profit office space and public recreation area, and 2,000 square feet of which would be tenant-serving common area. The second through fourth floors of the YMCA building would have 24 units, all containing kitchenettes and bathrooms. The proposed new addition would have parking and a trash/recycle room on the ground floor. The second through fifth levels would consist of 25 studio units. The existing YMCA building is 55.2 feet in height and would remain the same under the proposed project. The proposed new addition would be 59 feet in height (63 feet to the top of the proposed solar hot water panels).

Developer entity (if applicable): Clifford Beers Housing, Inc.

The Community Redevelopment Agency of the City of Los Angeles has determined that this project will not have a significant effect on the environment for the following reasons:

The proposed 28th Street YMCA project will not have an adverse effect on a historic resource for the purposes of the California Environmental Quality Act as it would comply with the Secretary of the Interior's Standards. The development of the proposed affordable housing facility would not have any significant impacts on air quality, noise, traffic, historic resources, public services, utilities, or any other impact category.

Copies of the Initial Study for this project may be obtained from the Community Redevelopment Agency of the City of Los Angeles, California: 354 South Spring Street, Records Center - Suite 500, Los Angeles, California 90013; telephone (213) 977-1925.

Approved by: Pauline Lewicki
Pauline Lewicki, Principal Planner

Prepared by: Teresa Li
Teresa Li, Associate Planner

I. AESTHETICS. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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, including shade and shadow?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Documentation:

a. Scenic vistas in the area surrounding the project site are not available due to the Proposed Project's location in a large urbanized area. The project site is surrounded by one- to two-story buildings and mature trees that block potential scenic views. The Proposed Project would result in a slightly increased height of development on-site, from approximately 55.2 feet to approximately 59 feet above grade (63 feet to top of solar panels). However, this increase in height would not block scenic views as none are available from the project site. Furthermore, because the project site was formerly developed with residential, office, and recreational uses, the Proposed Project would not introduce an incompatible scenic element into the community. Therefore, the Proposed Project would have a less than significant impact on a scenic vista.

b. There are no significant natural features (such as rock outcroppings, bodies of water, substantial stands of native vegetation, etc.) on the project site. There are no state designated scenic highways located adjacent to or within view of the project site.[1] The YMCA building is a designated Historic Cultural Monument. The Proposed Project's impact with respect to the historic nature of the building is discussed later under Section V., Cultural Resources. However, the Proposed Project would not involve substantial damage to a historic building, but instead the renovation and rehabilitation of the historic YMCA building that would meet the Secretary of the Interior's Standards for Rehabilitation. Therefore, the Proposed Project would have a less than significant impact on scenic resources.

c.

Visual Character or Quality

The project site is currently developed with the historic 28th Street YMCA building, containing uninhabitable residential units, recreational uses, and office space. The Proposed Project would include the renovation of and addition to the existing uses to provide approximately 49 studio units, including one manager's unit, 7,739 square feet of recreational amenities, as well as office space for the tenant. Twenty-five of the studio units would be very low-income. The Proposed Project would be an improvement over the visual character

1 *Officially Designated State Scenic Highways, California Scenic Highway Program, California Department of Transportation, website: http://www.dot.ca.gov/hq/LandArch/scenic_highways/top.htm, June 2009.*

and quality of the project site as it currently exists and would rehabilitate an existing structure on the project site. Therefore, the Proposed Project would have a less than significant impact on visual character and quality of the project site.

Shade and Shadow

The issue of shade and shadow pertains to the blockage of direct sunlight by project buildings which may affect adjacent "shadow-sensitive" properties. Shading is an important environmental issue because the users or occupants of certain land uses, such as residential uses, recreational uses, parks, churches, schools, and pedestrian areas have some reasonable expectations for direct sunlight and warmth from the sun. Such land uses are termed "shadow-sensitive." According to the L.A. CEQA Thresholds Guide (2006), uses that are sensitive to shadows include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses (e.g., schools, convalescent homes); commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; plant nurseries; and solar collectors. Additionally, a shadow impact is considered significant if shadow-sensitive uses would be shaded by project-related structures for more than three consecutive hours between the hours of 9:00 a.m. and 3:00 p.m. Pacific Standard Time between late October and early April (also referred to as "winter shadows"), or for more than four consecutive hours between the hours of 9:00 a.m. and 5:00 p.m. Pacific Daylight Time between early April and late October (also referred to as "summer shadows").

The uses surrounding the project site consist of mostly residential uses, with the exception of the Nueva Iglesia Bautista En Cristo Church located north of the project site across East 28th Street. The surrounding residential uses currently experience shading from the existing 55-foot 2-inch building with a 65-foot chimney on-site. The Proposed Project would add a 59-foot building on the project site, which would not substantially increase the amount of shade any of the surrounding uses would experience as compared to existing conditions. Thus, a less-than-significant impact is anticipated.

d.

Light

Ambient light consists primarily of natural light conditions, light emanating from existing structures, and security lighting. The surrounding area is illuminated by streetlights and lighting from the surrounding residential and industrial uses. Street lighting is provided along East 28th Street and Paloma Street. Vehicle headlights from traffic on local surface streets also contribute to overall moderate ambient lighting levels.

The adjacent residential neighborhood has low levels of nighttime lighting. The primary sources of illumination at night are from the street lights. Light is currently generated from exterior security lighting and interior lighting associated with the residences.

Night lighting for the Proposed Project would be provided in order to illuminate walkways, building entrances, parking areas, and driveways, largely to provide adequate night visibility for residents and to provide a measure of security. This type of lighting would be consistent with the existing lighting in the surrounding neighborhood. The Proposed Project would not result in a substantial increase of nighttime lighting in the vicinity of the project site and would, therefore, result in a less than significant impact.

Glare

Urban glare is largely a daytime phenomenon, occurring when sunlight is reflected off the surfaces of buildings or objects. Excessive glare not only restricts visibility but increases the ambient heat reflectivity in a given area. Existing sources of glare within the project site include the reflection of sunlight off of the building windows. In addition, glare in the surrounding area is produced by vehicle headlights on adjacent roadways. The Proposed Project is not expected to create unusual or isolated glare impacts since both the existing and proposed building are and would be constructed with materials that have minimal potential for generating glare, including plaster and masonry. Any glass to be incorporated into the facades of the proposed addition would either be of low-reflectivity or accompanied by a non-glare coating.

The Proposed Project includes enclosed surface parking for approximately five cars, which could cause a minimal amount of glare. Thus, the Proposed Project would not result in a new source of substantial glare. Impacts as a result of glare generated by the Proposed Project would be less than significant.

Further Study Required:

No further analysis is required regarding aesthetics.

II. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Documentation:

a.-c. The California Department of Conservation, Division of Land Protection, lists Prime Farmland, Unique Farmland, and Farmland of Statewide Importance under the general category of "Important Farmland." The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection

indicates that the project site is not included in the Important Farmland category.[2] The project site is located in a heavily urbanized area of the Southeast Los Angeles community. The project site is zoned as RD2-1 (Restricted Density Multiple Dwelling) and is currently developed with a vacant building. Additionally, it does not contain any state-designated agricultural lands. Therefore, no portion of the project site is subject to the Williamson Act Contract. Furthermore, as the project site is developed, the Proposed Project would not involve the conversion of agricultural land to another use. No impact on farmland or agricultural resources would occur.

Further Study Required:

No further analysis is required regarding agriculture resources.

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Documentation:

a. A significant impact may occur if the Proposed Project is not consistent with the applicable air quality plan. In the case of projects proposed within the City of Los Angeles or elsewhere in the South Coast Air Basin (Basin), the applicable plan is the Air Quality Management Plan (AQMP), which is prepared by the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and cooperates actively with all State and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary.

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[2] *Source: State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland Map, 1998, Map.*

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of AQMPs. The most recent of these was adopted by the Governing Board of the SCAQMD on June 1, 2007. This AQMP, referred to as the 2007 AQMP, was prepared to comply with the federal and state Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and state air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. It builds on the approaches taken from the 2003 AQMP for the attainment of the federal ozone air quality standard. These planning efforts have substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of SCAG'S Regional Comprehensive Plan and Guide (RCPG) are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP.

SCAG has divided its jurisdiction into 14 subregions. The project site is located within the City of Los Angeles subregion, which includes all areas within the boundaries of the City of Los Angeles. In the year 2000, the Los Angeles subregion had a population of approximately 3,711,969 people. By 2015, SCAG projects the Los Angeles subregion to have a population of approximately 4,128,125 people.[3] The Proposed Project would include approximately 49 residential units and is estimated to generate approximately 49 residents upon build out. This represents approximately 0.001 percent of the projected population and approximately 0.01 percent of the projected increase in population.

According to SCAG statistics, in the year 2000, the City of Los Angeles had approximately 1,781,863 persons employed. SCAG forecasts that by the year 2015, the City of Los Angeles will employ a population of approximately 1,864,061 persons (an increase of 4.6 percent). Based on information provided by the Project Applicant, the Proposed Project would necessitate 5 employees, which would not exceed the growth rate anticipated for the area. The Proposed Project would be consistent with regional population projections, and impacts would be less than significant.

Another measurement tool in determining consistency with the AQMP is to determine how a project accommodates the expected increase in population or employment. Generally, if a project is planned in a way that results in the minimization of vehicle miles traveled (VMT) both within the surrounding area and the community in which it is located, and thereby the minimizing air pollutant emissions, that aspect of the project is consistent with the AQMP.

The project site is located in an urbanized area surrounded by residential, industrial, and commercial uses. Los Angeles County Metropolitan Transportation Authority (Metro) provides both local and commuter bus lines through the area. Metro lines include 53/753, 55/355, 51, 52, and 352. The Los Angeles Department of Transportation King East DASH Route is also located in the vicinity of the project site. These public transportation routes are all located within three blocks of the project site. Given that the Proposed Project would house very low income residents, most of whom would not own a car, this type of development and its proximity to various public transit routes would help to reduce VMT within the community, which is consistent with the goals of the AQMP for reducing the emissions associated with new development.

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[3] *It should be noted that while the Proposed Project buildout is 2012, SCAG population data is provided in five year increments and therefore, population data for the current year (2009) and buildout year (2012) are not available. Thus, population data from the 2000 census to 2015 (after buildout) are utilized for this analysis.*

Based on this information, the Proposed Project would be consistent with the 2007 AQMP and, therefore, impacts are considered to be less than significant.

b. A project may have a significant impact where project-related emissions, whether during construction or operation of a proposed project, would exceed federal, state or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation.

Construction

Regional Air Quality Impacts

During construction, three basic types of activities would be expected to occur and generate emissions. First, large portions of the interior of the existing vacant building would be demolished. Second, the area of the project site where the addition would be located would be prepared and graded to accommodate the surface parking area and building foundations. Third, the Proposed Project use would be constructed.

The analysis of daily construction emissions has been prepared using the URBEMIS 2007 computer model recommended by the SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table 1 identifies daily emissions that are estimated to occur on peak construction days. As shown, construction-related daily emissions of the Proposed Project would not exceed the regional emissions thresholds recommended by the SCAQMD for criteria pollutants during the construction phase. Therefore, impacts associated with regional construction emissions would be less than significant.

Table 1
Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Demolition Phase (2011)						
Fugitive Dust	--	--	--	--	2.02	0.42
Off-Road Diesel	1.02	7.38	4.54	0.00	0.51	0.47
On-Road Diesel	0.15	1.87	0.72	0.00	0.08	0.07
Worker Trips	0.02	0.03	0.49	0.00	0.00	0.00
Total Emissions	***1.18***	***9.28***	***5.75***	***0.00***	***2.61***	***0.96***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Site Grading and Excavation Phase (2011)						
Fugitive Dust	--	--	--	--	121.90	25.46
Off-Road Diesel Equipment	1.60	12.72	6.22	0.00	0.73	0.67
On-Road Diesel Equipment	0.20	2.55	0.98	0.00	0.12	0.10
Worker Trips	0.02	0.04	0.73	0.00	0.01	0.00
Total Grading and Excavation Emissions	***1.83***	***15.31***	***7.94***	***0.00***	***122.75***	***26.23***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Phase (2011)						
Building Construction Off-Road Diesel Equipment	0.99	7.62	4.10	0.00	0.49	0.45
Building Construction Vendor Trips	0.05	0.57	0.46	0.00	0.03	0.02
Building Construction Worker Trips	0.05	0.10	1.76	0.00	0.02	0.01
Total Building Emissions	***1.10***	***8.30***	***6.31***	***0.00***	***0.54***	***0.48***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Phase (2012)						
Building Construction Off-Road Diesel Equipment	0.92	7.06	3.99	0.00	0.44	0.40
Building Construction Vendor Trips	0.05	0.51	0.42	0.00	0.03	0.02
Building Construction Worker Trips	0.05	0.09	1.63	0.00	0.02	0.01
Total Building Emissions	***1.02***	***7.67***	***6.04***	***0.00***	***0.48***	***0.43***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Architectural Coatings and Paving (2012)						
Architectural Coatings Off-Gas [b]	14.19	0.00	0.00	0.00	0.00	0.00
Architectural Coatings Worker Trips	0.02	0.03	0.59	0.00	0.01	0.00
Asphalt Off-Gas	0.04	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Road Diesel Equipment	1.66	10.28	6.56	0.00	0.89	0.82
Asphalt On-Road Diesel Equipment	0.01	0.15	0.06	0.00	0.01	0.01
Asphalt Worker Trips	0.03	0.06	1.13	0.00	0.01	0.01
Total Architectural Coatings and Paving Emissions	***15.96***	***10.54***	***8.34***	***0.00***	***0.92***	***0.84***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No

Note: Numbers may not add up correctly due to rounding in the URBEMIS program.
Source: Christopher A. Joseph & Associates, July 2009. Calculation sheets are provided in Appendix A.

Operation

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, the operation of landscape maintenance equipment, and the use of consumer products. Mobile emissions would be generated by the motor vehicles traveling to and from the project site.

The analysis of daily operational emissions has been prepared utilizing the URBEMIS 2007 computer model recommended by the SCAQMD. The results of these calculations, and associated SCAQMD thresholds, are presented in Table 2. As shown, the Proposed Project would generate daily emissions of VOC, NOx, CO, SOx, PM_{10}, and $PM_{2.5}$ which would not exceed the thresholds of significance recommended by the SCAQMD (emissions in pounds per day). Therefore, operational impacts are considered less than significant and no mitigation is required.

Table 2
Estimated Future (2012) Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$[a]
Summertime (Smog Season) Emissions						
Water and Space Heating, and Cooking Appliances	0.04	0.53	0.25	0.00	0.00	0.00
Landscape Maintenance Equipment	0.25	0.04	3.09	0.00	0.01	0.01
Consumer Products	2.51	--	--	--	--	--
Architectural Coatings	0.13	--	--	--	--	--
Mobile (Vehicle) Sources	2.50	2.37	28.94	0.04	5.78	1.10
Total Emissions	*5.43*	*2.94*	*32.28*	*0.04*	*5.79*	*1.11*
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Water and Space Heating, and Cooking Appliances	0.04	0.53	0.25	0.00	0.00	0.00
Consumer Products	2.51	--	--	--	--	--
Architectural Coatings	0.13	--	--	--	--	--
Mobile (Vehicle) Sources	2.61	2.92	27.65	0.02	5.78	1.10
Total Emissions	*5.29*	*3.45*	*27.90*	*0.02*	*5.78*	*1.10*
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No

Note: Numbers may not add up correctly due to rounding in the URBEMIS program.
Source: Christopher A. Joseph & Associates, July 2009. Calculation sheets are provided in Appendix A.

Greenhouse Gases

California has responded to the issue of global climate change by adopting a series of laws to reduce GHG emissions from various sources within the state. In September 2006, Governor Arnold Schwarzenegger signed into law AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires the California Air Resources Board (ARB) to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with that program.

In October 2006, Governor Schwarzenegger issued an Executive Order in which he designated the Cal/EPA Secretary with the primary responsibility for implementing AB 32. In response to the Executive Order, the Secretary of Cal/EPA created the Climate Action Team (CAT), which, in March 2006, published the *Climate Action Team Report to Governor Schwarzenegger and the Legislature* (the "2006 CAT Report"). The 2006 CAT

Report identifies a recommended list of strategies that the state could pursue to reduce climate change greenhouse gas emissions. These are strategies that could be implemented by various state agencies to ensure that the Governor's targets are met and can be met with existing authority of the state agencies.

The consistency of the Proposed Project with the strategies from the 2006 CAT Report is evaluated in Table 3. As shown, the Proposed Project would be consistent with all feasible and applicable strategies to reduce greenhouse gas emissions in California. Therefore, the impact of the Proposed Project would be less than significant.

Table 3
Project Consistency with 2006 CAT Report
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
California Air Resources Board	
Vehicle Climate Change Standards AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB in September 2004.	Consistent The vehicles that travel to and from the project site on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase.
Diesel Anti-Idling In July 2004, the ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.	Consistent Current state law restricts diesel truck idling to five minutes or less. Diesel trucks making deliveries to the project site are subject to this state-wide law.
Hydrofluorocarbon (HFC) Reduction 1) Ban retail sale of HFC in small cans. 2) Require that only low global warming potential (GWP) refrigerants be used in new vehicular systems. 3) Adopt specifications for new commercial refrigeration. 4) Add refrigerant leak-tightness to the pass criteria for vehicular inspection and maintenance programs. 5) Enforce federal ban on releasing HFCs.	Consistent This strategy applies to consumer products. All applicable products purchased by Proposed Project residents and tenants would comply with the regulations that are in effect at the time of manufacture.
Transportation Refrigeration Units, Off-Road Electrification, Port Electrification (ship to shore) Require all new transportation refrigeration units (TRU) to be equipped with electric standby. Require cold storage facilities to install electric infrastructure to support electric standby TRUs.	Not applicable Not applicable
Off-road Electrification	Not applicable
Port Electrification	Not applicable

Table 3
Project Consistency with 2006 CAT Report
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Manure Management Improved management practices, manure handling practices, and lagoon/liquid waste control options.	Not applicable
Semi Conductor Industry Targets Emission reduction rules for semiconductor operations.	Not applicable
Alternative Fuels: Biodiesel Blends ARB would develop regulations to require the use of 1 to 4 percent biodiesel displacement of California diesel fuel.	Consistent The diesel vehicles that travel to and from the project site on public roadways could utilize this fuel once it is commercially available.
Alternative Fuels: Ethanol Increased use of E-85 fuel.	Consistent Employees at the project site could purchase flex-fuel vehicles and utilize this fuel once it is commercially available in the region and local vicinity.
Heavy-Duty Vehicle Emission Reduction Measures Increased efficiency in the design of heavy duty vehicles and an education program for the heavy duty vehicle sector.	Consistent The heavy-duty vehicles that travel to and from the project site on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture.
Reduced Venting and Leaks on Oil and Gas Systems Improved management practices in the production, processing, transport, and distribution of oil and natural gas.	Not applicable
Hydrogen Highway The California Hydrogen Highway Network (CA H2 Net) is a State initiative to promote the use of hydrogen as a means of diversifying the sources of transportation energy.	Not applicable

Table 3
Project Consistency with 2006 CAT Report
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Achieve 50% Statewide Recycling Goal Achieving the state's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48% has been achieved on a statewide basis. Therefore, a 2% additional reduction is needed.	Consistent As discussed under Section XVI.f., Utilities and Service Systems, the Proposed Project would divert a minimum of 50 percent of its solid waste.
Landfill Methane Capture Install direct gas use or electricity projects at landfills to capture and use emitted methane.	Not applicable
Zero Waste - High Recycling Efforts to exceed the 50 percent goal would allow for additional reductions in climate change emissions.	Consistent As discussed under Section XVI.f., Utilities and Service Systems, the Proposed Project would divert a minimum of 50 percent of its solid waste.
Department of Forestry	
Forest Management Increasing the growth of individual forest trees, the overall age of trees prior to harvest, or dedicating land to older aged trees.	Not applicable
Forest Conservation Provide incentives to maintain an undeveloped forest landscape.	Not applicable
Fuels Management/Biomass Reduce the risk of wildland fire through fuel reduction and biomass development.	Not applicable
Urban Forestry A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.	Consistent The landscaping proposed for the Proposed Project would include new trees within the open space areas of the project site.

Table 3
Project Consistency with 2006 CAT Report
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Afforestation/Reforestation Reforestation projects focus on restoring native tree cover on lands that were previously forested and are now covered with other vegetative types.	Not applicable
Department of Water Resources	
Water Use Efficiency Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.	Consistent As stated in under Section XVI.d., the Proposed Project would comply with state and local water conservation measures.
Energy Commission (CEC)	
Building Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).	Consistent The Proposed Project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development.
Appliance Energy Efficiency Standards in Place and in Progress Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).	Consistent Under state law, appliances that are purchased for the Proposed Project – both pre- and post-development – would be consistent with energy efficiency standards that are in effect at the time of manufacture.
Fuel-Efficient Replacement Tires & Inflation Programs State legislation established a statewide program to encourage the production and use of more efficient tires.	Consistent Residents and patrons of the project site could purchase tires for their vehicles that comply with state programs for increased fuel efficiency.
Cement Manufacturing Cost-effective reductions to reduce energy consumption and to lower carbon dioxide emissions in the cement industry.	Not applicable

Table 3
Project Consistency with 2006 CAT Report
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Municipal Utility Energy Efficiency Programs/Demand Response Includes energy efficiency programs, renewable portfolio standard, combined heat and power, and transitioning away from carbon-intensive generation.	Not applicable, but the Proposed Project would not preclude the implementation of this strategy by municipal utility providers.
Municipal Utility Renewable Portfolio Standard California's Renewable Portfolio Standard (RPS), established in 2002, requires that all load serving entities achieve a goal of 20 percent of retail electricity sales from renewable energy sources by 2017, within certain cost constraints.	Not applicable, but the Proposed Project would not preclude the implementation of this strategy by municipal utility providers.
Municipal Utility Combined Heat and Power Cost effective reduction from fossil fuel consumption in the commercial and industrial sector through the application of on-site power production to meet both heat and electricity loads.	Not applicable, but the Proposed Project would not preclude the implementation of this strategy by municipal utility providers.
Municipal Utility Electricity Sector Carbon Policy State agencies to address ways to transition investor-owned utilities away from carbon-intensive electricity sources.	Not applicable
Alternative Fuels: Non-Petroleum Fuels Increasing the use of non-petroleum fuels in California's transportation sector, as recommended as recommended in the CEC's 2003 and 2005 Integrated Energy Policy Reports.	Consistent Residents and patrons of the project site could purchase alternative fuel vehicles and utilize these fuels once they are commercially available in the region and local vicinity.
Business, Transportation and Housing	
Measures to Improve Transportation Energy Efficiency Builds on current efforts to provide a framework for expanded and new initiatives including incentives, tools and information that advance cleaner transportation and reduce climate change emissions.	Consistent The location of the Proposed Project promotes fuel conservation by locating residential units in close proximity to public transportation.

Table 3
Project Consistency with 2006 CAT Report
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Smart Land Use and Intelligent Transportation Systems (ITS) Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors. ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services. Specific strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridor; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.	Consistent The location of the Proposed Project promotes fuel conservation by locating low-income residential units near public transit services.
Department of Food and Agriculture	
Conservation Tillage/Cover Crops Conservation tillage and cover crops practices are used to improve soil tillage and water use efficiency, and to reduce tillage requirements, labor, fuel, and fertilizer requirements.	Not applicable
Enteric Fermentation Cattle emit methane from digestion processes. Changes in diet could result in a reduction in emissions.	Not applicable
State and Consumer Services Agency	
Green Buildings Initiative Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and -leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target.	Consistent The Proposed Project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development. The current 2005 Title 24 standards are approximately 8.5 percent more efficient than those of the 2001 standards. Furthermore, the Proposed Project would be developed with energy efficient appliances.

Table 3
Project Consistency with 2006 CAT Report
Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
Public Utilities Commission (PUC)	
Accelerated Renewable Portfolio Standard The Governor has set a goal of achieving 33 percent renewable in the state's resource mix by 2020. The joint PUC/Energy Commission September 2005 Energy Action Plan II (EAP II) adopts the 33 percent goal.	Not applicable, but the Proposed Project would not preclude the implementation of this strategy by energy providers.
California Solar Initiative The solar initiative includes installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses, increased use of solar thermal systems to offset the increasing demand for natural gas, use of advanced metering in solar applications, and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.	Consistent Although solar roofs and panels may be included as part of the Proposed Project, if they ultimately are not, the project site owner could purchase and install them if they become cost effective from a purchase and maintenance standpoint.
Investor-Owned Utility Programs These strategies include energy efficiency programs, combined heat and power initiative, and electricity sector carbon policy for investor owned utilities.	Not applicable
Sources: Climate Action Team, 2006 and Christopher A. Joseph & Associates, 2007.	

c. A significant impact would occur if a project would contribute to a significant cumulative net increase in a federal or state non-attainment pollutant. Because the Basin is currently in non-attainment for ozone, CO, PM_{10}, and $PM_{2.5}$, the related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With regard to determining the significance of the Proposed Project contribution, the SCAQMD neither recommends quantified analyses of cumulative construction or operational emissions, nor provides methodologies or thresholds of significance to be used to assess cumulative construction or operational impacts. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD-recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment.

As discussed under Section III.b above, construction-related and operational daily emissions associated with the Proposed Project would not exceed the SCAQMD's recommended thresholds. The construction-related and operational emissions associated with the Proposed Project would, therefore, not be cumulatively considerable. The cumulative impact would be considered less than significant.

d. A significant impact would occur when a project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are locations that contain populations that are more susceptible to the effects of air pollution than the population at large. 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.[4]

SCAQMD has developed localized significance threshold (LST) look-up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each of SCAQMD's 38 source receptor areas (SRA) at various distances from the source of emissions. The project site is located within SRA 1, which is defined as Central Los Angeles. Localized thresholds for both construction and operational emissions for a 0.4-acre site in SRA 1 were calculated based on the linear regression methodology recommended by the SCAQMD. In the case of the Proposed Project, the nearest homes are located directly east and west of the project site. Therefore, the LSTs for a 0.4-acre project site with receptors located within 25 meters (82.02 feet) are used to address the potential localized NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions.

Construction Period Emissions - Localized Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. In the absence of specific information and for a conservative calculation, it was assumed that a 25,000 square-foot structure was being demolished although for the Proposed Project, the entire existing structure would not be demolished. As shown in Table 4, the average daily emissions generated within the project site during construction activities would not exceed the applicable construction LSTs for SRA 1. Therefore, impacts from construction activities on localized pollutant concentrations are less than significant.

Table 4[5]
Localized Significance Thresholds - Construction Activities

Emissions Source	Emissions in Pounds per Day			
	NOx	CO	PM_{10}	$PM_{2.5}$
Site Demolition Phase (2011)				
Total Site-Specific Emissions	12.40	6.40	0.88	0.74
SCAQMD LSTs for SRA 1	*56.28*	*497.54*	*3.48*	2.63
Significant Impact?	No	No	No	No
Site Grading and Excavation Phase (2011)				
Total Site-Specific Emissions	12.55	6.48	1.02	0.76
SCAQMD LSTs for SRA 1	*56.28*	*497.54*	*3.48*	2.63
Significant Impact?	No	No	No	No
Building Construction Phase (2011)				
Total Site-Specific Emissions	13.60	6.76	0.78	0.72
SCAQMD LSTs for SRA 1	*56.28*	*497.54*	*3.48*	2.63
Significant Impact?	No	No	No	No
Building Construction Phase (2012)				

[4] *SCAQMD CEQA Air Quality Handbook, 1993, pages 5-1.*

[5] *The localized emissions in Table 4 are greater than the regional emissions in Table 1 due to the conservative assumption of a 25,000 square-foot building demolition in calculating the emissions shown in Table 4. Additionally, emission factors for the various pieces of construction equipment differ between the URBEMIS program (Table 1) and the SCAQMDs LST worksheets (Table 4). These two factors combined to account for the higher localized emissions as compared to the regional emissions.*

Emissions Source	Emissions in Pounds per Day			
	NOx	CO	PM_{10}	$PM_{2.5}$
Total Site-Specific Emissions	12.61	6.48	0.72	0.66
SCAQMD LSTs for SRA 1	*56.28*	*497.54*	*3.48*	2.63
Significant Impact?	No	No	No	No
Asphalt/Paving Phase (2012)				
Total Site-Specific Emissions	19.33	11.80	1.37	1.26
SCAQMD LSTs for SRA 1	*56.28*	*497.54*	*3.48*	2.63
Significant Impact?	No	No	No	No
Source: Christopher A. Joseph & Associates, 2009. Calculation sheets are provided in Appendix A.				

Operational Period Emissions – Localized Emissions

Emissions from stationary and area sources and motor vehicles operating within the project site have the potential to generate localized emissions that may expose nearby sensitive receptors to harmful pollutant concentrations. The average daily emissions have been calculated assuming that each vehicle would travel a maximum of 0.1 mile within the project site. The results of these calculations are shown in Table 5. As shown, the average daily emissions generated within the project site would not exceed the applicable operational LSTs for SRA 1. Therefore, localized operational impacts would be less than significant.

Table 5
Localized Operational Air Quality Impacts – Proposed Project

Emissions Source	Emissions in Pound per Day			
	NOx	CO	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions				
Water and Space Heating	0.53	0.25	0.00	0.00
Landscape Maintenance	0.04	3.09	0.01	0.01
Consumer Products	--	--	--	--
Architectural Coatings	--	--	--	--
Motor Vehicles	0.32	3.83	0.06	0.02
Total Emissions	***0.89***	***7.17***	***0.07***	***0.03***
Operations LST	56.28	497.54	1.45	0.40
Significant Impact	NO	NO	NO	NO
Wintertime (Non-Smog Season) Emissions				
Water and Space Heating	0.53	0.25	0.00	0.00
Consumer Products	--	--	--	--
Architectural Coatings	--	--	--	--
Motor Vehicles	0.37	4.81	0.06	0.02
Total Emissions	***0.90***	***5.06***	***0.06***	***0.02***
Operations LST	56.28	497.54	1.45	0.4
Significant Impact	NO	NO	NO	NO
Source: Urbemis 2007. Christopher A. Joseph & Associates, 2009. Sheets from model in Appendix A.				

e. A significant impact may occur if construction or operation of the Proposed Project would result in the generation of odors that would be perceptible in adjacent sensitive areas. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the Proposed Project involves no elements related to these types of activities, no odors are anticipated.

During the construction phase, paving of the project site would entail the application of asphalt that would produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to residents located adjacent to the project site, but because they are temporary and intermittent in nature, would not be considered a significant environmental impact.

Therefore, impacts associated with objectionable odors would be less than significant.

Further Study Required:

No further analysis is required regarding air quality impacts.

IV. BIOLOGICAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or 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?	☐	☐	☐	☒

Documentation:

a.-c. Currently the project site is developed with a vacant building. Ornamental trees are located along 28th Street and Paloma Street. Additionally, the project site is within a highly urban area consisting of mostly residential uses. There are no nearby stretches of open space or areas of significant biological resource value. No candidate, sensitive or special status species identified in local plans, policies or regulations, or by the California Department of Fish and Game (CDFG) or the U.S. Fish and Wildlife Service (USFWS) would be expected to occur on the project site. The Proposed Project would not have an adverse effect on federally

protected wetlands as defined by Section 404 of the Clean Water Act. The Proposed Project would not interfere with the movement of any native resident or migratory fish or wildlife species. Therefore, the Proposed Project would have no impact on any biological resources.

d. The project site is located in a residential zoned area and is developed with an existing, vacant YMCA building. There is no native habitat on the project site and, due to the existing urban development, the project site does not function as a corridor for the movement of native or migratory animals. Therefore, no impacts to migratory wildlife corridors or native wildlife nursery sites would occur with the development of the Proposed Project.

e., f. No local policies, ordinances, or approved local, regional, or state habitat conservation plans exist for the project site. Existing trees on the project site are street trees and do not constitute significant trees for the City or County of Los Angeles. The landscape plans for the Proposed Project are shown in Figures 17 and 18. Additionally, the Proposed Project would either replace or replant any trees to be removed. The Proposed Project would not conflict with any local policies or ordinances protecting biological resources, or with the provisions of an adopted Habitat Conservation Plan. Therefore, the Proposed Project would have no impact on any biological resources.

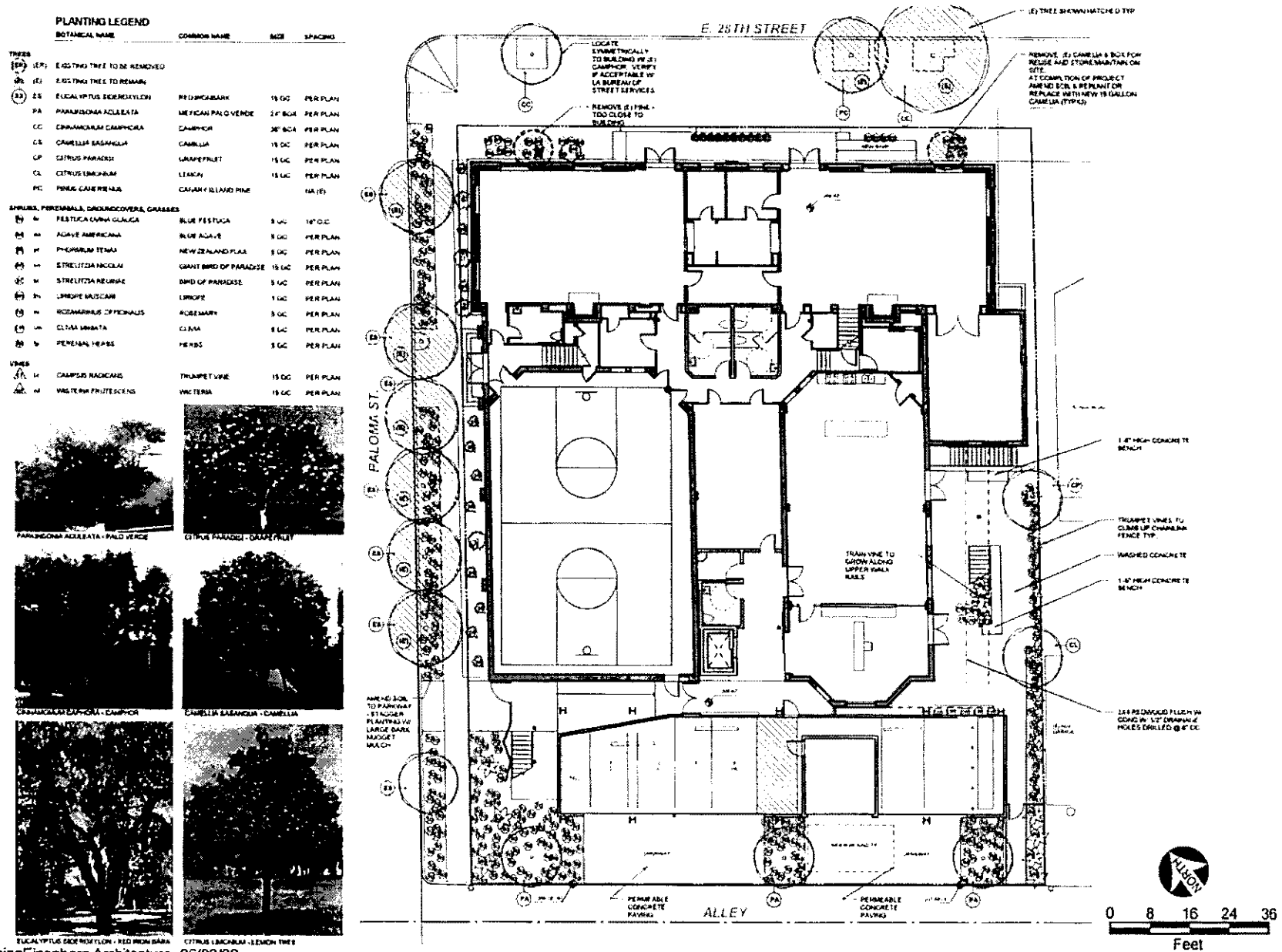
Further Study Required:

No further analysis is required regarding biological resources.

V. CULTURAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Documentation:

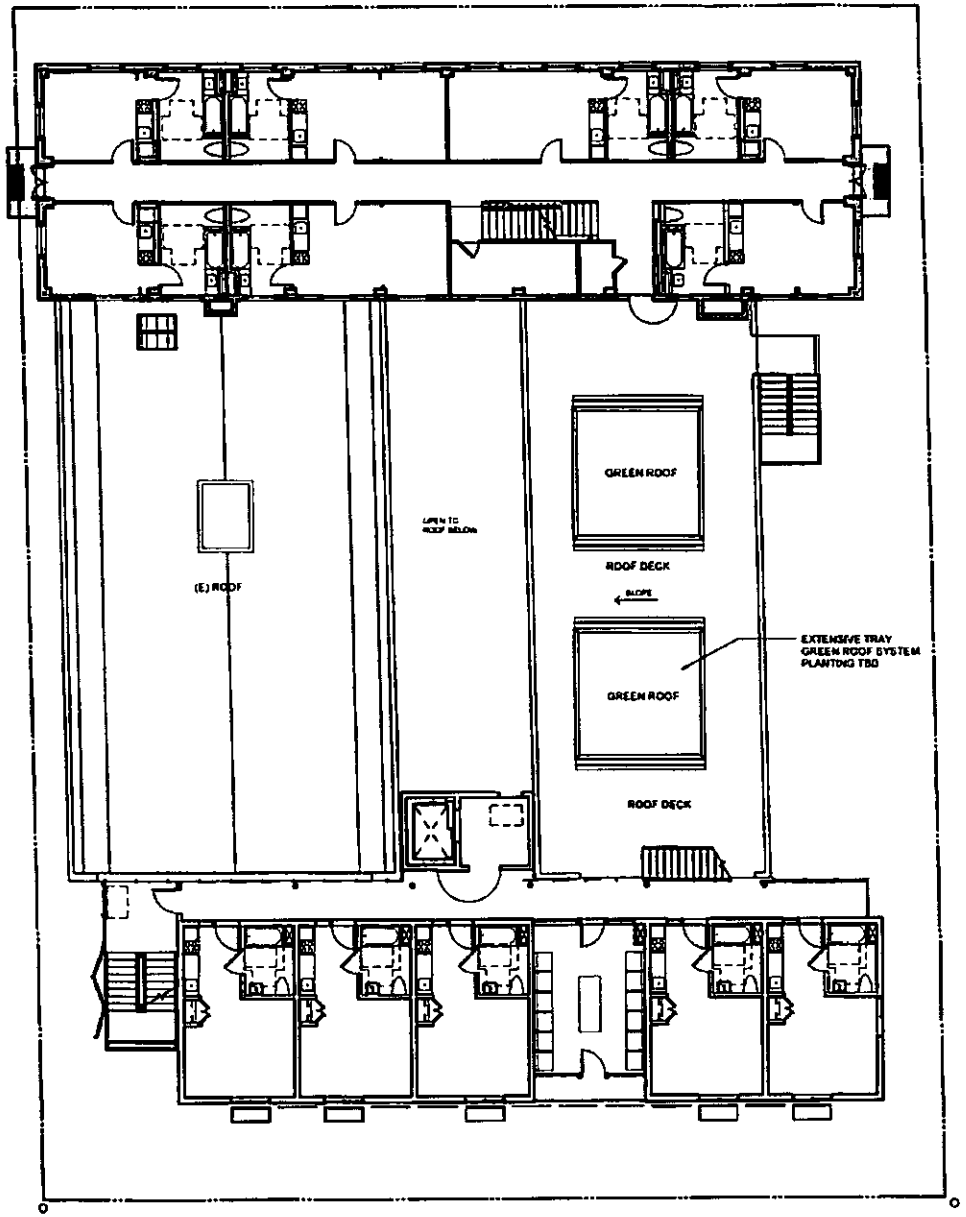
a. Section 15064.5 of the State CEQA Guidelines defines an historical resource as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A significant impact would occur if the Proposed Project were to adversely affect a historical resource meeting one of the above definitions.



Source: KoningEizenberg Architecture, 06/03/09.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 17
First Floor Landscape Plan



NORTH

0 8 16 24 36

Feet

Source: KoningEizenberg Architecture, 06/03/09.

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

Figure 18
Third Floor Landscape Plan

A historic evaluation report, entitled "28th St. YMCA Building Project, Los Angeles, Historic Evaluation," which is included as Appendix B, was prepared by Historic Resources Group to assess the Proposed Project's impact to the existing building, which is listed on the National Register of Historic Places and the California Register of Historic Places. The project site is also designated Historic-Cultural Landmark #851 in the City of Los Angeles. The 28th Street YMCA was designed by architect Paul R. Williams, one of the most successful and talented architects to practice in Los Angeles during the twentieth century. Certified as an architect in 1915, Williams was the only licensed African American architect working on the west coast during the 1920s. Much of his work was residential and he was renowned for designing palatial homes for important figures in the entertainment industry, including Lon Chaney, Lucille Ball, and Tyrone Power. He also designed a number of important buildings associated with the African American community, including the Second Baptist Church (1926), the Hudson-Liddeli Building (1928, demolished), the Golden State Lodge for the Order of the Elks (1930, demolished), the Angelus Funeral Home (1934), and the second building for Golden State Mutual Life Insurance (1948-49).

Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings would not adversely affect the historical resource.[6] Thus, implementation of Mitigation Measure 1 (below), which formalizes this requirement, would reduce impacts to less than significant levels.

The following is an analysis of the Proposed Project regarding the Secretary of the Interior's Standards:

Standard 1: A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

The Proposed Project adapts the building from an original housing and community uses to new housing and community uses that are analogous to historic purposes and, therefore, require some but less than substantial changes to the defining characteristics of the building.

Standard 2: The historic character of a property shall be retained and preserved.

The removal of historic material or alteration of features and spaces shall be avoided. The historic character of the property will be retained by preserving exterior historic features, as well as primary public and circulation spaces.

Standard 3: Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.

No conjectural elements will be added. The building will continue as a record of its time, place and use through preservation of historic materials, both interior and exterior. New interiors and a new attached building wing will be clearly distinguishable.

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[6] *14 California Code of Regulations, Section 15064.5(b)(3).*

Standard 4: Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.

There are no alterations that have acquired significance over time.

Standard 5: Distinctive features, finishes and construction techniques or examples of skilled craftsmanship, which characterize a historic property shall be preserved.

The distinctive façades, fenestration, and roofs will be retained and repaired.

Standard 6: Deteriorated historic features shall be repaired rather than replaced.

Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence. Deteriorated historic features and finishes such as concrete walls and interior ceilings, and wood doors and windows, will be repaired rather than replaced. Some missing features will be replicated based on archival drawings and photographs, recovering more of the visual character of the primary exterior façade as designed by Paul Williams. The majority of existing historic fabric and materials will be retained.

Standard 7: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

The potential for damage for this building type is primarily in abrasive methods for cleaning and preparation for repairs to cementitious wall finishes and decorative features. Applications under pressure will be limited to low pressures that will not damage or remove the surface of historic materials. Any chemicals used for cleaning or coating removal of historic materials will be selected to be designed by manufacturers for use on the specific material application without staining, changing, or removing any surface from historic features.

Standard 8: Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

The project site is located in an urbanized area which has been previously disturbed by past activities. The project site is not located in an area designated by the City of Los Angeles General Plan Framework EIR as being in an archaeological site or survey area. Any surficial archaeological resources which may have existed at one time have likely been previously unearthed or disturbed. While no further evaluation of this issue is recommended, Mitigation Measure 2 (below, at V.b.) is recommended to reduce any potential impacts to archaeological resources to a less than significant level.

Standard 9: New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

The proposed addition at the rear of the project site would not impact the historic materials of the existing building. The proposed addition would be contemporary in design, materials, and may be different in color than the historic materials. Therefore, the proposed addition would be differentiated from the old. The

proposed addition would be comparable in height and footprint to the original front wing of the building, would be placed at the rear of the property, and its narrow elevation would face the side street (i.e., Paloma Street). The proposed addition would create a "bookend" composition with the original building, relating to the original scale, proportions, and relationship to the side street.

Standard 10: New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment is unimpaired.

The proposed addition would be adjacent to and touching the historic building, with no notable loss of material or change to the historic building. The new building would be freestanding, with no major structural dependence on the historic building, or vice versa. Therefore, the proposed addition can be removed, leaving the form and integrity of the historic property and its setting unimpaired.

Based on the *Historic Evaluation*, the work associated with the Proposed Project meets the ten Secretary of the Interior's Standards for Rehabilitation and, therefore, impacts related to this historic resource would be less than significant.

Mitigation Measure

1 The final design and plans for the Proposed Project shall meet the Secretary of the Interior's Standards for Rehabilitation.

b. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources which meet the criteria for historical resources, as discussed above, or resources which constitute unique archaeological resources. The project site is located in an urbanized area which has been previously disturbed by past activities. The project site is not located in an area designated by the City of Los Angeles General Plan Framework EIR as being in an archaeological site or survey area. Any surficial archaeological resources which may have existed at one time have likely been previously unearthed or disturbed. While no further evaluation of this issue is recommended, the following mitigation measure is recommended to reduce any potential impacts to archaeological resources to a less than significant level.

Mitigation Measure

2 In the event that subsurface resources are encountered during the course of grading and/or excavation, all development shall temporarily cease in these areas until the staff of the Community Redevelopment Agency of the City of Los Angeles is contacted and agrees upon which qualified archaeologist is to be brought onto the project site to properly assess the resources and make recommendations for their disposition. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in the California Health and Safety Code Section 7050.0 and Public Resources Code Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify those persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains. Excavation or disturbance may continue in other areas of the project site that are not reasonably suspected to overlie adjacent remains or archaeological resources.

c. There are no known paleontological resources on the project site. No vertebrate fossil sites have been identified in the vicinity of the project site and therefore top soil and previously disturbed surficial layers in the vicinity of the project site are not likely to contain substantive vertebrate fossils. Other than the excavations required for the foundations and the installation of utilities, no major excavations are planned for the project site. The project site has been previously disturbed and paved for development. While it is possible that paleontological resources could be discovered during construction activities, it is unlikely since the project site has been previously disturbed. While no further evaluation of this issue is recommended, the following mitigation measure is recommended to reduce any potential impacts to archaeological resources to a less than significant level.

Mitigation Measure

3 In the event that paleontological resources are encountered during the course of grading and/or excavation, all development shall temporarily cease in these areas until the CRA/LA is contacted and agrees upon a qualified paleontologist to be brought onto the project site to properly assess the resources and make recommendations for their disposition.

d. The project site is located in a heavily urbanized area, and is currently partially vacant. No known human burials have been identified on the project site or in the vicinity. However, it is possible that unknown human remains could be present on the project site, and if proper care is not taken during project construction, damage to or destruction of these previously unknown remains could occur. In the event that human remains are discovered, the proposed project would comply with the procedures and requirements set forth in the California Health and Safety Code Section 7050.0 and Public Resources Code Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify those persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains. Impacts to human remains would be less than significant.

Further Study Required:

No further analysis is required regarding cultural resources.

VI. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒

b.	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Documentation:

a.i Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City of Los Angeles. The criteria for these major groups are based on criteria developed by the California Division of Mines and Geology (CDMG) for the Alquist-Priolo Earthquake Fault Zoning Program. By definition, an active fault is one that has surface displacement within Holocene time (about 11,000 years). A potentially active fault is a fault that has demonstrated surface displacement of Quaternary age deposits (last 1.6 million years). Inactive faults have not moved in the last 1.6 million years.

The project site is not located in a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards.[7] No active or potentially active faults with the potential for surface rupture are known to pass directly beneath the project site. Notwithstanding, the project site is not located within any of the mapped Alquist-Priolo Special Studies Zones, and no fault trace of any known active or potentially active fault passes through the project site. Therefore, no impacts related to potential ground rupture would occur.

a.ii. As with all properties in the seismically active southern California region, the project site is susceptible to ground shaking during a seismic event. Potential impacts from seismic ground shaking exist throughout southern California and would be of comparable intensity at the project site as it would be for large parts of the City of Los Angeles and the region. The Proposed Project would be required to comply with existing codes, which reduce seismic risks to an acceptable level; thus, the Proposed Project would have a less than significant impact with regard to seismic ground shaking.

a.iii. Liquefaction describes a phenomenon where cyclic stresses, which are produced by earthquake-induced ground motions, create excess pore pressures in cohesionless soils. As a result, the soils may acquire a high degree of mobility, which can lead to lateral spreading, consolidation and settlement of loose sediments, ground oscillation, flow failure, loss of bearing strength, ground fissuring, sand boils, and other damaging deformations. If the liquefying layer is near the surface, the effects are much like that of quicksand and if the layer is deeper in the subsurface, it may provide a sliding surface for the material above it. The possibility of liquefaction occurring at a given site is dependant upon the occurrence of a significant

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7 *City of Los Angeles, Department of City Planning, Safety Element to the General Plan, Exhibit A, Alquist-Priolo Special Study Zones & Fault Rupture Areas, 1994.*

earthquake in the vicinity; sufficient groundwater to cause high pore pressures, grain size, relative density; and confining pressures of the soil at the site.

According to the City of Los Angeles Bureau of Engineering Liquefaction Zone Map, the project site is not located within a liquefaction zone.[8] Therefore, the project would have no impact with respect to liquefaction.

a.iv. The project site is not immediately adjacent to any mountains or steep slopes. The project site is flat and free from the potential of landslides. According to the City of Los Angeles Bureau of Engineering Earthquake Induced Landslide Zones Map, the project site is not within a Landslide Inventory or Hillside Area.[9] Therefore, the probability of landslides, including seismically induced landslides on the project site, is considered low. No impact would occur.

b. During construction, soils may be exposed for a limited time, allowing for possible erosion. However, the temporary nature and the small area of the soil exposure would not be expected to cause substantial erosion. The project site is relatively flat and subterranean excavation would be limited to that necessary for the installation of foundations and utilities for the proposed addition. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading and site preparation would comply with all applicable provisions of Chapter IX, Division 70 of the Los Angeles Municipal Code which addresses grading, excavations, and fills. The Proposed Project would be required to comply with the Uniform Building Code Seismic Standards.

The majority of the area surrounding the project site is completely developed and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the Proposed Project. During construction, the Proposed Project would be required to prevent the transport of sediments from the project site by stormwater runoff and winds through the use of appropriate Best Management Practices (BMPs). These BMPs would be detailed in a Stormwater Pollution Prevention Program (SWPPP). The SWPPP is required to be acceptable to the City Engineer and in compliance with the latest National Pollutant Discharge Elimination System (NPDES) Stormwater Regulations. The implementation of the required construction BMPs would ensure that soil erosion impacts would be less than significant. To ensure proper application of BMPs, the mitigation measures below are provided.

Long-term operation of the Proposed Project would not result in substantial soil erosion or loss of topsoil. The majority of the project site would be covered by structures and paving, while the remaining portions of the project site would be covered with irrigated landscaping. No exposed areas subject to erosion would be created or affected by the Proposed Project. With the implementation of operational BMPs (in compliance with NPDES requirements), long-term impacts related to erosion or the loss of topsoil would be less than significant.

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[8] *City of Los Angeles Bureau of Engineering, Navigate LA Map Gallery, Geotechnical Group, Liquefaction Zones Map, website: http://navigatela.lacity.org/common/mapgallery/pdf/geotechnical/liquefaction.pdf.*

[9] *City of Los Angeles Bureau of Engineering, Navigate LA Map Gallery, Geotechnical Group, Landslide Zones Map, website: http://navigatela.lacity.org/common/mapgallery/pdf/geotechnical/landslide.pdf.*

Mitigation Measure

4 The Proposed Project shall implement BMPs during construction. The BMPs shall be approved by the Department of Building and Safety and shall include, but not be limited to, the following:

- Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the project site. The channels shall be lined with grass or roughened pavement to reduce runoff velocity.

- Implementation of appropriate erosion control and drainage devices to the satisfaction of the Building and Safety Department shall be incorporated. Appropriate erosion control and drainage devices include the following: sand bags and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, and planting fast-growing annual and perennial grasses in areas where construction is not immediately planned. These plantings would help shield and bind the soil.

- Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.

c. Potential impacts regarding liquefaction and landslide potential are evaluated in Sections VI(a) iii and iv, above. Construction must comply with the City of Los Angeles Building Code, which is designed to assure safe construction, including building foundation requirements appropriate to site conditions. As such, impacts would be less than significant.

d. Expansive soils are generally fine grained clay material. Soils existing on the project site currently consist of artificial fill and alluvium.[10] Artificial fill material was generally found to a depth of approximately five feet or less. The artificial fill consists mainly of silty sand with gravel and other construction debris. The underlying alluvial soils consist mainly of fine- to coarse-grained sand with silt, gravel, and cobbles throughout the depth of exploration. No expansive soils exist on the project site; therefore, no impact would occur.

e. The project site is located in the Southeast community of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems are necessary, nor are they proposed. No impact would occur.

Further Study Required:

No further analysis is required regarding geology and soils.

[10] *Geocon Inland Empire, Inc., Geotechnical Investigation, January 5, 2006.*

VII. HAZARDS. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Documentation:

a. A significant impact may occur if the Proposed Project would involve the use or disposal of hazardous materials as part of its routine operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The Proposed Project consists of the rehabilitation of an existing building, including an approximately 13,362 square-foot new addition. The Proposed Project would contain residential and office uses, including amenities associated with the residential uses. Other than typical cleaning solvents used for janitorial purposes, landscaping, and maintenance materials (including but not limited to lacquer thinner, roundup for weed control, and glass cleaners) which could be considered hazardous if used inappropriately, no hazardous materials would be used, transported or disposed of in conjunction with the routine day-to-day operations of the Proposed Project. No significant hazards to the public or the environment are anticipated as long as common sense good housekeeping practices are implemented to ensure the proper handling, storage, and transport of these items. Therefore, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.

b. A significant impact may occur if a project utilizes qualities of hazardous materials as part of its routine operations and could potentially pose a hazard to nearby sensitive receptors under accident or upset conditions. The Proposed Project would use, at most, minimal amounts of hazardous materials for routine cleaning, landscaping, and maintenance and therefore would not pose any substantial potential for accident conditions involving the release of hazardous materials. Impacts would be less than significant. No further analysis of this issue is warranted.

c. The 28th Street Elementary School, located at 2807 Stanford Street, is located approximately 0.23 miles east of the project site. As the Proposed Project is not anticipated to emit any hazardous emissions, beyond the typical cleaning solvents used in residential and office uses, its operation is not expected to affect 28th Street Elementary School. Therefore, no impact would occur.

d. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

According to the Phase I Environmental Site Assessment prepared by Pacific Environmental Company, the project site contained no materials that would be a hazard to the public or the environment, with the exception of the asbestos-containing material (ACM) and lead-based paint (LBP) present in the existing YMCA building. The project site, as analyzed in the Phase I Environmental Site Assessments, has remained unchanged since the preparation of the ESAs. Pacific Environmental Company also prepared an Asbestos and Lead Survey Report. As recommended therein, all ACM and LBP abatement activities shall be conducted in accordance with all applicable local, state, and federal laws and regulations. With proper abatement of ACMs and LBPs, impacts would be less than significant. These reports are included as Appendix C. An environmental database report prepared by GeoSearch (and included in the Phase I) was reviewed for local, state, and federal listings for properties within the vicinity of the project site. Regulatory database lists were reviewed for cases pertaining to leaking underground and aboveground storage tanks (USTs and ASTs), hazardous waste sites, and abandoned sites within the specified radii of standards established by the American Society for Testing and Materials (ASTM). The project site was not listed in any of the databases searched by GeoSearch. The databases listed some off-site properties that are proximate to the project site. Based on the environmental record and database searches, none of these surrounding sites pose a threat to the project site with respect to hazardous materials.

Site Reconnaissance

Based on site reconnaissance, there were no indications of excessive staining or distressed vegetation that would indicate environmental concerns for the project site. Household cleaners and paints were observed in the basement.

PCBs

Electronic transformers and fluorescent lighting fixtures with ballasts manufactured prior to 1978 often contained polychlorinated biphenols (PCBs). PCBs are toxic environmental contaminants commonly associated with fluids in electrical equipment, including transformers and capacitors. There are pole-mounted transformers located in the vicinity of the property along the highway. However, the transformers are the property of the Southern California Edison (SCE), and SCE would be responsible for any cleanup associated with their transformers.

Wetlands

No wetlands appear to exist on the project site.

Radon Potential

Radon is a radioactive gas that is found in certain geologic environments and is formed by the natural breakdown of radium, which is found in the earth's crust. The Federal Environmental Protection Agency (U.S. EPA) has set the safety standard for radon gas in homes to be 4 pico Curies per liter (pCi/l). According to the Department of Health Services (DHS) radon survey, and current correspondence with the DHS, radon concentrations in residences in the geographic region of the project site averages below 4 pCi/l and, therefore, radon is not anticipated to impact the project site.

ACMs

Asbestos-containing material (ACM) is defined by the U.S. EPA as material containing more than one percent asbestos. Title 8, Section 1529, of the California Code of Regulations, however, defines asbestos-containing construction material (ACCM) as any manufactured construction material that contains more than one-tenth of one percent asbestos by weight.

Samples were collected based on building layout, structural features, and mechanical and plumbing systems. Pacific Environmental then performed the following tasks:

- Evaluated whether materials suspected of containing asbestos were present at the project site.
- Collected bulk samples, as required, to adequately characterize the suspect materials.
- Estimated the amount of ACM, where access allowed.
- Assessed the condition of the suspected and known ACMs.

Based on the samples, it was found that ACMs are currently on-site. All ACMs must be removed prior to demolition or renovations, pursuant to Rule 1403 of the South Coast Air Quality Management District's and CalOSHA Asbestos Regulations. Some of the ACM floorings are damaged and should be removed prior to renovation activities.

Abatement activities must be conducted in compliance with all applicable regulations, standards and generally accepted environmental and safety practices, including Federal Occupational Safety and Health Administration (OSHA) (29 CFR 1926), U.S. EPA National Emission Standard for Hazardous Air Pollutants (NESHAPS) (40 CFR Part 61), Toxic Substances Control Act (TSCA), and Title II Hazard Emergency Response Act (AHERA)/ Asbestos School Hazard Abatement Reauthorization Act (ASHARA) (40 CFR Part 763) Asbestos Regulations, as well as OSHA Asbestos Construction Standard (29 CFR 1926.1101), and Cal-OSHA Construction Standard (Title 8, California Code of Regulations Section 1529).

All asbestos waste must be properly disposed of and documented. Waste Manifests must be submitted at the end of a project. Disposing of a known hazardous waste improperly is illegal in the State of California. If any additional materials are encountered during the demolition activities, they shall be sampled, analyzed, and removed.

LBP

Lead-based paint (LBP) and lead glazing on ceramics is of concern both as a source of direct exposure through ingestion of paint chips, and as a contributor to lead interior dust and exterior soil. Lead was widely used as a major ingredient in most interior and exterior oil-based paints prior to 1950. Lead compounds continued to be used as corrosion inhibitors, pigments and drying agents beginning in the early 1950's. In 1972, the Consumer Products Safety Commission limited lead content in new paint to 0.5% (5000 ppm) and, in 1978, to 0.06% (600 ppm). It has also been used extensively as a glaze on ceramic and porcelain finishes.

The federal and state OSHA regulations for lead in construction do not specify a level of a lead in paint that classifies it as LBP. However, federal and state OSHA regulations specify airborne lead levels that should not be exceeded during construction without appropriate protection and training.

Pacific Environmental Company (PEC) conducted a LBP survey and found the exterior components of the project site are defective and should be stabilized and repainted by certified professionals.[11] The ceramic finishes are intact and do not warrant action unless they are going to be disturbed by renovations.

In summary, ACMs and LBP materials were found on the project site. However, both categories of hazardous materials would be mandated to be properly disposed of and/or repaired by properly trained individuals using appropriate procedures and engineering controls during removal and/or repair, pursuant to the mitigation measures listed below. No other listed hazardous materials were found on the project site. Therefore, impacts would be less than significant.

Mitigation Measures

5 Only properly trained and equipped individuals shall be assigned site preparation tasks that would involve treatment of any defective paints. Procedures and engineering controls must be designed to follow CAL/OSHA and DHS requirements, and workers must wear appropriate personal protective equipment during the work. PEC recommends that the defective LBPs be repaired by certified personnel.

6 The old household cleaners and paints observed in the basement shall be recycled or disposed of properly.

e., f. The airport located closest to the project site is the Hawthorne Municipal Airport, approximately 7.6 miles southwest of the project site. The project site is not within an airport land use plan. The Proposed Project would not create a safety hazard to residents or employees in the vicinity of the project site, as related to operation of the Hawthorne Municipal Airport. No impact would occur.

g. Construction of the Proposed Project would not substantially impede public access or travel upon public rights-of-way and would not interfere with any adopted emergency response plan or emergency evacuation plan. Proposed Project impacts to area traffic would have no significant impacts on nearby

[11] *PEC, Asbestos and Lead Survey Report 1006 East 28th Street, Los Angeles, California 90011, October 15, 2008.*

roadways or intersections (see Section XV, below) and, thus, would not have the potential to interfere with an emergency response or evacuation plan. No impact would occur.

h. The project site is located in an urbanized portion of the City of Los Angeles that does not include wildlands or high fire hazard terrain or vegetation. No impact would occur.

Further Study Required:

No further analysis is required regarding hazards and hazardous materials.

VIII. HYDROLOGY AND WATER QUALITY. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 pre-existing 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?	☐	☐	☒	☐

Documentation:

a. A significant impact may occur if a project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into storm water drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with any applicable Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

Construction

Construction activities must meet the NPDES requirements for storm water quality and comply with all applicable regulations with regard to surface water quality as governed by the SWRCB. The SWRCB mandates that projects disturbing one or more acres of soil or less than one acre but are part of a larger development disturbing one or more acres must obtain coverage under the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity. The General Permit requires that, prior to construction activity, project applicants file a Notice of Intent (NOI) with the SWRCB and prepare a project-specific SWPPP that incorporates BMPs to control erosion and to protect the quality of surface water runoff during the construction period. Since the grading and excavation required for the Proposed Project would involve a footprint of less than one acre, the Proposed Project would not be required to file an NOI or prepare a SWPPP. Water quality impacts during construction of the Proposed Project could occur from potential chemical spills associated with construction equipment. Therefore, mitigation measures, identified below, are provided in order to reduce any potential water quality impacts during construction to a less than significant level.

Operation

The Los Angeles Regional Water Quality Control Board (LARWQCB) issued a Municipal Storm Water NPDES Permit in December 2001 requiring new development and redevelopment projects to incorporate storm water mitigation measures. Depending on the type of project, either a SUSMP or a Site Specific Mitigation Plan is required to reduce the quantity and improve the quality of rainfall runoff that leaves the site. SUSMPs are required for single-family hillside residences, residential developments of ten or more units, industrial/commercial developments of one or more acres, automotive service facilities, retail gasoline outlets, restaurants, parking lots of 5,000 or more square feet or larger or with 25 or more parking spaces, and projects discharging directly into designated Environmentally Sensitive Areas (ESA). However, as the Proposed Project is a redevelopment project with a less than 5,000 square-foot additional footprint which constitutes less than 50% of the existing development footprint, the Proposed Project is exempt from SUSMP requirements. In addition, implementation of the mitigation measures identified below would reduce potential project-related water quality impacts during operation to less than significant levels.

Mitigation Measures

General Construction

7 All waste shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.

8 Leaks, drips, and spills shall be cleaned immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

9 Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.

10 All construction equipment and vehicles shall be inspected for leaks and repaired according to a regular maintenance schedule.

11 All equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop cloths shall be used to catch drips and spills.

12 The Proposed Project shall cluster tree areas and promoting the use of native and/or drought tolerant plants.

13 The Proposed Project shall reduce impervious surface area by using permeable pavement materials where appropriate, such as on driveways. Permeable pavement materials include pervious concrete/asphalt; unit pavers, i.e., turf block; and granular materials, i.e., crushed aggregates or cobbles.

14 The Proposed Project shall design an efficient irrigation system to minimize runoff. The irrigation system shall include, but is not limited to, drip irrigation for shrubs to limit excessive spray, shutoff devices to prevent irrigation after significant precipitation, and flow reducers.

15 Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or cover with tarps or plastic sheeting.

16 Dust suppression techniques, such as watering or tarping, shall be used.

17 Construction entrances shall be designed to facilitate removal of debris from vehicles exiting the project site.

Operation

18 The project applicant shall implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period. The design of structural BMPs shall be in accordance with the City's *Development Best Management Practices Handbook Part B Planning Activities*. A signed certificate from a California-licensed civil engineer or architect that the proposed BMPs meet this numerical threshold standard shall be required.

19 Any connection to the sanitary sewer shall have authorization from the Bureau of Sanitation.

20 Materials with the potential to contaminate stormwater shall be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevents contact with runoff spillage to the stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.

21 The proposed trash/recycle room shall be paved and sufficiently impervious to contain leaks and spills.

22 The owner(s) of the property shall prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the manufacturer's instructions.

b. A significant impact may occur if a project includes deep excavations resulting in the potential to interfere with groundwater movement, withdrawal of groundwater, or the paving of existing permeable surfaces that are located above groundwater basins. The project site is currently developed with existing community-serving recreation/office uses and vacant SRO units. Construction of the Proposed Project would involve the rehabilitation of the existing community-serving recreation/office uses and conversion of SRO units to studio units. The Proposed Project would not require extensive excavation, as it involves interior renovations of an existing building and a proposed 13,362 square-foot addition with above-ground parking. It is likely that groundwater would not be encountered during grading and excavation activities, therefore impacts associated with this issue would be less than significant.

c. A significant impact may occur if a project results in a substantial alteration of drainage patterns that would result in a substantial increase in erosion or siltation during construction or operation of the project. Construction of the Proposed Project would involve interior renovations, and limited grading and excavation. Thus, construction of the Proposed Project would not have the potential to substantially increase the amount of erosion generated at the project site due to altered drainage patterns.

The Proposed Project would not decrease the amount of permeable surface area on the project site, as the project site is currently completely covered with an impermeable surface. In addition, the project site is not located adjacent to any stream or river. Therefore, operation of the Proposed Project would not result in substantial siltation and/or erosion due to altered drainage patterns, and impacts associated with this issue would be less than significant.

d. A significant impact may occur if a project results in increased runoff volumes during construction or operation of the project that would result in flooding conditions that would adversely impact the project site or nearby properties. The project site is located in an urbanized area and is currently developed with an existing YMCA building encompassing community-serving recreation/office uses and vacant SRO units, and is served by existing curbs and gutters on Paloma Street along the project site's western boundary and East 28th Street along the project site's northeastern boundary. The curbs and gutters on East 28th Street eventually flow into a storm drain inlet located on the southeast corner of the intersection of East 28th Street and Paloma Street. Residual effluent from East 28th Street and effluent from Paloma Street flow in a southerly direction to storm drain inlets on 29th Street, which sends stormwater downstream through a network of storm drain pipes.[12] The Proposed Project would involve the rehabilitation of all existing on-site structures and construction would increase the building footprint by approximately 2,000 square feet. However, the increase in the building's footprint would take place in paved areas that are already impervious. Therefore, the amount of runoff would be expected to remain consistent with existing conditions. With the exception of small landscaped areas that circumvent the existing building, the majority of the existing project site is made up of impervious surfaces. The existing storm drain system is sufficient to serve the project site and the surrounding area. Implementation of the Proposed Project would result in a slight decrease in impervious surfaces, as some of the impervious surfaces would be replaced with new landscaped areas and permeable concrete driveways. Therefore is not anticipated to exceed the capacity of the existing storm drain system. The project site is not located adjacent to any stream or river, and project runoff would continue to drain into

12 *City of Los Angeles Bureau of Engineering website: https://www.navigatela.lacity.org, July 23, 2009.*

the existing City storm drain infrastructure. Therefore, the Proposed Project would not result in flooding due to altered drainage patterns, and impacts associated with this issue would be less than significant.

e. A significant impact may occur if a project would increase the volume of storm water runoff to a level which exceeded the capacity of the storm drain system serving a project site. A project-related significant impact would also occur if a project would substantially increase the probability that polluted runoff would reach the storm drain system.

Storm Drain Capacity

The project site is currently developed with community-serving recreation/office uses and vacant SRO units, and is served by existing curbs and gutters on Paloma Street along the project site's western boundary and East 28th Street along the project site's northeastern boundary. The curbs and gutters on East 28th Street eventually flow into a storm drain inlet located on the southeast corner of the intersection of East 28th Street and Paloma Street. Residual effluent from East 28th Street and effluent from Paloma Street flow in a southerly direction to storm drain inlets on 29th Street which sends stormwater downstream through a network of storm drain pipes.[13] The Proposed Project would involve the rehabilitation of all existing on-site structures and construction would increase the building footprint by approximately 2,000 square feet. However, the increase in the building's footprint would take place in paved areas that are already impervious. Therefore, the amount of runoff would be expected to remain consistent with existing conditions. With the exception of small landscaped areas that circumvent the existing building, the majority of the existing project site is made up of impervious surfaces. The existing storm drain system is sufficient to serve the project site and the surrounding area. Implementation of the Proposed Project would result in a slight decrease in impervious surfaces, as some of the impervious surfaces would be replaced with new landscaped areas and permeable concrete driveways. Thus, the Proposed Project is not anticipated to exceed the capacity of the existing storm drain system. Therefore, the Proposed Project would not result in an increase of storm water runoff to a level that would exceed the capacity of the storm drain system currently serving a project site. As such impacts associated with this issue would be less than significant.

Construction-Related Polluted Runoff

The Proposed Project would have the potential to generate short-term construction-related stormwater pollution associated with the handling, storage, and disposal of construction materials containing pollutants and the maintenance and operation of any demolition equipment that may leak fuel, oil, antifreeze, or other fluid into the storm drains surrounding the project site. Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. When properly designed and implemented, these "good-housekeeping" practices, as outlined in the mitigation measures identified in response to Section VIII.a., would reduce short-term construction impacts related to polluted runoff to a less than significant level.

Operational Polluted Runoff

The primary source of operation-related water pollutants would be from the deposition of certain chemicals by cars in the parking area. Vehicles typically leak metals, oil and grease, solvents, phosphates, hydrocarbons,

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13 *Id.*

and suspended solids to the storm drain system. All runoff from the project site currently drains, and with implementation of the Proposed Project, would continue to drain towards existing storm drains in the project site vicinity. All contaminants gathered during routine cleaning would be disposed of in compliance with applicable stormwater pollution prevention permits, water quality standards, and wastewater discharge BMPs set forth by the City and the SWRCB. Specifically, LAMC Ordinance No. 172,176 (and a subsequent amendment in Ordinance No. 173,494) sets forth the City's Stormwater and Urban Runoff Pollution Control, which requires the application of BMPs. Chapter IX, Division 70 of the LAMC addresses grading, excavations, and fills. As such, with the implementation of the mitigation measures identified under Section VIII.a., the Proposed Project's impacts related to stormwater runoff would be reduced to a less than significant level.

f. A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. Other than the sources discussed above in Sections VIII.a. and VIII.e., where mitigation measures will reduce any impact to a less than significant level, the Proposed Project would not include other potential sources of contamination that could degrade water quality. Therefore, the Proposed Project would not otherwise degrade water quality, and impacts associated with this issue would be less than significant.

g, h. A significant impact may occur if a project would place housing within a 100-year flood zone. According to the City of Los Angeles Department of Public Works (DPW), Bureau of Engineering, the project site is not located within a City-designated 100-year flood plain.[14] The project site is not located within an area identified by Federal Emergency Management Agency (FEMA) as a special flood hazard area. Further, the Proposed Project would not be situated in an area where it would impede or redirect flood flows, as the project site is not located proximate to any bodies of water. Therefore, there would be no impact associated with this issue.

i. A significant impact may occur if a project were located in an area where a dam or levee could fail, exposing people or structures to a significant risk of loss, injury, or death. The project site is not located within a City-designated potential inundation basin.[15] As such, the Proposed Project would not introduce persons or structures to flooding risks from levee or dam failure, and no impact would occur.

j. A significant impact may occur if a project site is located sufficiently close to the ocean or other body of water to be potentially at risk of the effects of seismically-induced tidal phenomena (seiche or tsunami), or if the project site is located adjacent to a hillside area with soil characteristics potentially susceptible to mudslides or mudflows. The project site is located approximately 12 miles from the Pacific Ocean and is not in the vicinity of any major water bodies; therefore, risks associated with seiches or tsunamis would be quite low at the project site. Further, according to the City's Safety Element, the project site and the surrounding area are not located in a City-designated Hillside Area.[16] Therefore, the risks associated with

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14 *City of Los Angeles Bureau of Engineering, Department of Public Works (DPW), Flood LA Website: http://navigatela.lacity.org/floodgis/index01.cfm, June 26, 2009.*

15 *City of Los Angeles Department of City Planning, Environmental and Public Facility Maps, Inundation and Tsunami Hazard Areas in the City of Los Angeles, March 1994.*

16 *City of Los Angeles Department of City Planning, Environmental and Public Facility Maps, Landslide Inventory and Hillside Areas in the City of Los Angeles, June 1994.*

mudslides or mudflow would also be considered low. As such, impacts associated with this issue would be less than significant.

Further Study Required:

No further analysis is required regarding hydrology and water quality.

IX. LAND USE AND PLANNING. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
b. Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, 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?	☐	☐	☐	☒

Documentation:

a. A significant impact may occur if a project site would physically divide an established community. The Proposed Project is not of the scale or nature that could physically divide an established community. The project site is located within an urbanized area of Southeast Los Angeles. The surrounding area consists of residential, light industrial and commercial uses. The Proposed Project involves the interior rehabilitation of an existing building and the addition of approximately 13,362 square feet to accommodate 49 low-income studio units, (with a manager's unit,) with recreational amenities and office space. The Proposed Project would be constructed on the existing parcels associated with the project site and would not result in the termination of any surrounding streets. Therefore, implementation of the Proposed Project would not disrupt or substantially divide the physical arrangement of the established community and no impact would occur.

b. A significant impact may occur if a project would conflict with an applicable land use plan, policy or regulation of an agency with jurisdiction over the project.

Council District Nine Corridors South of the Santa Monica Freeway Recovery Redevelopment Plan

While the 28th Street YMCA project is located outside the boundaries of the Council District Nine Corridors South of the Santa Monica Freeway Recovery Redevelopment Project Area ("Project"), pursuant to Section 409.1 (*General Authority*), of the Redevelopment Plan ("Plan"), it is eligible for consideration by the CRA/LA:

> *General Authority*: "The CRA/LA may, inside or outside of the Project Area, acquire land, improve site, or construct or rehabilitate structures in order to provide housing for persons and families of low or moderate income." (Emphasis added.)

The proposed 28th Street YMCA project will provide housing for persons of low and very low income and further, will implement the following Plan Objectives:

- Housing for all income levels to be provided along with the preservation of existing single family housing stock.

- Job training and educational programs to be expanded and partnerships formed with regional institutions and resources.

- The cultural heritage of the area to be preserved and promoted.

The Proposed Project is a partnership of Clifford Beers Housing, Inc, developers of affordable housing and the Coalition for Responsible Community Development ("CRCD"), a non-profit community agency.

The Proposed Project will provide new dwelling units for low and very low income households as well as supportive housing for special needs adults, including previously homeless, mentally ill or transitioning from foster care. Providing 49 new dwelling units, including one, on-site manager unit, will not result in the demolition or removal of existing single family housing stock. Kedren Community Health Center will assist with case management and supportive services for tenants.

Approximately 8,000 square feet of ground floor area will be operated by CRCD to provide workforce development program for young adults ages 17-25, including case management, employment readiness and life skills workshops. CRCD may partner with other local non-profit agencies to operate organized recreational activities in the multi-purpose rooms.

The project site houses a designated Los Angeles Historic Cultural Monument Number 851, the 28th Street YMCA Building, designed by noted African American architect Paul R. Williams in the Spanish Colonial Revival style. On March 17, 2009, the building, constructed in 1926, was also listed on the National Register of Historic Places. The building is in disrepair and the proposed renovation and rehabilitation program will comply with the *Secretary of Interior's Standards and Guidelines for Rehabilitation* to retain, as economically feasible, the historic fabric and character-defining features of the building. Also, the proposed building addition has been designed to meet specific standards, including differentiation from historic features and compatibility with the massing, size, scale and architectural features of the existing building to protect the historic integrity of the historic resource. Therefore, the Proposed Project is consistent with the Plan.

City of Los Angeles Zoning Code

The project site is zoned as RD2-1 by the Zoning Code (Restricted Density Multiple Dwelling Zone, Height District 1). The RD2-1 zone allows for a variety of residential uses, along with park, playgrounds or community centers owned and operated by a governmental agency. As the Proposed Project would involve the construction of residential uses with associated recreational and office uses, as well as associated parking, redevelopment of the project site would be consistent with the requirements of the RD2-1 Zone as defined in the LAMC. The Proposed Project would require the approval of certain discretionary actions pursuant to the LAMC. The following is a list of the proposed discretionary actions:

1. Zone Variances pursuant to LAMC Section 12.27:

   a. From LAMC Section 12.09.1 A to allow a philanthropic institution use (non-profit community service organization and community center) as not otherwise permitted in the RD2-1 Zone;

b. From LAMC Section 12.09.1 B 4 to allow renovation and reconfiguration of 50 guest rooms constructed by right in 1926, including a building addition, for a total of 49 studio units, in lieu of the 8 dwelling units otherwise permitted in the current RD2-1 Zone;

c. From LAMC Section 12.21 A 4 (x) (2) to allow five (5) in lieu of twenty-five (25) parking spaces otherwise required for the studio dwelling units located in the proposed new addition to a designated Historic/Cultural building; and

d. From LAMC Section 12.21.1 to allow an approximate 59-foot (63-foot height to top of solar panels) in lieu of the 45-foot building height otherwise permitted, for an addition containing 25 of the proposed 49 studio units to an existing, non-conforming, approximate 55-foot, 2-inch high building (65-foot top of chimney).

2. **Zoning Administrator's Adjustments,** pursuant to LAMC Section 12.28 :

a. From LAMC Section 12.21 C 3 (a) & (b) to allow an approximate 7-foot, 6-inch easterly side yard (approximate 9-foot setback for second level balcony bridge) and an approximate 6-foot, 6-inch westerly side yard in lieu of the 23-foot side yards, or combined side yard with width of 46 feet (40% of the width of the lot) and each side yard a minimum 10-foot in width as otherwise required for a philanthropic institution on an RD2-1 zoned lot adjoining a lot in an "R" Zone;

b. From LAMC Section 12.21 C 6 (a) to allow elimination of a requirement to provide a loading zone as otherwise required on the same lot as an institution use; and

c. From LAMC Section 12.21 G to allow zero (0) in lieu of the 2,500 square feet of open space otherwise required for new construction containing 25 studio dwelling units. (While not technically defined as open space, active and passive recreational amenities will be provided, including an approximate 1,040 square foot courtyard, approximate 2,043 square foot roof deck, approximate 1,233 square foot housing commons area and approximately 3,423 square feet of public multi-purpose rooms.)

With the approval of these discretionary actions, the Proposed Project would be consistent with the zoning of the project site and all LAMC requirements.

Southeast Los Angeles Community Plan

The Proposed Project is located in the City of Los Angeles. Development within the project site is governed by several local and regional plans. The General Plan of the City of Los Angeles consists of eleven elements, ten citywide elements and one land use element or plan for each of the City's 35 community planning areas. The project site is designated as Low Medium II Residential by the Southeast Los Angeles Community Plan.

The Southeast Los Angeles Community Plan provides goals and objectives to provide direction and a course of future action for the area. Some of the opportunities for residential development set forth in the Southeast Los Angeles Community Plan include the following: 1) Block Clubs and local community organizations involved in rehabilitation and hew housing strategies, appropriate to the Community and its Neighborhoods, 2) undeveloped or underdeveloped land offer opportunities for new and infill development, 3) the potential for the rehabilitation of older housing stock, and 4) the potential for development incentives to provide

rehabilitated and new housing stock. More specifically, the Proposed Project will aim to incorporate the following applicable Southeast Los Angeles Community Plan goals, objectives and policies:

- Goal 1: A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.
- Goal 4: Adequate recreation and park facilities which meet the needs of the residents in the plan area.
- Goal 18: A community which preserves and restores the monuments, cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance.
- Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.
- Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.
- Policy 1-2.1: Locate higher residential densities near commercial centers, light mass transit stations, and major bus routes where public service facilities, utilities, and topography will accommodate this development.
- Objective 1-4: To preserve and enhance neighborhoods with a distinctive and significant historical character.
- Policy 1-4.1: Protect and encourage reuse of the area's historic resources.
- Policy 1-4.3: Preserve architecturally or historically significant features such as designated trees and stone walls and incorporate such features as an integral part of new development when appropriate.
- Objective 1-5: To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.
- Policy 1-5.1: Promote greater individual choice in type, quality, price, and location of housing.
- Policy 1-5.2: Ensure that new housing opportunities minimizes displacement of the residents.
- Policy 1-5.6: Ensure that the development of transition housing units and emergency shelters are appropriately located within the Community Plan area.
- Objective 4-1: To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational needs of the community.
- Policy 4-1.1: Preserve the existing recreational facilities and park space.
- Objective 18-1: To ensure that the Plan Area's significant cultural and historical resources are protected, preserved, and/or enhanced.

- Policy 18-1.2: Identify all designated City of Los Angeles Historic and Cultural Monuments in order to foster public appreciation of the City of Los Angeles' valuable historic resources and to promote education of the public by preserving Los Angeles' historic past and to promote that any other appropriate landmarks of unique architectural and historical significance continue to be identified for the purpose of inclusion in the list.

- Objective 18-4: To encourage private owners of historic properties/resources to conserve the integrity of such resources.

- Policy 18-4.1: To assist private owners of historic resources to maintain and/or enhance their properties in a manner that will preserve the integrity of such resources in the best possible condition.

- Policy 18-4.2: Encourage appropriate adaptive reuse of historic resources.

The Proposed Project is consistent with these goals, objectives and policies. An existing, historic building in a highly urbanized area of Los Angeles will be preserved, restored, and reused to provide affordable housing opportunities and community services, including job training and placement and on-site recreational activities, all in proximity to public transit options. The Proposed Project will provide a significant economic investment in an area that needs rehabilitation and redevelopment. Further, the Proposed Project would provide transition housing units, and would not displace any residents, as the project site is currently vacant. Finally, the project site is located in an area that is generally developed, thereby preserving other open-space areas. As the project would involve the rehabilitation of and addition to the existing YMCA building, which is currently underutilized, redevelopment of the project site would be consistent with the Southeast Los Angeles Community Plan. The Proposed Project would provide low-income housing opportunities on a site that is currently developed with vacant, uninhabitable residential units. Therefore, development of the Proposed Project would be consistent with the Southeast Los Angeles Community Plan.

Regional Plans

The project site is located within the six-county region that comprises the SCAG planning area. Adopted policies included in SCAG's RCPG (1996) that are related to land use are contained primarily in Chapter 3, Growth Management. SCAG overall goals are to re-invigorate the region's economy, avoid social and economic inequities and the geographical dislocation of communities, and to maintain the region's quality of life. Relevant policies which achieve these goals include:

- SCAG shall encourage local jurisdictions plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.

- SCAG shall support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing rich subregions.

- SCAG shall encourage developments in and around activity centers, transportation corridors, under-utilized infrastructure systems and areas needing recycling and redevelopment.

- SCAG shall encourage planned development in locations least likely to cause adverse environmental impact.

The Proposed Project is consistent with these goals and policies. An existing, historic building in a highly urbanized area of Los Angeles will be renovated and rehabilitated to provide affordable housing opportunities and community services, including job training and placement and recreational activities, all in proximity to public transit options. The Proposed Project will provide a significant economic investment in an area that needs rehabilitation and redevelopment. Further, the project site is located in an area that is generally developed, thereby preserving other open-space areas.

The Proposed Project is also located within the South Coast Air Basin and, therefore, falls under the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD's AQMP was adopted in 2007 to establish a comprehensive air pollution control program that would lead to the attainment of state and federal air quality standards in the South Coast Air Basin, which is currently a non-attainment area. The AQMP also addresses the requirements set forth in the California and Federal Clean Air Acts. Potential impacts on local and regional air quality are anticipated to be less than significant, falling below SCAQMD thresholds as a result of the nature and small scale of the Proposed Project. Implementation of the Proposed Project would fall below the SCAQMD significance thresholds for both short-term construction and long-term operation emissions, as discussed in Section III. The Proposed Project would not increase the frequency or severity of existing air quality violations, cause or contribute to new air quality violations, nor delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. Therefore, the Proposed Project is considered consistent with the AQMP, and would not conflict with applicable regional plans or policies adopted by agencies with jurisdiction over the project.

Overall, the Proposed Project would not conflict with, and would instead work to help implement, key regional and local plans and policies applicable to the project site and surrounding areas. Thus, impacts associated with this issue would be less than significant.

c. As discussed in Section IV.f, no habitat conservation plans or natural community conservation plans presently exist which govern any portion of the project site. The project site is located in an area that has been previously disturbed and graded. Therefore, the Proposed Project would not have the potential to conflict with any applicable habitat conservation plan or natural community conservation plan. No impact would occur.

Further Study Required:

No further analysis is required regarding land use and planning.

X. MINERAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Documentation:

Proposed Project

a,b. The project site is not located within any designated oil fields,[17] however, the project site is located within Mineral Resource Zone 2 Area (MRZ-2).[18] While the project site is located within this resource zone, the Proposed Project does not involve deep subsurface excavations and therefore would not result in the extraction or loss of availability of a known mineral resource or locally-important mineral resource. There would only be shallow excavation, in order to lay the building foundations, and this would not interfere with mineral extraction. Development of the Proposed Project would not preclude future excavation of oil or minerals should such extraction become viable. The resources would continue to exist on the project site. Therefore, the Proposed Project would result in a less than significant impact.

Further Study Required:

No further analysis is required regarding mineral resources

XI. NOISE. *Would the project result in:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all

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17 *City of Los Angeles, Environmental and Public Facilities Maps, Oil Field and Oil Drilling Areas, September 1, 1996.*

18 *City of Los Angeles, Environmental and Public Facilities Maps, Areas Containing Significant Mineral Deposits, September 1, 1996.*

frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- L_{eq} - An L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

- L_{max} - The maximum instantaneous noise level experienced during a given period of time.

- L_{min} - The minimum instantaneous noise level experienced during a given period of time.

- CNEL - The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels below 60 dBA are generally considered low, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated natural settings that can provide noise levels as low as 20 dBA, and quiet suburban residential streets that can provide noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of low-moderate level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA).

Under controlled conditions, in an acoustics laboratory, the trained healthy human ear is able to discern changes in sound levels of 1 dBA, when exposed to steady, single frequency "pure tone" signals in the mid-frequency range. Outside of such controlled conditions, the trained ear can detect changes of 2 dBA in normal environmental noise. It is widely accepted that the average healthy ear, however, can barely perceive noise level changes of up to 3 dBA in an urban community noise environment. Changes from three to five dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA increase is readily noticeable, while the human ear perceives a 10 dBA increase as a doubling of sound.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors such as the weather and reflecting or shielding of noise also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures - generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 dBA to 25 dBA with closed windows. The exterior-to-interior reduction of newer homes is generally 30 dBA or more with closed windows.

Documentation:

a. A significant impact may occur if the Proposed Project would generate excess noise that would cause the ambient noise environment at the project site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (the "Noise Element") and the LAMC. Implementation of the Proposed Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.

Construction Noise

Construction-related noise impacts would be significant if, as indicated in LAMC Section 112.05, the noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment.

Construction of the Proposed Project would require the use of equipment for interior demolition, grading and excavation, foundation construction, the installation of utilities, paving, and building fabrication. Construction activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity. As identified in the Project Description, the Proposed Project consists of the rehabilitation of the existing building and the addition of approximately 13,362 square feet of building space to accommodate the proposed uses. The Proposed Project would provide approximately 49 new studio dwelling units. The second through fourth floors of the existing YMCA building would be rehabilitated to provide approximately 24 units, all containing kitchenettes and bathrooms. The addition to the south side of the existing uses would provide the remaining 25 studio units. The ground floor would provide approximately 10,000 square feet of community space, 8,000 square feet of which would be non-profit office space and public recreation area, and 2,000 square feet of which would be tenant-serving common space. In addition, there would be a tenant-serving courtyard area of 1,040 square feet.

The U.S. EPA has compiled data for outdoor noise levels for typical construction activities, both with and without the use of equipment mufflers. These data are presented in Table 6, Typical Outdoor Construction Noise Levels. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA measured at 50 feet from the noise source to the receptor would reduce to 78 dBA at 100 feet from the source to the receptor, and reduce by another 6 dBA to 72 dBA at 200 feet from the source to the receptor.

Table 6
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet (dBA L_{eq})	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})
Ground Clearing	84	82
Excavation, Grading	89	86
Foundations	78	77
Structural	85	83
Finishing	89	86

Source: U.S. EPA 1971

During construction, three basic types of activities would be expected to occur and generate noise: (1) the interior of the existing vacant building would be demolished; (2) the project site would be prepared and graded to accommodate building footings and utilities for the addition to the existing building; and (3) the proposed renovation/addition would be constructed.

LAMC Section 41.40 regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Demolition and construction are prohibited on Sundays and all federal holidays. The construction activities associated with the Proposed Project would comply with these LAMC requirements.

Land uses in the vicinity of the project site include mainly residential and commercial uses. The nearest sensitive receptors are the residences located approximately 5 feet east of the project site, the multi-family residences located approximately 15 feet south of the project site, and the single-family residence located approximately 55 feet across Paloma Street to the west. Noise levels associated with the construction of the Proposed Project at these residential units may reach a maximum of 106 dBA L_{eq}, 96 dBA L_{eq}, and 85 dBA L_{eq}, respectively, during site grading, excavation, and finishing, despite the use of noise-attenuating devices.[19] Overall, the estimated construction-related noise levels that would be experienced at the residential uses surrounding the project site would exceed the 75 dBA noise threshold outlined in the City Noise Ordinance. As such, construction-related noise impacts associated with the Proposed Project would be significant at these off-site sensitive receptor locations. Although the estimated construction-related noise levels associated with the Proposed Project would exceed the numerical noise threshold outlined in the City Noise Ordinance at the aforementioned residential uses, implementation of Mitigation Measures 23 through 28 would reduce the noise levels associated with construction of the Proposed Project to the maximum extent feasible.

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[19] *The noise level was determined with the following equation from FTA's Transit Noise and Vibration Impact Assessment, Final Report: Leq = Leq at 50 ft. - 20 Log(D/50), where Leq = noise level of noise source, D = distance from the noise source to the receiver, Leq at 50 ft.= noise level of source at 50 feet.*

Mitigation Measures

23 The construction contractor shall notify adjacent residents in advance of construction activities. The construction manager's (or representative's) telephone number shall also be provided with the notification so that all valid concerns from adjacent residents can be expressed and addressed through changes in construction procedures. Forms of notification shall include one or more of the following: signs posted on the project site and/or distribution of leaflets to adjacent residents.

24 Construction and demolition shall be restricted to the hours of 7:00 A.M. to 9:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday, and prohibited on all Sundays and federal holidays.

25 Exterior construction activities shall be scheduled so as to avoid operating several pieces of loud equipment simultaneously, which then causes high noise levels. The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be scheduled as to avoid operating more than two pieces of equipment simultaneously, where possible. Examples include the use of drills, jackhammers, and pile drivers.

26 The Proposed Project contractor shall use power construction equipment with noise shielding and muffling devices.

27 All construction truck traffic shall be restricted to truck routes approved by the City Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.

28 The Proposed Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction sites prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.

With implementation of Mitigation Measures 23 through 28, impacts associated with construction-related noise levels would be less than significant.

Operational Noise

Upon completion and operation of the Proposed Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment. However, the operation of this and any other on-site stationary sources of noise would 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 decibels. Additionally, the Proposed Project would be constructed in accordance with California Code of Regulations Title 24 insulation standards for residential buildings, which serves to provide an acceptable interior noise environment for sensitive uses. On this basis, a significant noise impact from on-site operations is not anticipated and, as such, no mitigation measures are required, and impacts would be less than significant.

b. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.), causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential and educational areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. Noise analysis experts indicate that the range of concern regarding groundborne vibration is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction

Construction activities that would occur under the Proposed Project have the potential to generate low levels of groundborne vibration. Table 7, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate during the construction of the Proposed Project at the project site. Based on the information presented in Table 7, vibration velocities could reach as high as approximately 0.076 inch per second PPV at 25 feet from the source activity, depending on the type of construction equipment in use. This corresponds to a RMS velocity level (in VdB) of 86 VdB at 25 feet from the source activity.

Table 7
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40
Sources: Federal Transit Administration, 2006; and Christopher A. Joseph & Associates, 2009.										

The nearest off-site sensitive receptors to the project site are the residential uses located to the east, south, and west. The residential uses to the east are approximately five feet from the boundary of the project site. The residences to the south are approximately 15 feet from the boundary of the project site, and the residential uses to the west are approximately 55 feet from the project site. Based on the distances of these residential uses from the project site, the vibration velocities that would occur at these off-site receptors would be approximately 0.850 PPV at the residences to the east, 0.164 PPV at the residences to the south, and 0.023 PPV

at the residences to the west.[20] The State CEQA Guidelines do not define the levels at which groundborne vibration or groundborne noises are considered "excessive." Thus, in terms of construction-related vibration impacts on buildings, the adopted guidelines/recommendations by the Federal Transit Administration (FTA) to limit groundborne vibration based on the age and/or condition of the structures that are located in close proximity to construction activity are used in this analysis to evaluate potential groundborne vibration impacts. According to the FTA criteria, construction impacts relative to groundborne vibration would be considered significant if project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inch per second at any non-engineered timber and masonry buildings. As the residences located adjacent to the eastern boundary of the project site would be exposed to groundborne vibration levels that exceed 0.2 inch per second, construction-related groundborne vibration impacts associated with the Proposed Project would be significant at these off-site sensitive receptor locations. Regarding the 28th Street YMCA Building, which is a historic structure, an upper PPV criterion level of 0.08 inch per second is recommended for continuous vibrations to which "ruins and ancient monuments" should be subjected.[21] This criterion level may also be used for historical buildings, or buildings that are in poor condition. Since the YMCA building has a separate criteria due to the historic status, Mitigation Measure 29 would be implemented to prevent structural damage, and the impact would be less than significant. Additionally, Mitigation Measure 30 shall be required to minimize impacts to the adjacent residential uses from construction vibration. With implementation of Mitigation Measures 29 and 30, impacts associated with construction-related groundborne vibration levels would be less than significant.

In terms of human annoyance, the construction vibration levels that would occur at the residential uses would be approximately 107 VdB at the residences to the east, 92.66 VdB at the residences to the south, and 75.73 VdB at the residences to the west.[22] Based on FTA's criteria, vibration levels that exceed 80 VdB at residences and buildings where people normally sleep would constitute a significant impact. As vibration levels at the off-site residential uses to the east and south would exceed 80 VdB, the vibration impact associated with human annoyance at these sensitive receptors would constitute a significant impact if not mitigated. Therefore, Mitigation Measure 30 below would be implemented to reduce impacts to a less than significant. level. It should also be noted that the construction activities associated with the Proposed Project would be required to comply with LAMC Section 41.40, which prohibits exterior demolition and construction activities between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturday. Demolition and construction are prohibited on Sundays and all federal holidays. Thus, none of the construction activities associated with the Proposed Project would occur during recognized sleep hours, and any associated impact would be less than significant.

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[20] *The vibration velocities at the off-site sensitive uses are determined with the following equation from the FTA's Transit Noise and Vibration Impact Assessment, Final Report: $PPV_{equip}=PPV_{ref} \times (25/D)^{1.5}$, where PPV_{equip} = peak particle velocity in in/sec of equipment, PPV_{ref} = reference vibration level in in/sec at 25 feet, D = distance from the equipment to the receive.*

[21] *According to Caltrans' "Transportation Related Earthborne Vibrations (Caltrans Experiences), February 20, 2002" publication, continuous vibrations refer to traffic, train, and most construction vibrations, with the exception of pile driving, blasting, and some other types of construction/demolition.*

[22] *The vibration levels at the off-site sensitive uses are determined with the following equation from FTA's Transit Noise and Vibration Impact Assessment, Final Report: $Lv(D)=Lv(25\ ft) - 30\log(D/25)$, where Lv = vibration level of equipment, D = distance from the equipment to the receiver, $Lv(25\ ft)$ = vibration level of equipment at 25 feet.*

Operational Vibration

The Proposed Project does not include stationary equipment that would result in high vibration levels. As such, operational vibration impacts associated with the Proposed Project would have no impact.

Mitigation Measure

29 Jackhammers shall not be used within 15 feet of the existing YMCA building and loaded trucks shall not be used within 25 feet of the existing YMCA historic structure.

30 The operation of construction equipment at the project site that generates high levels of vibration, such as loaded trucks and jackhammers, shall be prohibited within 42 feet of the existing residential uses that surround the project site. Instead, small rubber-tired bulldozers shall be used within this area during demolition, grading, and site preparation operations.

c. Based upon the criteria established in the City's *L.A. CEQA Thresholds Guide*, a project would typically have a significant impact on noise levels from project operations if the project would increase the ambient noise levels by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL or at the property line of commercial buildings where the resulting noise level is at least 75 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact.

Locations in the vicinity of the project site would experience permanent changes in noise levels if a project increases the number of motor vehicles traveling to and from the Project Site motor vehicle trips. In order for a 3 dBA increase in noise levels to occur, the sound energy must double. In the case of roadway noise levels, the traffic volume must double and the vehicle speed must not decrease. As discussed under Section XV.a., the Proposed Project would generate a net increase of 125 new daily vehicle trips in the vicinity of the project site. This increase would not be substantial and would not produce significant traffic impacts along either 28th Street or Paloma Street. Additionally, the vehicle trips associated with the Proposed Project would not cause a doubling of the daily traffic volume along either street. As such, the project would not cause a permanent increase of 3 dBA CNEL or more on any roadway in the project vicinity. Thus a less than significant impact is anticipated.

d. A significant impact may occur if the Proposed Project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the *L.A. CEQA Threshold Guide*, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. In addition, the *L.A. CEQA Threshold Guide* states that construction activities lasting more than 10 days in a three-month period that increase ambient exterior noise levels by 5 dBA or more at a noise-sensitive use would normally result in a significant impact.

As discussed in Section XI.a above, three basic types of construction activities would be expected to generate noise at the project site: (1) the interior of the existing vacant building would be demolished; (2) the project site would be prepared and graded to accommodate building footings and utilities for the addition to the existing building; and (3) the proposed buildings would be constructed. Construction activities would primarily affect the residential uses located adjacent to the eastern boundary of the project site, the residential uses located south of the project site, and the residential uses to the west across Paloma Street.

As discussed in Section XI(a) above, due to the distance of the sensitive receptors from the boundaries of the project site (i.e., 5 to 50 feet away), the construction noise levels experienced by these off-site sensitive receptors would range from 85 dBA L_{eq} to 106 dBA L_{eq}. Thus, the potential for an increase in daytime noise levels by more than 10 dBA could occur at the sensitive off-site locations during construction of the Proposed Project. As such, a substantial temporary or periodic increase in ambient noise levels would occur at these off-site sensitive locations, based on criteria established in the *L.A. CEQA Threshold Guide*. Consequently, this would be a potentially significant impact if not mitigated.

It should be noted, however, that the increase in noise levels at all noise-sensitive locations located off-site during construction of the Proposed Project would be temporary in nature, and would not generate continuously high noise levels; although, occasional single-event disturbances from grading and construction are possible.

Although the Proposed Project would generate high noise levels during the temporary construction period as a result of heavy machinery and equipment use, implementation of the construction-related Mitigation Measures 23 through 28 listed in Section XI.a, along with compliance with the noise regulations under LAMC Section 41.40, would reduce construction noise impacts to the maximum extent feasible. LAMC Section 112.05 limits the operation of powered equipment and powered hand tools to between the hours of 7:00 a.m. to 10:00 p.m., and prohibits the noise levels generated by construction machinery from exceeding 75 dBA at 50 feet from the noise source when located within 500 feet of a residential zone. However, according to LAMC Section 112.05, the noise limitation of 75 dBA does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. Implementation of Mitigation Measures 23 through 28 would result in the application of all feasible technical measures to reduce the construction-related noise levels generated by the Proposed Project. Thus, with implementation of Mitigation Measures 23 through 28, and compliance with LAMC Sections 41.40 and 112.05, construction noise impacts would be reduced to less-than-significant levels.

Off-Site Construction Noise

In addition to on-site construction noise, off-site construction noise would also be generated in the project site vicinity by haul trucks and delivery trucks accessing the project site during the Proposed Project's construction period. During construction of the Proposed Project, these trucks would travel along roadways that may contain noise-sensitive uses, such as residences. However, noise associated with construction traffic would be temporary in nature, would not generate continuously high noise levels, and would occur within the context of other traffic that already uses the roadways. Furthermore, construction traffic would not occur during the noise-sensitive late evening and nighttime hours. As such, noise levels associated with haul truck traffic during construction of the Proposed Project would not be substantial enough to result in an audible increase in traffic noise levels along the roadways in the project site vicinity. Therefore, this impact would be less than significant.

e., f. The airport located closest to the project site is the Hawthorne Municipal Airport, approximately 7.6 miles southwest of the project site. The project site is not within an airport land use plan. Therefore, the Proposed Project would not expose people residing or working in the project area to excessive noise levels related to airport activities, and impacts would be less than significant.

Further Study Required:

No further analysis is required regarding noise.

XII. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒

Documentation:

a. A significant impact may occur if a project were to locate new development, such as homes, businesses or infrastructure, with the effect of substantially inducing growth that would otherwise not have occurred as rapidly or in as great a magnitude.

As part of its comprehensive planning process for the Southern California region, the Southern California Association of Governments (SCAG) has divided its jurisdiction into 14 subregions. The project site is located within the City of Los Angeles subregion, which includes all areas within the boundaries of the City of Los Angeles. According to SCAG data compiled in 2008, the City of Los Angeles is projected to have an estimated population of 4,057,484 persons and approximately 1,433,105 housing units by 2010. SCAG further projects that the City of Los Angeles will have a 2015 population of approximately 4,128,125 persons (a 1.7 percent increase) and an estimated 1,493,244 housing units (a 4.0 percent increase) in 2015.[23]

The Proposed Project would renovate an existing YMCA building and create a new addition on-site with a 49-unit studio residential development and ground floor recreation and supportive services for tenants that would directly contribute to the residential population within the Southeast Los Angeles (SLA) Community Plan Area (CPA). Population and housing impacts, typically, are most significantly experienced at the local level; i.e., within the SLA CPA. As such, analyzing population and housing characteristics by CPA offers a more precise method for assessing potential project-related impacts to existing and forecasted populations. Statistics for the SLA CPA are maintained by the City's Department of City Planning, Demographic Research Unit (the "Demographic Unit"). The Demographic Unit contains statistics for the SLA CPA to 2008 and estimates to 2010.

The SLA CPA had an estimated 274,578 residents in 2008[24] and is projected to have an estimated 288,162 residents by 2010.[25] Regarding housing, the SLA CPA contained an estimated 68,405 housing units in 2008[26]

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23 *Southern California Association of Governments, SCAG 2004 Growth Forecasts, City of Los Angeles Subregion http://www.scag.ca.gov/forecast/downloads/2008GF.xls, June 26, 2009.*

24 *City of Los Angeles Department of City of Planning Demographic Research Unit, Population and Housing Profile Southeast Los Angeles Community Plan Area. Website: http://cityplanning.lacity.org/, June 29, 2009.*

and is projected to contain an estimated 66,623 housing units by 2010.[27] According to the 2008 population and housing estimates for the SLA CPA prepared by the Demographic Unit, the CPA's 2010 forecast for the number of housing units has already been surpassed. This is likely due to the fact that the CPA's forecasts are based on data from the 1990 U.S. Census, and estimates prepared by the Demographic Unit are based on data from the 2000 U.S. Census. However, the Community Plan is in the process of being updated and will likely include more accurate estimates that take into account the recent surge in housing units within the SLA CPA.

Based on the population and housing unit estimates from the Demographic Unit, the SLA CPA had approximately 4.01 persons per housing unit. The Proposed Project's impacts with respect to population and housing are discussed below.

Population

Employees

Implementation of the Proposed Project would rehabilitate all of the existing community-serving recreation/office uses on the project site. The existing community-serving recreation/office uses on the project site encompass approximately 10,000 square feet. Based on a standard employee generation rate, approximately 35 employees (10,000 square feet x 0.0034965)[28] would be removed as a result of project implementation. The proposed studio residences would generate, according to project plans, two employees for administrative, maintenance, and support needs. Additionally, the 8,000 square feet of community serving uses would generate approximately 28 employees (8,000 square feet x 0.0034965).[29] Therefore, the Proposed Project would maintain fewer employees in the CPA than the current land uses on the project site.

Residents

In the year 2000, the Los Angeles subregion had a population of approximately 3,711,969 people. By 2015, SCAG projects the Los Angeles subregion to have a population of approximately 4,128,125 people. The Proposed Project would include approximately 49 residential units and is estimated to generate approximately 49 residents upon build out. This represents approximately 0.001 percent of the projected population and approximately 0.01 percent of the projected increase in population.

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25 *City of Los Angeles Department of City Planning, Southeast Los Angeles Community Plan June 29, 2009.*

26 *City of Los Angeles Department of City of Planning Demographic Research Unit, Population and Housing Profile Southeast Los Angeles Community Plan Area. Website: http://cityplanning.lacity.org/, June 29, 2009.*

27 *Id.*

28 *Based on employee generation rate provided by the Los Angeles Unified School District, Commercial/Industrial Development School Fee Justification Study, September 2002.*

29 *Id. This represents a conservative analysis, for CEQA purposes. Actual projected on-site employment, based on information provided by the project applicant, including two on-site managers, would be less: five new employees.*

In terms of the CPA population estimates, the 49 new residents on-site would represent less than one percent (0.1 percent) of the projected increase in population from 2008 to 2010. This would not be considered a substantial increase since the addition of 49 persons is within the anticipated projections for population increases in the Southeast Los Angeles CPA.

No permanent residents would be generated as a result of construction of the Proposed Project, as the Proposed Project would only generate temporary construction-related jobs. Specifically, most construction jobs for projects of this size and nature are completed in a timely manner and require specialized workers depending on the construction phase. As such, construction workers are not likely to relocate to the area as a result of working on the Proposed Project.

Population growth associated with the Proposed Project has already been anticipated and planned for in projections provided by SCAG and the City. Therefore, impacts would be less than significant.

Housing

According to SCAG housing unit statistics, the City had approximately 1,407,699 housing units in 2008. By 2012, SCAG projects the Los Angeles subregion to have approximately 1,457,057 housing units. The Proposed Project would include approximately 49 residential units. This represents approximately 0.003 percent of the projected number of housing units and approximately 0.1 percent of the projected increase in housing units within the City.

As discussed above, the SLA CPA is projected to contain 66,623 housing units by 2010. The Proposed Project would introduce 49 dwelling units to the CPA. These units would represent less than one percent (0.1 percent) of the housing stock projected for the CPA. The proposed dwelling units would replace the 50 vacant existing dwelling units that are not habitable. The proposed dwelling units would provide very low and low income housing for individuals with special needs, such as mental illness, formerly homeless, and youth transitioning out of foster care. Thus, the propsed 49 dwelling units are not anticipated to induce substantial population growth in the City. The addition of 49 dwelling units is within the projected housing increases for the City based on SCAG. As such, the housing growth associated with the Proposed Project has already been anticipated and planned for in projections provided by SCAG. Therefore, impacts would be less than significant.

b. A significant impact may occur if a project would result in displacement of a substantial number of existing housing units, necessitating construction of replacement housing elsewhere. The project site currently does not include any occupied residences. Therefore, no housing would be displaced as a result of the Proposed Project and no impact would occur.

c. A significant adverse effect may occur if a project would result in displacement of substantial numbers of people in existing occupied housing. As discussed above, the project site currently does not include any occupied residences. Therefore, no one would be displaced as a result of the Proposed Project, and no impact would occur.

Further Study Required:

No further analysis is required regarding population and housing.

XIII. PUBLIC SERVICES.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Documentation:

Fire Protection

A significant impact may occur if the City of Los Angeles Fire Department (LAFD) could not adequately serve the Proposed Project based upon response time, access, or fire hydrant or water availability, necessitating a new or physically altered fire station. The LAFD considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.09.07A., the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles, while for a commercial land use, the distance is one mile for an engine company and 1.5 miles for a truck company. If either of these distances is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems.

The project site is approximately 0.3 miles north of Fire Station No. 14, which would ultimately serve the Proposed Project. The station is located at 3401 South Central Avenue. When needed, Fire Station No. 21, located approximately 1.5 miles south of the project site at 1192 E 51st Street, and Fire Station No. 46, located approximately 2.0 miles southwest of the project site at 4370 South Hoover Street, would also serve the project site.[30] As previously discussed, the Proposed Project would be located approximately 0.3 miles from LAFD Fire Station No. 14, which is located within the recommended 1.0 mile response distance standards of the LAFD. Automated sprinkler systems would be installed in compliance with Mitigation Measure 31, below. With the implementation of Mitigation Measures 31 and 32, below, and the proximity to Fire Station No. 14, the Proposed Project would provide adequate on-site fire protection, and impacts would be less than significant.

The required fire flow is closely related to the type and size of the land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any case, a minimum residual water

30 *City of Los Angeles Fire Department, website: http://lafd.org/fsloc.htm June 29, 2009.*

pressure of 20 pounds per square inch is to remain in the water system while the required gpm is flowing. The Proposed Project would fall under the high density residential/neighborhood commercial category as described in the City's Fire Code. As such, the required fire flow for the Proposed Project would be 4,000 gpm from four fire hydrants flowing simultaneously at a minimum residual water pressure of 20 psi.[31] However, as required prior to approval, the Proposed Project would submit a request to the LADWP to determine whether the pressure in the vicinity of the project site is sufficient. If they are not, then upgrades to the existing infrastructure would be necessary.

In general, the Proposed Project would not generate the need, or cause the construction of new or expanded fire protection facilities, due to a net increase of only 49 housing units and approximately 54 persons to the area, although a significant impact could occur if the Proposed Project would not meet the safety requirements of the LAFD. Therefore, to ensure that fire protection services are adequate within the proposed building and around the project site, the following mitigation measures are recommended to reduce any potential impacts on fire protection services to a less than significant level.

Mitigation Measures

31 The Proposed Project shall be equipped with automatic fire sprinkler systems.

32 During the City Department of Building and Safety's plan check, the project applicant shall consult with the LAFD regarding the installation of private fire hydrants, sprinklers, and/or other fire protection features within the Proposed Project. All required fire protection features shall be installed to the satisfaction of the LAFD.

Police Protection

A significant impact may occur if a project creates the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives. The project site is currently served by Los Angeles Police Department's (LAPD) Newton Community Police Station, located at 3400 South Central Avenue, approximately 0.3 miles to the south of the project site. The LAPD defines the Newton Area by the following boundaries: Los Angeles City Boundary and Florence Avenue to the south; Los Angeles City Boundary and Los Angeles River to the east; Harbor Freeway to the west; Washington Boulevard, Maple Avenue, 9th Street, San Pedro Street, and 7th Street to the north.[32]

The Newton Area is approximately 9 square miles and has a population of approximately 150,000 residents, with approximately 293 sworn officers.[33] This represents an officer-to-population ratio of approximately one

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[31] *LAMC Section 57.09.09, Fire Flow, Table 9-A, Fire Flow by Type of Land Development, 2008.*

[32] *LAPD, Our Communities, RD Map of Newton Area, website: http://www.lapdonline.org/assets/pdf/newtonmap.pdf, June 29, 2009.*

[33] *LAPD, Our Communities, Newton Community Police Station, website: http://www.lapdonline.org/newton_community_police_station, June 29, 2009.*

officer per 512 residents. The average response time to emergency calls in the project area was approximately 3.0 minutes in 2009, which was less than the citywide average for 2008 of 6.8 minutes in 2008.[34]

Implementation of the Proposed Project would involve the rehabilitation of an existing historic YMCA building, which consists of community-serving recreation/office and other vacant uses totaling approximately 24,974 square feet of floor area, and the development of 49 residential units, which would result in an additional 49 residents to the project site. In addition, there would be up to five employees on the project site. As such, the Proposed Project would be expected to result in an increase in the number of police service calls. The approximately 54 additional persons would require less than one additional officer in order to maintain the current officer-to-civilian ratio of (1:512). However, it is highly unlikely that less than one additional officer would result in the need for new or expanded LAPD facilities. Thus, the Proposed Project's impact regarding this issue would be less than significant.

The Proposed Project would include standard security measures, such as adequate security lighting and secure parking facilities. In addition, the project applicant would consult with the LAPD for advice regarding crime prevention features that may be appropriate to site design. Although the Proposed Project would not require the construction of a new or expansion to an existing police station, the following mitigation measure is recommended to mitigate the Proposed Project's potential impacts associated with police services to a less than significant level.

Mitigation Measure

33 The Proposed Project's plans shall incorporate elements from *Design out Crime Guidelines: Crime Prevention Through Environmental Design* published by the LAPD's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, CA (213) 485-3134). The elements from the design guidelines shall be relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site, if needed. The security features to be implemented by the Proposed Project shall be approved by the LAPD prior to issuance of building permits.

Schools

A significant impact may occur if a Proposed Project includes substantial employment or population growth, which could generate demand for school facilities that exceeds the capacity of the Los Angeles Unified School District (LAUSD). The project site is currently served by the following LAUSD public school facilities:

- 28th Street Elementary School (grades K-5), located at 2807 Stanford Avenue N. Croft Avenue;
- Carver Middle School (grades 6-8), located at 4410 Mckinley Avenue; and

Santee Educational Complex (grades 9-12), located at 1921 Maple Avenue.

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34 *Phone Conversation with Captain Tina Nieto, Patrol Division Commanding Officer, Newton Community Police Station, LAPD, July 22, 2009.*

As shown in Table 8 below, Estimated Proposed Project Student Generation, based on 2008 LAUSD student generation rates for multi-family residential land uses and retail and services land uses, development of a project at the project site with 49 residential units could generate a net increase of approximately 6 elementary students, 3 middle school students, and 3 senior high school students, for a total net increase of approximately 12 students.

Table 8
Estimated Proposed Project Student Generation

Elementary School Students	Size	Elementary School Students [a]	Middle School Students [a]	High School Students [a]	Total Students
Existing					
Single Room Occupancy	50 du	0	0	0	0
Community/Recreational [b]	24,974 sf	1	1	1	3
Proposed					
Studio Units [c]	49 du	6	3	3	12
Community Services Space	11,000 sf	1	1	1	3
Net Increase Proposed Project		*6*	*3*	*3*	*12*

Note: du = dwelling unit; sf = square feet.

[a] *Los Angeles Unified School District, Student Generation Rate Calculation, February 25, 2008.*

[b] *Based on LAUSD student generation rates for retail uses: 0.0000238 elementary, 0.0000123 middle and 0.0000123 high school students per square foot Los Angeles Unified School District, Student Generation Rates.*

[c] *Based on LAUSD student generation rates for multi-family residential uses: 0.1266 elementary, 0.0692 middle and 0.0659 high school students per dwelling unit. Los Angeles Unified School District, Student Generation Rates.*

Source: Christopher A. Joseph & Associates, July 2009.

Given the nature of the proposed residences, i.e., an all-adult population, it is most likely that no new students will be generated by the Proposed Project. However, for a conservative analysis, it is assumed that all students potentially generated by the Proposed Project would be new to the school district. As such, the Proposed Project would introduce approximately 12 new students to the school district, which does not constitute a substantial increase in student populations to the area. As the existing schools that serve the project site would have adequate capacity to serve project-generated students, no new or expanded schools would be needed as a result of the Proposed Project.

California Education Code Section 17620(a)(1) states that the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities. The LAUSD School Facilities Fee Plan has been prepared to support the school district's levy of the fees authorized by Education Code Section 17620.

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA, or other state or local laws (Government Code Section 65996).

Furthermore, pursuant to California Government Code Section 65995.5-7, LAUSD has imposed Level 2 residential developer fees at a rate of $3.83 per square foot of new residential construction, effective October

23, 2008 through October 22, 2009. In addition, developers of affordable housing that meet LAUSD requirements may be eligible for the Level 1 residential rate of $2.97 per square foot.[35]

Although the Proposed Project's impact on LAUSD schools would be negligible, the project applicant would be required to pay school fees in compliance with SB 50, which would be mandatory and would provide full and complete mitigation of school impacts for the purposes of CEQA.

Parks

A significant impact to parks may occur if implementation of a project includes a new or physically altered park or creates the need for a new or physically altered park, the construction of which could cause substantial adverse physical impacts. Specifically, the City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally-owned and operated recreation and park facilities within the City. A half-mile radius is the standard service radius for neighborhood parks; a two-mile radius is the standard service radius for community parks.[36] The following parks and recreational centers are located within a two-mile radius of the project site:

- Gilbert W. Lindsay Community Center located at 429 East 42nd Place;
- Slauson Playground located at 5070 S. Slauson Avenue;
- Exposition Park, located at 701 State Drive; and
- Augustus F. Hawkins Natural Park located at 5790 Compton Avenue.

Of the above-identified parks and recreational facilities, the following two facilities are located within the SLA CPA: Gilbert W. Lindsay Community Center and Slauson Playground.[37]

The Proposed Project, which would involve the rehabilitation of existing community-serving recreation/office and other vacant uses within the existing building, totaling approximately 24,974 square feet of floor area, and the development of 49 residential units, would introduce a net increase of approximately 49 residents to the project area. Based on the standard minimum parkland-to-population ratio provided in the City's General Plan Framework Element (i.e., two acres per 1,000 residents), the Proposed Project would generate a need for approximately 0.1 acres of public parkland (neighborhood and community parks) in the project area.[38] Based on the LADRP's long-range minimum parkland-to-population ratio provided in the City's Public Recreation Plan (i.e., four acres per 1,000 residents), the Proposed Project would generate a need for approximately 0.19 acres of public parkland in the vicinity of the project site. Nevertheless, according to the LADRP, all existing recreational and park facilities serving the City are heavily used and any increase in population to the area would further strain those facilities.

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[35] *Fax correspondence, Los Angeles Unified School District, Notice to Developers/Property Owners, October 22, 2008.*

[36] *City of Los Angeles, Los Angeles Citywide General Plan Framework Draft Environmental Impact Report, Chapter 2.14: Recreation and Open Space, January 19, 1995, page 2.14-2.*

[37] *City of Los Angeles, Department of City Planning, Southeast Los Angeles Community Plan, adopted website: http://cityplanning.lacity.org, June 29, 2009.*

[38] *Id.*

Consistent with the LADRP and in order to help alleviate the burden upon existing recreational and park facilities, the Proposed Project would provide approximately 7,739 square feet of common and open space within the project site. Since not all of this open space would be considered "parkland," it is assumed that the Proposed Project would not meet the City's standard minimum parkland-to-population ratio, thus requiring mitigation measures to ensure impacts are less than significant. The proposed residential amenities include a courtyard, housing commons and kitchen, activity room, multipurpose room, and roof deck situated throughout the building. These uses, coupled with private common area, would help relieve stress on the City's existing park system.

According to the analysis above, the Proposed Project would generate an increase, albeit small, in the demand for parks and recreational facilities in the vicinity of the project site. In addition, the Proposed Project would further strain parks and create additional demand, which would require improvements to existing parks and recreational facilities. The payment of Recreation and Park fees (LAMC Section 21.10.3) for park and recreational facilities, construction of on-site recreational amenities, and consultation with LADRP staff in the Proposed Project's design stages would help offset any potential impacts. Thus, potential impacts on parks and recreational facilities would be less than significant.

Other Facilities (Libraries)

A significant impact to libraries may occur if implementation of a project would create the need for other new or physically altered public facilities (such as libraries), the construction of which could cause substantial adverse physical impacts. The project site would be served by the Los Angeles Public Library's (LAPL) Vernon – Leon H. Washington Jr. Memorial Library, located at 4504 S. Central Avenue. Development of the Proposed Project would increase the demand for library services by increasing the permanent residential population in the area. The City of Los Angeles General Plan Framework EIR sets forth a calculation of 0.5 square feet of facility space per resident and two volumes of permanent collection per resident to determine demand for library facilities. The Proposed Project would increase the residential population in the vicinity of the project site by approximately 49 individuals. Therefore, the Proposed Project would require approximately 24.5 (49 x 0.5) square feet of library space and approximately 98 (49 x 2) volumes of permanent collection; this increase would not be considered substantial such that a new or expanded library facility would need to be constructed. As such, no new or expanded libraries would need to be constructed to accommodate the library service demands of the Proposed Project residents and, thus, a less than significant impact would occur.

Further Study Required:

No further analysis is required regarding public services.

XIV. RECREATION.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☒	☐

Documentation:

a. As discussed in Section XII above, the Proposed Project would not generate any substantial population growth. The residents of the Proposed Project would likely solely utilize the on-site recreational activities and indoor and outdoor common areas rather than visit local parks. Visitors to the Proposed Project are anticipated to patronize parks located near their place of residence rather than park facilities near the project site. Therefore, impacts to recreation facilities would be less than significant.

b. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As discussed in Section XIII.d., the Proposed Project would provide on-site open space, including a variety of residential recreational amenities for use by residents of the project site. However, the Proposed Project does not include any off-site park or recreational facility component, the construction of which could have an adverse effect on the environment. Therefore, impacts would be less than significant with respect to the construction or expansion of recreational facilities that could adversely effect the environment.

Further Study Required:

No further analysis is required regarding recreation.

XV. TRANSPORTATION/TRAFFIC. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b. Exceed, either individually or cumulatively, a level of service standard 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. Result in inadequate parking capacity?	☐	☐	☒	☐
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

Documentation:

a. A significant impact may occur if roadways and intersections that would carry project-generated traffic would exceed adopted City of Los Angeles Department of Transportation (LADOT) thresholds of significance. The following discussion is based on the *28th Street Traffic Memo* prepared by Arthur Kassan, P.E., July 8, 2009. The Traffic Memo is contained in Appendix D of this Initial Study.

The proposed development components are unusual types of land uses that are not referenced in the standard trip generation data sources that are used by LADOT, such as *Trip Generation, 7th Edition*, published by the Institute of Transportation Engineers (ITE), and *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, published by the San Diego Association of Governments. Therefore, other uses that have similar demographic and operational characteristics are used in this traffic analysis to serve as "proxies" for the proposed uses in estimating trip generation.

Given that the Proposed Project would house very low income residents, none of whom would own a car, the rate of vehicle ownership would be negligible (essentially, zero). All of the residents will be adults. One manager will live on-site and another manager would be on-site Monday through Friday during the day for additional on-site management.

As a proxy for the trip generation analysis of the residential component, it is recommended that the "Senior Adult Housing - Attached (Land Use 253)" trip generation rates published by ITE be used. The residents of that type of housing are all adults, often with low levels of vehicle ownership, and frequently single occupants. The published trip generation rates for the senior adult residential use are as follows, in Table 9:

Table 9
Trip Generation for Senior Adult Residential

TIME PERIOD	TRIPS PER UNIT
24 Hours	3.48
Morning Peak Hour	0.08 [45% entering, 55% exiting]
Afternoon Peak Hour	0.11 [61% entering, 39% exiting]
Source: Arthur Kassan P.E., 2009.	

As a proxy for the trip generation analysis of the community center component, it is recommended that the "Recreational Community Center (Land Use 495)" trip generation rates published by ITE be used. The use is defined in the ITE book as "stand-alone public facilities similar to and including YMCAs. These facilities often include classes and clubs for adults and children; ... meeting rooms; ... basketball and volleyball courts; ..." The published trip generation rates for the recreational community center are shown in Table 10.

Table 10
YMCA Project Trip Generation

TIME PERIOD	TRIPS PER 1,000 SQ. FT.
24 Hours	22.88
Morning Peak Hour	1.62 [61% entering, 39% exiting]
Afternoon Peak Hour	1.64 [29% entering, 71% exiting]
Source: Arthur Kassan P.E., 2009.	

The recommended proxy trip generation rates were applied to the Proposed Project and, for the estimation of previous-use trip credits, to the YMCA community center use that existed at the beginning of 2009. No credit was taken for the previous residential use of the YMCA because that use ended more than two years ago. The net increase in vehicle trips during a typical weekday are shown in Table 11.

Table 11
Net Increase in Vehicle Trips with Proposed Project

TIME PERIOD	NET INCREASE IN TOTAL VEHICLE TRIPS
24 Hours	125
Morning Peak Hour	1
Afternoon Peak Hour	2
Source: Arthur Kassan P.E., 2009.	

The net increase in vehicle trips would be well below the LADOT thresholds for requiring a Traffic Impact Study (i.e., 500 trips per day or 43 trips per peak hour) and would not be expected to cause a substantial increase in traffic. Therefore, no further traffic analysis is required, and impacts would be less than significant.

b. To address the increasing public concern that traffic congestion affects the quality of life and economic vitality of California, the Congestion Management Program (CMP) was enacted by Proposition 111. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has been established by

Metro, the local CMP agency, to implement the statutory requirements of the CMP. A significant impact may occur if adopted CMP monitoring thresholds would be exceeded.

The CMP for Los Angeles County requires that the traffic impact of individual development projects of potential regional significance be analyzed. A specific system of arterial roadways and freeways comprise the CMP system. Specifically, a total of approximately 500 miles of freeway, 400 miles of state-maintained arterials, and 100 miles of locally-maintained arterials are identified for monitoring on the CMP system in Los Angeles County.

The CMP "Traffic Impact Analysis Guidelines" requires analysis of all surface street monitoring locations where the Proposed Project adds 50 or more peak hour trips. The CMP also requires all freeway segments to be analyzed where the Proposed Project adds 150 or more trips during the peak hour. While trip generation during both the AM and PM peak hours will increase to a small degree, this increase would be below the LADOT thresholds and would also be below the CMP monitoring thresholds. As the Proposed Project would not add 150 or more trips during the peak hour, the nearby freeway segments would not be significantly impacted by the Proposed Project, and segments of the nearby freeway do not need to be analyzed under the CMP. Therefore, the Proposed Project's contribution to regional traffic impacts would be less than significant.

c. The project site does not contain any aviation-related uses, and the Proposed Project would not include the development of any aviation-related uses. Thus, the Proposed Project would have no impact on air traffic patterns.

d, e. Primary vehicular access for the Proposed Project would be provided by the alley located south of the project site that runs perpendicular to Paloma Street. The proposed residents could access the project site's driveways via the alley that travels from Paloma Street to Central Avenue to the east. The driveways would be designed according to Fire Code requirements, along with red-striped curbs for emergency vehicle use, where applicable. While trip generation would increase slightly, traffic impacts would not be significant based on LADOT standards. As such, no off-site traffic improvements are proposed or warranted in the area surrounding the project site. Therefore, the design of the Proposed Project would result in less than significant impacts regarding traffic design hazards or emergency access.

f. Project parking would be provided throughout the proposed development on a surface lot. Approximately five parking spaces would be provided. The project applicant is seeking approval of a variance to allow five (5) parking spaces in lieu of twenty-five (25) parking spaces otherwise required for the studio dwelling units, due to the type of housing to be provided (i.e., very low-income). It is reasonable to assume that the future residents of the Proposed Project would not likely own vehicles as the Proposed Project would house very-low-income residents. In addition, the project site is located within walking distance to several Metro bus routes. Thus, approval, impacts related to the issue would be less than significant.

g. Using LADOT's criteria for determining the significance of the project traffic impacts, it was determined that the Proposed Project would have a less than significant impact on traffic. Further, the location of the project site and the proposed uses are such that residents and employees could use the several Metro bus routes located within walking distance of the project site. These include bus stops at the Central Avenue/Adams Boulevard intersection, located 0.2 miles from the project site for bus lines 53/753 and 55/355 as well as at the Central Avenue/ 28th Street intersection, located 0.2 miles from the project site, for bus line 53/753 and the DASH King-East line. The Proposed Project would therefore have no impact on alternative transportation policies, plans or programs.

Further Study Required:

No further analysis is required regarding transportation/traffic.

XVI. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 and 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?	☐	☐	☒	☐

Documentation:

a. A significant impact would occur if a project exceeds the wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB). California Water Code Section 13260 states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the state, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information that may be required by the appropriate RWQCB. The RWQCB then authorizes a NPDES permit that ensures compliance with wastewater treatment and discharge requirements. The Los Angeles RWQCB enforces wastewater treatment and discharge requirements for the project site and its vicinity.

Wastewater from the project site is conveyed via municipal sewage infrastructure maintained by the City of Los Angeles Bureau of Sanitation (the "Bureau of Sanitation") to the Hyperion Treatment Plant (HTP). (For further discussion of the sewage system that serves the project site, see Section XVI.b.) The HTP is a public facility and is, therefore, subject to the state's wastewater treatment requirements. Wastewater from the project site is and would continue to be treated according to the wastewater treatment requirements enforced by the Los Angeles RWQCB. Therefore, no impact would occur.

b. A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded.

Wastewater Treatment Facilities and Existing Infrastructure

As stated in Section XVI.a., above, the project site would be served by the Bureau of Sanitation, which provides municipal sewage services to the City. The Proposed Project would involve the rehabilitation of the existing building and the addition of approximately 13,362 square feet of building space to accommodate the proposed uses. The Proposed Project would provide 49 studio-style dwelling units. The second through fourth floors of the existing YMCA building would be rehabilitated to provide approximately 24 units, all containing kitchenettes and bathrooms. The proposed addition, on the south side of the project site, would provide the remaining 25 units. The ground floor would provide approximately 10,000 square feet of community space, 8,000 square feet of which would be non-profit office space and public recreation area, and 2,000 square feet of which would be tenant-serving common area. In addition, there would be a tenant-serving courtyard area of 1,040 square feet. As shown in Table 12, Estimated Proposed Project Wastewater Generation, the Proposed Project would generate a net increase of approximately 6,182 gallons per day (gpd) or approximately 0.006 million gallons per day (mgd) of wastewater.

Table 12
Estimated Proposed Project Wastewater Generation

Proposed Land Uses	Size	Wastewater Generation Rate[a]	Wastewater Generated (gpd)
Existing			
Recreation and Office	10, 000 sf	0.15 gal/sf/day	1,500
Proposed			
Multi-Family Residence (1-bedroom units)[b]	49 du (total)	120 gal/du/day	5,880
Office	3,859 sf	0.15 gal/sf/day	579
Recreation Amenities[c]	4,656 sf	0.25 gal/sf/day	1,164
Parking	2,940 sf	0.02 gal/sf/day	59
		Proposed Project Wastewater Generation	*7,682*
		Existing Wastewater Generation	*1,500*
		Total Wastewater Generation (Net)	*6,182*

Notes: sf = square feet; gal = gallons; du = dwelling unit; gpd = gallons per day.
[a] *Based on the wastewater generation rates provided by City of Los Angeles, DPW, Bureau of Engineering, March 2002.*
[b] *Using the one-bedroom rate for studio units.*
[c] *Using the gymnasium rate for recreational amenities.*
Source: Christopher A. Joseph & Associates, January 2009.

The project site is served by an existing 8-inch line on Paloma Street Alley from where the sewage flows west into an 8-inch line along Paloma Street and then south into another 8-inch line on 29th Street.[39] The HTP has a design capacity to treat approximately 450 mgd and currently treats an average daily flow of approximately 362 mgd.[40] This represents a remaining capacity of approximately 88 mgd of wastewater that can be treated at

[39] *City of Los Angeles DPW, Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org, June 25, 2009.*

[40] *City of Los Angeles DPW, Bureau of Sanitation, Major Activities, website: http://www.lacity.org/san/wastewater/factsfigures.htm, June 25, 2009.*

the HTP, indicating that the HTP would have more than adequate capacity to accommodate the Proposed Project's approximate 0.006 mgd net increase in wastewater generation. Therefore, the Proposed Project's impact on wastewater treatment facilities and infrastructure would be less than significant.

Water Treatment Facilities and Existing Infrastructure

The Los Angeles Department of Water and Power (LADWP) is responsible for providing water to the project site. As previously stated, the Proposed Project would provide approximately 49 studio-style units and approximately 10,000 square feet of community space, 8,000 square feet of which would be non-profit office space and public recreation area, and 2,000 square feet of which would be tenant-serving common area. In addition, there would be a tenant-serving courtyard area of 1,040 square feet. As shown in Table 13, Estimated Proposed Project Water Consumption, operation of the Proposed Project would result in a net increase of approximately 7,308 gpd (approximately 0.007 mgd) of water consumption.

Table 13
Estimated Proposed Project Water Consumption

Proposed Land Uses	Size	Water Consumption Rate[a]	Water Consumed (gpd)
Existing			
Recreation and Office	10, 000 sf	0.15 gal/sf/day	1,500
		Outdoor Water Use	420
Proposed			
Multi-Family Residence (1-bedroom units)[b]	49 du (total)	120 gal/du/day	5,880
Office	3,859 sf	0.15 gal/sf/day	579
Recreation Amenities[c]	4,656 sf	0.25 gal/sf/day	1,164
Parking	2,940 sf	0.02 gal/sf/day	59
		Outdoor Water Use	1,546
		Proposed Project Water Consumption	*9,228*
		Existing Water Consumption	*1,920*
		Total Water Consumption (Net)	*7,308*

Notes: sf = square feet; gal = gallons; du = dwelling unit; gpd = gallons per day.

[a] *Based on the wastewater generation rates provided by City of Los Angeles, DPW, Bureau of Engineering, March 2002. (Outdoor water use assumed to add 28 percent of non residential water use (existing = 1,500 x 0.28); (project = 1,743 x 0.28); and 18 percent of residential water use (project = 5,880 x 0.18).*

[b] *Using the one-bedroom rate for studio units.*

[c] *Using the gymnasium rate for recreational amenities.*

Source: Christopher A. Joseph & Associates, July 2009.

LADWP owns and operates the Los Angeles Aqueduct Filtration Plant (LAAFP) located in Sylmar, which treats City water prior to distribution throughout the LADWP's Central Water Service Area. With a designed treatment capacity of 600 million gallons per day (mgd), the LAAFP is the largest direct filtration plant in the U.S. The Proposed Project's net water consumption increase of approximately 0.007 mgd of water would represent approximately one hundred-thousandth (0.00001) of a percent of the treatment capacity at the LAAFP. Therefore, the Proposed Project would have a less-than-significant impact with respect to water treatment facilities.

c. A significant impact may occur if the volume of storm water runoff increases to a level exceeding the capacity of the storm drain system serving the project site. The project site is developed with a 24,974 square-foot YMCA building and is served by existing storm drains on 28th Street to the north of the project

site.[41] The Proposed Project would involve the rehabilitation of the existing on-site structures, and the addition of approximately 13,362 square feet of floor area, resulting in a 2,000 square-foot increase in building footprint as compared to the footprint of the existing structure. However, the additional building footprint is currently impermeable paved space. As such, the landscaping associated with the Proposed Project may slightly increase the amount of permeable surface area on the project site, which would slightly increase the amount of stormwater that would enter the groundwater system through percolation and decrease the amount of stormwater that would enter the City's storm drains. Also, the project site is not located adjacent to any stream or river, and project runoff would continue to drain into the existing City storm drain infrastructure. As the Proposed Project would not create runoff that would exceed the capacity of existing or planned storm water drainage infrastructure, impacts would be less than significant.

d. A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. The City of Los Angeles' water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct and State Water Project, and from the Metropolitan Water District of Southern California (obtained from the Colorado River Aqueduct). These three sources, along with recycled water, are expected to supply the City's water needs in the years to come. Overall, any project that is consistent with the City of Los Angeles General Plan has been taken into account in the planned growth in water demand.

As shown in Table 13 under Section XVI.b, the Proposed Project would demand a net increase of approximately 7,308 gpd or approximately 0.007 mgd of water as compared to existing uses on the project site. The Proposed Project would be constructed in accordance with all applicable water conservation measures mandated by the City and state, including the City of Los Angeles Water Management Ordinance. LAMC Ordinance No. 170,978 (Water Management Ordinance), imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season). Compliance with this Ordinance would reduce the amount of water demand for the Proposed Project. Therefore, the Proposed Project would have a less-than-significant impact with respect to water supplies.

e. A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. As discussed in Section XVI.b., the Proposed Project's net increase of 6,182 gpd, or approximately 0.006 mgd, of wastewater generated at the project site would be accommodated as part of the remaining 88 mgd of treatment capacity currently available at the HTP. Therefore, impacts to wastewater treatment would be less than significant.

f. A significant impact may occur if a project were to increase solid waste generation to a degree that existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Solid waste removal from multi-family residential developments within the City is contracted to private waste haulers. Most waste generated in the City is disposed of at the Sunshine Canyon Landfill or the Chiquita Canyon Landfill.

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[41] *City of Los Angeles DPW, Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org, June 25, 2009.*

Sunshine Canyon and Chiquita Canyon Landfills are currently permitted to accept 12,100 tons/day and 6,000 tons/day respectively.[42] In total, the two landfills may accept up to 18,100 tons of solid waste per day. Of these two landfills, Sunshine Canyon Landfill is larger, and closer to the project site. As of November 30, 2007, Sunshine Canyon Landfill accepts approximately 6,441 tons/day.[43] Therefore, the Sunshine Canyon Landfill can accept an additional 5,659 tons of solid waste per day.

Construction Impacts

A variety of scraps and wastes would be generated during renovation activities. As shown in Table 14, Estimated Proposed Project Demolition and Construction Solid Waste Generation, the Proposed Project would generate approximately 12.9 tons of demolition per day over the approximate one-month demolition period, and approximately 0.1 tons of construction waste per day over the approximate 16-month construction period. The overall amount of demolition and construction waste generated would be approximately 13 tons per day for one month, and 0.1 tons per day for 15 additional months.

Table 14
Estimated Proposed Project Demolition and Construction Solid Waste Generation

Proposed Activity	Size (sf)	Total Solid Waste Generated (tons)	Daily Solid Waste Generation (tons/day)
Demolition of Existing Interior	---	288 [a]	12.9
Construction of Proposed Project	13,362	30 [a]	0.1
Total Solid Waste Generation Demolition (1 month)			*288*
Total Solid Waste Generation (15 months)			*30*

Note: sf = square feet
[a] *Based on demolition debris values provided by Koning Eizenberg Architecture.*
Based on the following: [4.38 lbs/sf residential construction x 13,362 sf of proposed residential floor area]. USEPA Report No. EPA530-98-010. Characterization of Building Related Construction and Demolition Debris in the United States, June 1998, page A-1.
Based on an assumed demolition schedule of one months (or 20 working days) and a construction schedule of 16 months (16 x 20 = 320 working days)
Source: Christopher A. Joseph & Associates, June 2009.

The remaining daily intake of the Sunshine Canyon Landfill is 5,659 tons per day. As such, it would have adequate capacity to accommodate the additional 12.9 tons of daily demolition waste and approximately 0.1 tons of daily construction waste that would be generated by the Proposed Project. It should further be noted that California Assembly Bill 939 requires each city and county in the state to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. As such, it is reasonable to assume that a substantial quantity of the waste generated during demolition and construction of the Proposed Project would be reused or recycled. Therefore, the Proposed Project would result in a less-than-significant impact regarding demolition and construction waste.

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42 *State of California Integrated Waste Management Board, Solid Waste Information System, website: http://www.ciwmb.ca.gov/SWIS/, June 26, 2009.*

43 *Sunshine Canyon Landfill, Update from Project Director, Dave Hauser, http://www.sunshinecanyonlandfill.com/update/_index.htm, June 26, 2009.*

Operational Impacts

The Proposed Project would provide approximately 49 studio-style units and approximately 10,000 square feet of community space. As shown in Table 15, Estimated Proposed Project Operational Solid Waste Generation, operation of the Proposed Project would generate a net increase of approximately 187 pounds per day (approximately 0.1 tons per day) of solid waste. This represents approximately 0.002 percent of the remaining daily intake capacity at the Sunshine Canyon Landfill.

Table 15
Estimated Proposed Project Operational Solid Waste Generation

Proposed Land Uses	Size	Solid Waste Generation Rate (lbs/day/du) [a]	Solid Waste Generation (lbs/day)
Existing			
Recreation and Office	10, 000 sf	0.006 Lbs/sf/day	60
Proposed			
Multi-Family Residence (1-bedroom units)	49 du (total)	4.000 Lbs/du/day	196
Office	3,859 sf	0.006 Lbs/sf/day	23
Recreation Amenities [b]	4,656 sf	0.006 Lbs/sf/day	28
		Proposed Solid Waste Generation	*247*
		Existing Solid Waste Generation	*60*
		Net Increase Solid Waste Generation	***187***

Notes: sf = square feet; du = dwelling unit; lbs = pounds.
[a] *Based on the solid waste generation rates provided by City of Los Angeles, DPW, Bureau of Sanitation, "Solid Waste Generation," 1981.*
[b] *No recreation rate for solid waste is available, therefore, the office rate is utilized.*
Source: Christopher A. Joseph & Associates, June 2009.

The remaining daily intake of the Sunshine Canyon Landfill is 5,659 tons per day. As such, it would have adequate capacity to accommodate the additional approximately 0.1 tons (187 pounds) of solid waste per day generated during operation of the Proposed Project. Furthermore, as discussed above, pursuant California AB 939, each city and county in the state must divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. As such, it is reasonable to assume that a substantial quantity of the waste that would be generated by the Proposed Project during operation would be reused or recycled accordingly. Therefore, the Proposed Project would result in a less-than-significant impact with respect to operational waste. The following mitigation measures are recommended to further reduce the less-than-significant impacts associated with solid waste.

Mitigation Measures

34 Prior to the issuance of any demolition or construction permit, the project applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project site, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

35 To facilitate on-site separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction.

These bins shall be emptied and recycled accordingly as a part of the project site's regular solid waste disposal program.

36 During operation of the Proposed Project, recycling bins shall be provided at appropriate locations, including the interior and exterior areas of the building, to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as part of the project site's regular solid waste disposal program.

g. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated on-site by the Proposed Project would be disposed of in accordance with all applicable federal, state, and local regulations related to solid waste, such as AB 939. In addition, as discussed in Section XVI.f, the remaining daily intake of the Sunshine Canyon Landfill would be able to accommodate the solid waste generated by the Proposed Project, and no exemptions regarding solid waste disposal would be needed. Therefore, a less-than-significant impact would occur.

Further Study Required:

No further analysis is required regarding utilities and service systems.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Documentation:

a. The Proposed Project is located in a developed and populated urban area. There are no candidate, sensitive, or special status species present within the project site. In addition, no fish or wildlife habitat exists on the project site. Vegetation on-site consists of non-native trees, shrubs, and ground cover. Therefore, as discussed in Sections IV.a through IV.f, development of the project site would not degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause such a species to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. No impact would occur.

b. The project, in conjunction with projected cumulative growth, would not violate any air quality standard or contribute substantially to an existing or projected air quality violation as outlined in Section III.b. In addition, the Proposed Project would be consistent with the AQMP and would not hinder the region's ability to meet clean air standards (see Section III.a). With implementation of mitigation measures, Proposed Project operation would result in less than significant noise impacts, as discussed in Section XI.a. Finally, the analysis of traffic effects concluded that impacts to traffic would be less than significant. The remaining impacts related to the Proposed Project would either have no impact, be less than significant, be mitigated to less than significant levels, or otherwise be sufficiently limited so as to preclude any substantial contribution to cumulative effects. The Proposed Project would not result in impacts that are individually limited or cumulatively considerable, and impacts related to this issue would be less than significant.

c. As noted in the evaluations above, with implementation of the recommended mitigation measures in this Initial Study, the Proposed Project would not result in any unmitigated significant adverse impacts. Thus, the Proposed Project would not have the potential to result in substantial adverse effects on human beings. No impact would occur.

Further Study Required:

Based on the above, no further analysis is required regarding this topic.

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MITIGATION MONITORING PROGRAM

Public Resources Code Section 21081.6 requires a lead agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." (Mitigation Monitoring Program, Section 15097 of the State CEQA Guidelines provides additional direction on mitigation monitoring or reporting.) The Community Redevelopment Agency of the City of Los Angeles (CRA/LA) is the lead agency for the proposed project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the proposed project. Where appropriate, the MND includes recommended mitigation measures to avoid or substantially lessen the significant environmental impacts associated with the proposed project. The MND includes other recommended mitigation measures that would reduce further non-significant environmental impacts associated with the proposed project. The mitigation measures are listed and categorized by impact area, with an accompanying identification of the following:

- Monitoring Phase, the phase of the project during which the mitigation measure shall be monitored:
  - Pre-Construction, including the design phase.
  - Construction.
  - Occupancy (post-construction).
- Enforcement Agency, the agency with the power to enforce the mitigation measure.
- Monitoring Agency, the agency to which reports involving feasibility, compliance, implementation and development are made.

- The Mitigation Monitoring Program (MMP) for the proposed project will be in place throughout all phases of the project. The project applicant shall be responsible for implementing all mitigation measures unless otherwise noted. The applicant shall also be obligated to provide a written report, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented. The City of Los Angeles' existing planning, engineering, review, and inspection processes will be used as the basic foundation for the MMP procedures and will also serve to provide the documentation for the reporting program.

- Compliance with each applicable pre-construction mitigation measure to be completed shall be demonstrated in a written report submitted to the applicable monitoring agency prior to issuance of any building permit for the particular phase of development to which it relates. Compliance with each applicable mitigation measure to be completed during construction shall be demonstrated in a written report submitted to the applicable monitoring agency prior to issuance of any Certificate to which it relates. Compliance with each applicable mitigation measure to be completed post-occupancy shall be demonstrated in periodic written reports submitted to the applicable monitoring agency.

Cultural Resources

1 The final design and plans for the Proposed Project shall meet the Secretary of the Interior's Standards for Rehabilitation.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

2 In the event that subsurface resources are encountered during the course of grading and/or excavation, all development shall temporarily cease in these areas until the staff of the CRA/LA is contacted and agrees upon which qualified archaeologist is to be brought onto the project site to properly assess the resources and

make recommendations for their disposition. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in California Health and Safety Code Section 7050.0 and Public Resources Code Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify those persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains. Excavation or disturbance may continue in other areas of the project site that are not reasonably suspected to overlie adjacent remains or archaeological resources.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	CRA/LA, Department of Building and Safety

3 In the event that paleontological resources are encountered during the course of grading and/or excavation, all development shall temporarily cease in these areas until the CRA/LA is contacted and agrees upon a qualified paleontologist to be brought onto the project site to properly assess the resources and make recommendations for their disposition.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	CRA/LA, Department of Building and Safety

Geology and Soils

4 The Proposed Project shall implement Best Management Practices (BMPs) during construction. The BMPs shall be approved by the Department of Building and Safety and shall include, but not be limited to, the following:

- Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the project site. The channels shall be lined with grass or roughened pavement to reduce runoff velocity.

- Implementation of appropriate erosion control and drainage devices to the satisfaction of the Building and Safety Department shall be incorporated. Appropriate erosion control and drainage devices include the following: sand bags and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, and planting fast-growing annual and perennial grasses in areas where construction is not immediately planned. These plantings would help shield and bind the soil.

- Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

Hazards

5 Only properly trained and equipped individuals shall be assigned site preparation tasks that would involve treatment of any defective paints. Procedures and engineering controls must be designed to follow CAL/OSHA and state Department of Health and Safety requirements, and workers must wear appropriate personal protective equipment during the work. Any defective lead-based paint must be repaired by certified personnel.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

6 The old household cleaners and paints observed in the basement shall be recycled or disposed of properly.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

Hydrology and Water Quality

7 All waste shall be disposed of properly. Appropriately labeled recycling bins shall be used to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.

Monitoring Phase:	Construction
Enforcement Agency:	Bureau of Sanitation, Department of Building and Safety
Monitoring Agency:	Bureau of Sanitation, Department of Building and Safety

8 Leaks, drips, and spills shall be cleaned immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

9 Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

10 All construction equipment and vehicles shall be inspected for leaks and repaired according to a regular maintenance schedule.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

11 All equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop cloths shall be used to catch drips and spills.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

12 The Proposed Project shall cluster tree areas and promoting the use of native and/or drought tolerant plants.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

13 The Proposed Project shall reduce impervious surface area by using permeable pavement materials where appropriate, such as on driveways. Permeable pavement materials include pervious concrete/asphalt; unit pavers, i.e., turf block; and granular materials, i.e., crushed aggregates or cobbles.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

14 The Proposed Project shall design an efficient irrigation system to minimize runoff. The irrigation system shall include, but is not limited to, drip irrigation for shrubs to limit excessive spray, shutoff devices to prevent irrigation after significant precipitation, and flow reducers.

Monitoring Phase:	Pre-Construction and Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

15 Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or cover with tarps or plastic sheeting.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

16 Dust suppression techniques, such as watering or tarping, shall be used.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

17 Construction entrances shall be designed to facilitate removal of debris from vehicles exiting the project site.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

18 The project applicant shall implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period. The design of structural BMPs shall be in accordance with the City's Development Best Management Practices Handbook, Part B, Planning Activities. A signed certificate from a California-licensed civil engineer or architect that the proposed BMPs meet this numerical threshold standard shall be required.

Monitoring Phase:	Construction and Occupancy
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

19 Any connection to the sanitary sewer shall have authorization from the Bureau of Sanitation.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

20 Materials with the potential to contaminate stormwater shall be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevents contact with runoff spillage to the stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.

Monitoring Phase:	Occupancy
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

21 The proposed trash/recycle room shall be paved and sufficiently impervious to contain leaks and spills.

Monitoring Phase:	Construction and Occupancy
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

22 The owner(s) of the property shall prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs according to the manufacturer's instructions.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	Department of City Planning, Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

Noise

23 The construction contractor shall notify adjacent residents in advance of construction activities. The construction manager's (or representative's) telephone number shall also be provided with the notification so that all valid concerns from adjacent residents can be expressed and addressed through changes in construction procedures. Forms of notification shall include one or more of the following: signs posted on the project site and/or distribution of leaflets to adjacent residents.

Monitoring Phase:	Pre-Construction and Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

24 Construction and demolition shall be restricted to the hours of 7:00 A.M. to 9:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday, and prohibited on all Sundays and federal holidays.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

25 Exterior construction activities shall be scheduled so as to avoid operating several pieces of loud equipment simultaneously, which then causes high noise levels. The use of those pieces of construction equipment or construction methods with the greatest peak noise generation potential shall be scheduled as to avoid operating more than two pieces of equipment simultaneously, where possible. Examples include the use of drills, jackhammers, and pile drivers.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

26 The Proposed Project contractor shall use power construction equipment with noise shielding and muffling devices.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

27 All construction truck traffic shall be restricted to truck routes approved by the Department of Building and Safety, which shall avoid residential areas and other sensitive receptors to the extent feasible.

Monitoring Phase:	Pre-Construction and Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

28 The Proposed Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction sites prior to the start of construction and displayed in a location that is readily visible to the public and approved by the Department of Building and Safety.

Monitoring Phase:	Pre-Construction and Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

29 Jackhammers shall not be used within 15 feet of the existing YMCA building and loaded trucks shall not be used within 25 feet of the existing YMCA historic structure.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

30 The operation of construction equipment at the project site that generates high levels of vibration, such as loaded trucks and jackhammers, shall be prohibited within 42 feet of the existing residential uses that surround the project site. Instead, small rubber-tired bulldozers shall be used within this area during demolition, grading, and site preparation operations.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Department of Building and Safety

Public Services

31 The Proposed Project shall be equipped with automatic fire sprinkler systems.

Monitoring Phase:	Construction
Enforcement Agency:	Los Angeles Fire Department (LAFD), Department of Building and Safety
Monitoring Agency:	LAFD

32 During the City Department of Building and Safety's plan check, the project applicant shall consult with the LAFD regarding the installation of private fire hydrants, sprinklers, and/or other fire protection features within the Proposed Project. All required fire protection features shall be installed to the satisfaction of the LAFD.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	LAFD, Department of Building and Safety
Monitoring Agency:	LAFD

33 The Proposed Project's plans shall incorporate elements from Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's (LAPD) Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, CA (213) 485-3134). The elements from the design guidelines shall be relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site, if needed. The security features to be implemented by the Proposed Project shall be approved by the LAPD prior to issuance of building permits.

Monitoring Phase:	Pre-Construction
Enforcement Agency:	LAPD
Monitoring Agency:	LAPD

Utilities and Service Systems

34 Prior to the issuance of any demolition or construction permit, the project applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project site, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

Monitoring Phase:	Pre-Construction and Construction
Enforcement Agency:	Bureau of Sanitation, Department of Building and Safety
Monitoring Agency:	Bureau of Sanitation, Department of Building and Safety

35 To facilitate on-site separation and recycling of demolition and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and recycled accordingly as a part of the project site's regular solid waste disposal program.

Monitoring Phase:	Construction
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Bureau of Sanitation, Department of Building and Safety

36 During operation of the Proposed Project, recycling bins shall be provided at appropriate locations, including the interior and exterior areas of the building, to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as part of the project site's regular solid waste disposal program.

Monitoring Phase:	Occupancy
Enforcement Agency:	Department of Building and Safety
Monitoring Agency:	Bureau of Sanitation, Department of Building and Safety

Menlo Family Housing

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

PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY	**COUNCIL DISTRICT**
LOS ANGELES CITY PLANNING DEPARTMENT	1
PROJECT TITLE	**CASE NO.**
ENV-2007-1382-MND	DIR-2007-2265-DB

PROJECT LOCATION
1230, 1236, & 1240 S MENLO AVE

PROJECT DESCRIPTION
THE DEMOLITION OF 41 RESIDENTIAL UNITS CONTAINED IN TWO APARTMENT BUILDINGS AND A S.R.O. HOTEL AND THE NEW CONSTRUCTION OF 60 UNITS OF AFFORDABLE MULTI-FAMILY HOUSING WITH ONE-, TWO-, AND THREE-BEDROOM UNITS

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
LTSC COMMUNITY DEVELOPMENT CORPORATION
231 E. THIRD ST., SUITE G106
LOS ANGELES, CA 90013

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-make may adopt the mitigated negative declariation, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	**TITLE**	**TELEPHONE NUMBER**
TERESA BATSON	CITY PLANNING ASSISTANT	(213) 978-1209

ADDRESS	**SIGNATURE (Official)**	**DATE**
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	Charles J. Rausch Jr	6/28/07

I b4. Aesthetics (Graffiti)

Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a level of insignificance by the following measures:

- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91,8104.15.

I c1. Aesthetics (Light)

Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a level of insignificance by the following measure:

- Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

I c2. Aesthetics (Glare)

Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a level of insignificance by the following measure:

- The exterior of the proposed building shall be constructed of materials such as high-performance tinted non-reflective glass and pre-cast concrete or fabricated wall surfaces.

III d1. Air Pollution (Stationary)

Adverse impacts upon future occupants may result from the project implementation due to existing ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a level of insignificance by the following measure:

- RESIDENTIAL - The applicant shall install air filters capable of achieving a Minimum Efficiency Rating Value (MERV) of at least 8 or better in order to reduce the effects of diminished air quality on the occupants of the project.

[redacted]ii. Seismic

Environmental impacts may result to the safety of future occupants due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

VII b5. Explosion/Release (Asbestos Containing Materials)

Due to the age of the building(s) being demolished, asbestos-containing materials (ACM) may be located in the structure(s). Exposure to ACM during demolition could be hazardous to the health of the demolition workers as well as area residents and employees. However, these impacts can be mitigated to a level of insignificance by the following measure:

- Prior to the issuance of any demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other State and Federal rules and regulations.

VIII c2. Single Family Dwelling (10+ Home Subdivision/Multi Family)

Environmental impacts may result from the development of this project. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/).

- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.

(CONTINUED ON NEXT PAGE)

- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Install Roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.
- Paint messages that prohibits the dumping of improper materials into the storm drain system adjacent to storm drain inlets. Prefabricated stencils can be obtained from the Dept. of Public Works, Stormwater Management Division.
- Promote natural vegetation by using parking islands and other landscaped areas.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.
- Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is a physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair and maintain the outlet protection after each significant rain.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.

XI a13. Severe Noise Levels (Residential Only)

Environmental impacts to future occupants may result from this project's implementation due to mobile noise. However, these impacts will be mitigated to a level of insignificance by the following measures:

- All exterior windows having a line of sight _____ (noise source) shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto.

XIII a. Public Services (Fire)

Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

XIII b1. Public Services (Police General)

Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a level of insignificance by the following measure:

(CONTINUED ON NEXT PAGE)

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213)485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.

XIII c1. Public Services (Schools)

Environmental impacts may result from project implementation due to the location of the project in an area with insufficient school capacity. However, the potential impact will be mitigated to a level of insignificance by the following measure:

- The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

XVI f. Utilities (Solid Waste)

Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a level of insignificance by the following measure:

- Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

XVII d. 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.

(CONTINUED ON NEXT PAGE)

CALIFORNIA DEPARTMENT OF FISH AND GAME

CERTIFICATE OF FEE EXEMPTION

De Minimis Impact Finding

PROJECT TITLE (INCLUDING ITS COMMON NAME, IF ANY)

TRACT/PARCEL MAP NO. **MND NO.** ENV-2007-1382-MND

ZA NO.

PROJECT DESCRIPTION: THE DEMOLITION OF 41 RESIDENTIAL UNITS CONTAINED IN TWO APARTMENT BUILDINGS AND A S.R.O. HOTEL AND THE NEW CONSTRUCTION OF 60 UNITS OF AFFORDABLE MULTI-FAMILY HOUSING WITH ONE-, TWO-, AND THREE-BEDROOM UNITS

PROJECT ADDRESS: 1230, 1236, & 1240 S MENLO AVE

APPLICANT NAME: LTSC COMMUNITY DEVELOPMENT CORPORATION

APPLICANT ADDRESS: 231 E. THIRD ST., SUITE G106
LOS ANGELES, CA 90013

FINDINGS OF EXEMPTIONS

Based on the Initial Study prepared by the City Planning Department and all evidence in the record, on it is determined that the subject project, which is located in Los Angeles County, WILL NOT have an adverse impact in wildlife resources or their habitat as defined by Fish and Game Code Section 711.2 of the Fish and Game Code, Because:

☐ The Initial Study prepared for the project identifies no, potential adverse impact on fish or wildlife resources as far as earth, air, water, plant life, animal life, or risk of upset are concerned.

☐ Measures are required as part of this approval which will mitigate the above mentioned impacts, to a level of insignificance.

✓ The project site, as well as the surrounding area (is presently) (was) developed with residential structures and does not provide a natural habitat for either fish or wildlife.

CERTIFICATION

I hereby certify that the Los Angeles Planning Department has made the above findings of fact and that based upon the initial study and hearing record the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

CHIEF PLANNING OFFICIAL: CHARLIE RAUSCH	**SIGNATURE:** Teresa Batson
DATE OF PREPARATION: 06/25/2007	**PRINT NAME:** TERESA BATSON

	Impact?	Explanation	Mitigation Measures
	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WOULD NOT REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR THE EXPANSION OF EXISTING FACILITIES. HOWEVER, STORMWATER RUNOFF IS A CONCERN CITY-WIDE AND THE PROJECT MAY HAVE AN IMPACT ON STORMWATER RUNOFF. MITIGATION HAS BEEN INCLUDED TO REQUIRE THE PROJECT TO PARTICIPATE IN THE CITY'S STORMWATER MANAGEMENT PROGRAM.	
d.	NO IMPACT		
e.	NO IMPACT		
f.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT COULD HAVE A SIGNIFICANT IMPACT ON THE CITY'S SOLID WASTE DISPOSAL LAND FILL CAPACITY. THE PROJECT, BECAUSE IT CONSISTS OF APARTMENTS, MAY NOT PARTICIPATE IN THE CITY'S CURBSIDE RECYCLING PROGRAM. MITIGATION MEASURES HAVE BEEN INCLUDED TO REQUIRE THE DEVELOPER TO INCLUDE A RECYCLING PROGRAM IN THE PROJECT'S TRASH PICKUP PROGRAM.**	**XVI f** **THE RECYCLING PROGRAM WOULD REDUCE THE AMOUNT OF SOLID WASTE THAT WOULD REQUIRE DISPOSAL AND EXTEND THE LIMITED CAPACITY OF EXISTING SOLID WASTE DISPOSAL LAND FILL FACILITIES.**
g.	NO IMPACT		
XVII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		

	Impact?	Explanation	Mitigation Measures
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT MAY RESULT IN AN INCREASE IN THE POPULATION OF CHILDREN AND COULD IMPACT THE REQUIREMENT FOR SCHOOLS. THEREFORE, IT IS REQUIRED TO PAY SCHOOL FEES WHICH WILL PROVIDE FUNDS FOR THE DEVELOPMENT OF NEW EDUCATIONAL INFRASTRUCTURE. THIS WILL HELP TH REDUCE OVERCROWDED CLASSROOMS IN THE AREA.**	**XIII c1** **THE SCHOOL FEES WILL HELP PROVIDE FUNDS FOR THE ADDITIONAL SCHOOL FACILITIES WHICH MAY BE REQUIRED TO ACCOMMODATE THE STUDENTS GENERATED BY THE NEW RESIDENTIAL DEVELOPMENT.**
d.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT MAY HAVE AN IMPACT ON PARKS BY INCREASING DEMAND FOR THE USE OF EXISTING PARKS.	
e.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT MAY HAVE AN IMPACT ON OTHER GOVERNMENTAL SERVICES INCLUDING LIBRARIES, ROADS, ETC.	
XIV. RECREATION			
a.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT MAY HAVE AN IMPACT ON PARKS AND OTHER RECREATIONIAL FACILITIES THUS INCREASING THE DEMAND FOR THE USE OF EXISTING PARKS AND RECREATIONAL FACILITIES.	
b.	NO IMPACT		
XV. TRANSPORTATION/CIRCULATION			
a.	LESS THAN SIGNIFICANT IMPACT	THE LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT) DETERMINED THAT THE PROJECT WILL GENERATE 403 NET DAILY TRIPS, INCLUDING 31 A.M. PEAK HOUR NET TRIPS AND 37 P.M. PEAK HOUR NET TRIPS. THE APPLICANT IS REQUIRED TO SUBMIT A PARKING AND DRIVEWAY PLAN TO LADOT FOR REVIEW AND APPROVAL. ALSO, THE APPLICANT WILL NEED TO CHECK WITH THE BUREAU OF ENGINEERING FOR STREET WIDENING/HIGHWAY DEDICATION REQUIREMENTS.	
b.	LESS THAN SIGNIFICANT IMPACT	LADOT HAS DETERMINED THAT THE IMPACT OF THE PROPOSED PROJECT IS NOT SIGNIFICANT.	
c.	NO IMPACT		
d.	NO IMPACT		
e.	NO IMPACT		
f.	NO IMPACT		
g.	NO IMPACT		
XVI. UTILITIES			
a.	NO IMPACT		
b.	NO IMPACT		

	Impact?	Explanation	Mitigation Measures
	LESS THAN SIGNIFICANT IMPACT	THE PROJECT MAY GENERATE AN INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT. HOWEVER, THE INCREASE IN NOISE DUE TO PROJECT IMPLEMEMTATION WILL BE LESS THAN SIGNIFICANT.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**SHORT TERM NOISE IMPACTS WILL OCCUR TO THE OCCUPANTS OF SURROUNDING BUILDINGS AND SCHOOLS DURING THE CONSTRUCTION PHASES OF THE PROJECT. THE MITIGATION MEASURES FOR NOISE DURING CONSTRUCTION SHOULD BE IMPLEMENTED TO MINIMIZE SHORT TERM CONSTRUCTION NOISE.**	**XI a13** **THE MITIGATION MEASURES PROPOSED IN XI A12 SHOULD BE IMPLEMENTED TO MITIGATE CONSTRUCTION RELATED NOISE**
e.	NO IMPACT		
f.	NO IMPACT		
XII. POPULATION AND HOUSING			
a.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WILL CONSTRUCT A 60 UNIT APARTMENT BUILDING ON A SITE THAT CURRENTLY HAS TWO APARTMENT BUILDINGS WITH 16 UNITS AND A RESIDENTIAL HOTEL FOR A TOTAL OF 41 DWELLING UNITS. HOWEVER, THE EXISTING GENERAL PLAN LAND USE DESIGNATION PERMITS HIGH DENSITY RESIDENTIAL DEVELOPMENT AND THE IMPACT OF THE 60 UNIT APARTMENT BUILDING WILL BE LESS THAN SIGNIFICANT.	
b.	NO IMPACT		
c.	NO IMPACT		
XIII. PUBLIC SERVICES			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT SITE IS LCOATED IN FIRE DISTRICT NO. 13. THE FIRE STATION IS LOCATED WITHIN 500 FEET OF THE PROJECT SITE. THE PROJECT WILL INCREASE THE REQUIREMENT FOR FIRE SERVICES AND WILL BE REQUIRED TO COMPLY WITH ALL THE REGULATIONS TO MITIGATE FIRE HAZARD RELATED RISKS.**	**XIII a** **THE PROPOSED MITIGATION MEASURE WILL REDUCE THE RISK OF IMPACT FROM A FIRE BY ENABLING ACCESS FOR FIRE FIGHTERS AND EQUIPMENT.**
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**DUE TO THE CONTINUING OVERALL SHORTAGE IN POLICE STAFFING, THE PROJECT IS BEING REQUIRED TO IMPLEMENMT THE POLICE DEPARTMENT'S REQUIREMENTS.**	**XIII b1** **THE PROPOSED MITIGATION MEASURE WILL REDUCE AREAS OF CONCEALMENT AND REDUCE OPPORTUNITIES TO COMMIT CRIMES.**

	Impact?	Explanation	Mitigation Measures
f.	NO IMPACT		
g.	NO IMPACT		
h.	NO IMPACT		
VIII. HYDROLOGY AND WATER QUALITY			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
d.	NO IMPACT		
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT MAY CREATE OR CONTRIBUTE TO RUNOFF WATER WHICH, WHILE NOT EXCEEDING THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS, WILL PROVIDE AN ADDITIONAL SOURCE OF POLLUTED RUNOFF. STORMWATER RUNOFF IS A CONCERN CITY-WIDE AND THE PROJECT MAY HAVE AN IMPACT ON STORMWATER RUNOFF. MITIGATION HAS BEEN INCLUDED TO REQUIRE THE PROJECT TO PARTICIPATE IN THE CITY'S STORMWATER MANAGEMENT PROGRAM.**	**VIII c2** **THE PROPOSED MITIGATION MEASURE WILL MINIMIZE THE IMPACTS OF STORMWATER RUNOFF.**
f.	NO IMPACT		
g.	NO IMPACT		
h.	NO IMPACT		
i.	NO IMPACT		
j.	NO IMPACT		
IX. LAND USE AND PLANNING			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
X. MINERAL RESOURCES			
a.	NO IMPACT		
b.	NO IMPACT		
XI. NOISE			
a.	LESS THAN SIGNIFICANT IMPACT	THE PROJECT WILL EXPOSE FUTURE RESIDENTS OF THE PROJECT TO NOISE GENERATED BY A FIRE STATION LOCATED WITHIN 150 FEET AND A POLICE STATION THAT IS BEING CONSTRUCTED AT THE CORNER OF MENLO AVENUE AND 11TH STREET.	
b.	NO IMPACT		

	Impact?	Explanation	Mitigation Measures
	NO IMPACT		
IV. BIOLOGICAL RESOURCES			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
d.	NO IMPACT		
e.	NO IMPACT		
f.	NO IMPACT		
V. CULTURAL RESOURCES			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
d.	NO IMPACT		
VI. GEOLOGY AND SOILS			
a.	NO IMPACT		
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE LOS ANGELES BASIN IS IN A SEISMICALLY ACTIVE AREA AND PROPERTY THROUGHOUT THE AREA IS SUBJECT TO STRONG GROUND SHAKING FROM SEISMIC EVENTS.**	**VI aii IMPACTS TO PROJECT RESIDENTS COULD OCCUR UNLESS THE PROJECT IS DESIGNED ACCORDING TO THE SEISMIC STANDARDS OF THE UNIFORM BUILDING CODE AND THE LOS ANGELES MUNICIPAL CODE.**
c.	NO IMPACT		
d.	NO IMPACT		
e.	LESS THAN SIGNIFICANT IMPACT	1,000 CUBIC YARDS OF DIRT WILL BE REMOVED DURING GRADING.	
f.	NO IMPACT		
g.	NO IMPACT		
h.	NO IMPACT		
VII. HAZARDS AND HAZARDOUS MATERIALS			
a.	NO IMPACT		
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**TWO APARTMENT BUILDINGS WITH 16 APARTMENTS AND A RESIDENTIAL HOTEL FOR A TOTAL OF 41 DWELLING UNITS THAT ARE ON THE SITE AND ARE APPROXIMATELY 40, 60, AND 90 YEARS OLD WILL BE DEMOLISHED. THIS MAY RELEASE ASBESTOS WHICH IS A HAZARDOUS MATERIAL.**	**VII b5 THE MITIGATION MEASURES WILL MINIMIZE THE THREAT TO HEALTH DUE TO THE POTENTIAL RELEASE OF ASBESTOS.**
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**TWO LANGUAGE SCHOOLS ARE LOCATED TO THE NORTH OF THE SITE WITHIN 150 FEET.**	**VII b5 THE MITIGATION MEASURES WILL MINIMIZE THE THREAT TO HEALTH DUE TO THE POTENTIAL RELEASE OF ABSESTOS**
d.	NO IMPACT		
e.	NO IMPACT		

	Impact?	Explanation	Mitigation Measures

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS			
a.	NO IMPACT		
b.	NO IMPACT		
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**GRAFFITI IS A CONTINUING PROBLEM ON STRUCTURES IN THE CITY AND AN AESTHETIC IMPACT WOULD BE CREATED IF ANY GRAFFITI WHICH APPEARS ON THE SITE DURING ITS OPERATIONAL PHASE IS NOT REMOVED. MITIGATION HAS BEEN PROPOSED WHICH WOULD REMOVE GRAFFITI WITHIN 24 HOURS AND WOULD REQUIRE GRAFFITI PROOF EXTERIOR COATINGS ON THE DEVELOPMENT.**	**I b4**
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THERE WOULD BE NEW SOURCES OF LIGHT OR GLARE ON SITE DUE TO OUTDOOR AND SECURITY LIGHTING AND THE OPERATIONAL IMPACTS OF NEW RESIDENCES.**	**I c1, I c2**
II. AGRICULTURAL RESOURCES			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
III. AIR QUALITY			
a.	NO IMPACT		
b.	NO IMPACT		
c.	NO IMPACT		
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**AIR QUALITY IMPACTS COULD OCCUR TO NEW RESIDENTS OF THE PROJECT UNLESS AIR FILTRATION SYSTEMS ARE PROVIDED AS A PART OF THE PROJECT'S AIR CONDITIONING SYSTEM. SHORT TERM AIR QUALITY IMPACTS COULD AFFECT THE OCCUPANTS OF NEARBY BUSINESSES AND SCHOOLS DURING THE CONSTRUCTION OF THE PROJECT. MITIGATION MEASURES TO COMPLY WITH THE SOUTHERN CALIFORNIA AIR QUALITY MANAGEMENT DISTRICT REGULATIONS FOR PROJECT GRADING ARE REQUIRED FOR THE PROJECT WHICH WILL MITIGATE ANY IMPACT TO NEARBY SENSITIVE RECEPTORS DURING THE PROJECT CONSTRUCTION PHASES.**	**III d1**

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-2007-1382-MND** and the associated case(s), **DIR-2007-2265-DB** . Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

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

ADDITIONAL INFORMATION:

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

For City information, addresses and phone numbers: visit the City's website at http://www.lacity.org ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - http://gmw.consrv.ca.gov/shmp/
Engineering/Infrastructure/Topographic Maps/Parcel Information - http://boemaps.eng.ci.la.ca.us/index01.htm or
City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
TERESA BATSON	CITY PLANNING ASSISTANT	(213) 978-1209	06/25/2007

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impa
	MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?				
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? (CUMULATIVELY CONSIDERABLE MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).				✓
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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?				✓
XV. TRANSPORTATION/CIRCULATION					
a.	CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO RATIO CAPACITY ON ROADS, OR CONGESTION AT INTERSECTIONS)?			✓	
b.	EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD 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 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.	RESULT IN INADEQUATE PARKING CAPACITY?				✓
	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?				✓
XVI. UTILITIES					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?				✓
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?				✓
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?			✓	
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?				✓
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS				✓
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECTS SOLID WASTE DISPOSAL NEEDS?		✓		
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?				✓
XVII. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impa
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?				✓
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?				✓
X. 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?				✓
XI. NOISE					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?			✓	
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?				✓
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?			✓	
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?		✓		
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
XII. 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?				✓
XIII. PUBLIC SERVICES					
a.	FIRE PROTECTION?		✓		
b.	POLICE PROTECTION?		✓		
c.	SCHOOLS?		✓		
d.	PARKS?			✓	
e.	OTHER GOVERNMENTAL SERVICES (INCLUDING ROADS)?			✓	
XIV. RECREATION					

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?		✓		
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?				✓
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?				✓
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?				✓
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?				✓
VIII.	**HYDROLOGY AND WATER QUALITY**				
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?				✓
	SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?				✓
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?				✓
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN 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 PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?				✓
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?				✓
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?				✓
	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?				✓
IX.	**LAND USE AND PLANNING**				
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impa
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?				✓
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?				✓
V. CULTURAL RESOURCES					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA 15064.5?				✓
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA 15064.5?				✓
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?				✓
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?				✓
VI. GEOLOGY AND SOILS					
a.	EXPOSURE OF 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.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : STRONG SEISMIC GROUND SHAKING?		✓		
c.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?				✓
d.	EXPOSURE OF 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 POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?				✓
g.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?				✓
h.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?				✓
VII. HAZARDS AND HAZARDOUS MATERIALS					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?				✓
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?		✓		

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
I. AESTHETICS					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?				✓
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?				✓
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?		✓		
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?		✓		
II. AGRICULTURAL RESOURCES					
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?				✓
b.	CONFLICT THE EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?				✓
c.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?				✓
III. AIR QUALITY					
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?				✓
	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 AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?				✓
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?		✓		
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?				✓
IV. BIOLOGICAL RESOURCES					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?				✓
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME 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?				✓

Environmental Factors Potentially Affected:

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

✓ AESTHETICS	✓ HAZARDS AND HAZARDOUS MATERIALS	✓ PUBLIC SERVICES
☐ AGRICULTURAL RESOURCES	✓ HYDROLOGY AND WATER QUALITY	☐ RECREATION
✓ AIR QUALITY	☐ LAND USE AND PLANNING	☐ TRANSPORTATION/CIRCULATION
☐ BIOLOGICAL RESOURCES	☐ MINERAL RESOURCES	✓ UTILITIES
☐ CULTURAL RESOURCES	✓ NOISE	☐ MANDATORY FINDINGS OF SIGNIFICANCE
✓ GEOLOGY AND SOILS	☐ POPULATION AND HOUSING	

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

Background

PROPONENT NAME:
LTSC COMMUNITY DEVELOPMENT CORPORATION

PHONE NUMBER:
(213) 473-1160

APPLICANT ADDRESS:
231 E. THIRD ST., SUITE G106
LOS ANGELES, CA 90013

AGENCY REQUIRING CHECKLIST:
DEPARTMENT OF CITY PLANNING

DATE SUBMITTED:
03/21/2007

PROPOSAL NAME (if Applicable):

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 whichever 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.

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.

Teresa Patton	CITY PLANNING ASSISTANT	(213) 978-1209
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 that 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 Section XVII, "Earlier Analysis," cross referenced).
5. Earlier analysis must 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.

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
and CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: LOS ANGELES CITY PLANNING DEPARTMENT	**COUNCIL DISTRICT:** CD 1 - ED P. REYES	**DATE:** 06/18/2007
RESPONSIBLE AGENCIES: LOS ANGELES CITY PLANNING DEPARTMENT		
ENVIRONMENTAL CASE: ENV-2007-1382-MND	**RELATED CASES:** DIR-2007-2265-DB	
PREVIOUS ACTIONS CASE NO.:	✓ Does have significant changes from previous actions. ☐ Does NOT have significant changes from previous actions	
PROJECT DESCRIPTION: NEW 60-UNIT, 5-STORY, AFFORDABLE, RENTAL HOUSING WITH COMMERCIAL OFFICE SPACE ON THE GROUND FLOOR		
ENV PROJECT DESCRIPTION: THE DEMOLITION OF 41 RESIDENTIAL UNITS CONTAINED IN TWO APARTMENT BUILDINGS AND A S.R.O. HOTEL AND THE NEW CONSTRUCTION OF 60 UNITS OF AFFORDABLE MULTI-FAMILY HOUSING WITH ONE-, TWO-, AND THREE-BEDROOM UNITS		
ENVIRONMENTAL SETTINGS: HE PROJECT IS LOCATED IN THE WILSHIRE COMMUNITY PLAN AREA, BORDERED BY MENLO ON AVENUE TO THE EST, 11TH STREET TO THE NORTH, WESTMORELAND AVENUE TO THE EAST, AND PICO BOULEVARD TO THE SOUTH		
PROJECT LOCATION: 1230, 1236, & 1240 S MENLO AVE		
COMMUNITY PLAN AREA: WILSHIRE **STATUS:** ✓ Does Conform to Plan ☐ Does NOT Conform to Plan	**AREA PLANNING COMMISSION:** CENTRAL	**CERTIFIED NEIGHBORHOOD COUNCIL:** PICO UNION
EXISTING ZONING: R4-1VL	**MAX. DENSITY/INTENSITY ALLOWED BY ZONING:** 75 UNITS	
GENERAL PLAN LAND USE: HIGH MEDIUM RESIDENTIAL	**MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:** 75 UNITS	**LA River Adjacent:** NO
	PROPOSED PROJECT DENSITY: 60 UNITS	

Claremont Village Apts

PLANNING COMMISSION RESOLUTION NO. 2009-09

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLAREMONT APPROVING MIXED USE DISTRICT DEVELOPMENT PLAN (FILE #09-A15) FOR AN AFFORDABLE HOUSING PROJECT LOCATED AT 111 S. COLLEGE AVENUE AND THE ADJACENT VACANT PARCEL TO THE SOUTH. APPLICANTS – CLAREMONT REDEVELOPMENT AGENCY AND JAMBOREE HOUSING CORPORATION

WHEREAS, the site was recommended as the top site in the City for the development of affordable housing by the Affordable Housing Task Force, appointed by the City Council in the spring of 2008. This recommendation was based on the site's close proximity to transit, parks, schools, and other services in the downtown area; and

WHEREAS, the State Legislature also recognizes the need for additional affordable housing and the priority to encourage new affordable housing development and passed California Government Code Section 65589.5 In addition affordable housing is addressed at the state level with California Senate Bill 1818 which addresses development projects, which incorporate affordable housing, are entitled use of specific standards and certain incentives.

WHEREAS, the land use designation for the site is Mixed Use 2 (College Avenue/South Village Transit Oriented Mixed Use). Properties located within a mixed use area are required to have a Mixed Use District Development Plan (MUDDP) when new development is proposed; and

WHEREAS, Section 16.040.070.C outlines criteria that must be met in order to approve a MUDDP and proscribes Architectural Commission recommendation on criteria #2, #4, and #5; and

WHEREAS, the applicant Jamboree Housing (Jamboree) submitted a letter addressing the MUDDP on June 18, 2009; and

WHEREAS, the Architectural Commission reviewed the MUDDP and conceptual site plan on June 24, 2009, and found that the project met criteria #2, #4, and #5 of Municipal Code Section 16.040.070.C and recommended Planning Commission approval; and

WHEREAS, notice of public hearing was duly given and published; and

WHEREAS, the Planning Commission held a public hearing on July 7, 2009, at which time all persons wishing to testify in connection with said proposal were heard and said proposal was fully studied.

NOW, THEREFORE, THE CLAREMONT PLANNING COMMISSION DOES HEREBY RESOLVE:

Section A. The City and Claremont Redevelopment Agency (Agency) have determined that the proposed project is exempt from the requirements of the California Environmental Quality Act (CEQA), Public Resources Code 21000, et seq., and the

implementing regulations thereto in Title 14, California Code of Regulations, Sections 15000, et seq., pursuant to Section 15194 of Title 14 of the California Code of Regulations.

Section B. The Planning Commission finds that the proposed MUDDP meets the criteria of Municipal Code Section 16.040.070.C as addressed in the staff report and written letter provided by Jamboree.

Section C. The Planning Commission hereby approves the MUDDP based on the findings of Sections A and B.

Section D. The Planning Commission Chair shall sign this Resolution and the Commission's Administrative Secretary shall attest to the adoption thereof.

Passed, approved, and adopted this 7th day of July 2009.

James Burke, Chairman
Planning Commission

ATTEST:

Barbara Hagee
Planning Commission Administrative Secretary

AFFORDABLE HOUSING REFERRAL FORM
LOS ANGELES CITY PLANNING DEPARTMENT

This form is to serve as a referral to Planning Public Counter for affordable housing case filing purposes (in addition to the required Master Land Use Application and any other necessary documentation) and as a referral to LAHD, CRA, LA County, or other City agency for project status and entitlement need purposes. Please refer to Affordable Housing Referral Form (AHRF) Instructions Sheet for additional information on completing this form. This form shall be completed by the applicant and reviewed and signed by Planning staff.

CITY STAFF USE ONLY

Referral To:
☐ Public Counter Filing ☐ LAHD Funding ☐ CRA ☒ LA County ☐ Other

NOTES:

Planning Staff Name and Title	Planning Staff Signature	Date
JON TANURI, PLANNER		11/10/09

I. PROPOSED PROJECT

1. PROJECT LOCATION/ ZONING

Project Address: 240 E. 6th Street, Los Angeles, CA 90014

Project Name: Star Apartments

Applicant Name and Contact Information: Star Apartments, L.P. Vanessa Luna (213) 683-0522 x130

Assessor Parcel Number(s): 5148-023-020

Community Plan: Central City Number of Lots: 6 Lot size: 24,394 s.f.

Existing Zone: [Q]R5-2D Land Use Designation: High Medium Residential

☐ Specific Plan ☐ HPOZ ☐ DRB ☒ Enterprise Zone ☒ CRA

☒ Q-condition/ D-limitation/ T-classification *(please specify)*: Q: Limits to R4 density & C4 uses; D: Limits to 3:1 FAR

☒ Other pertinent zoning information *(please specify)*: Located in the Greater Downtown Housing Area

2. PROPOSED PROJECT

Description of Proposed Project: The Star Apartments will be comprised of four stories of prefabricated wood construction units above an existing concrete podium, which will be fortified with structural columns. The building will contain 102 units on floors three through six, supportive service, recreational, and community space on the second floor, and approximately 6,500 square feet of street front retail on the ground level. Parking for the building will also be located on the ground floor; 30 spaces will be provided.

	Type of Use	Square Feet	# of Units
Existing[1]	Commercial	14,000 (approx)	13
To be Demolished	Commercial	7,500	13
Proposed	Residential Commercial	66,084 6,500	102 residential 6 commercial
TOTAL		72,584	102 residential 6 commercial

3. APPLICATION STATUS & TYPE

A. Status of Application

☒ Not Required: Ministerial[2]

☐ Entitlement Case Required and needs to filed with Planning

☐ Case Filed:

	(1)	(2)	(3)
Case Number(s):			
Date Filed:			
Date Approved:			
End of Appeal Period:			

B. Type of Application *(please select only one)*

	1. ☐ **Density Bonus** (per LAMC 12.22.A.25, Ordinance 179,681) *(Please Complete Sections I, II & V)*	2. ☒ **Greater Downtown Housing Incentive Area** (per LAMC 12.22.A.29, Ordinance 179,076) *(Please Complete Sections I, III & V)*	3. ☐ **Senior Independent Housing/ Assisted Living Care Housing/ Disabled Persons Housing** (per LAMC 12.21.A.4.u, Ordinance 178,063) *(Please Complete Sections I,IV & V)*	4. ☐ **Other:** *(Please Complete Sections I & V)*
Ministerial[2]	☐ LADBS- Ministerial o Density Increase o Parking Reductions (option 1 or 2)	☒ LADBS- Ministerial ☒Exempt from SPR	☐ LADBS- Ministerial	☐ LADBS- Ministerial : (please specify)
Discretionary[3]	☐ Density Bonus with Incentives ON the Menu (please specify)	☐ Site Plan Review	☐ Site Plan Review	☐ Discretionary (please specify)
	☐ Multiple entitlement with Incentives ON the Menu (please specify)	☐ Other entitlement	☐ Other entitlement	
	☐ Density Bonus with Incentives NOT ON the Menu (please specify)			
	☐ Multiple entitlement with Incentives NOT ON the Menu (please specify)			

4. DENSITY CALCULATION:

A. Base Density: Maximum density allowable per zoning

Lot size 24,394 sf. (a)
Density allowable by zone Unlimited units/s.f. of lot area (b)
Units allowed by right (Base Density) Unlimited units (c) [c =a/b, round down to whole number]

B. Maximum allowable Density Bonus: **Unlimited** units (d) [d =c x 1.35, round up to whole number]

C. Proposed Project: Please indicate total number of Units as well as breakdown by levels of affordability set by each category (HCD or HUD). For information on HCD and HUD levels of affordability please contact Los Angeles Housing Department's Occupancy Monitoring Unit at (213) 808-8806 or occmonitor@lahd.lacity.org.

	Total	HCD (State)[5]	HUD (TCAC)[6]
Market Rate		N/A	N/A
Managers Unit(s)- Market Rate	2	N/A	N/A
Very Low Income			77
Low Income			N/A
Moderate Income			33
Seniors- Market Rate		N/A	N/A
Seniors- Very Low Income			
Seniors- Low Income	2		
Total # of Units per Category		(e)	100 (f)
Percent of Affordable Units by Category		(g)	98% (h)

[g = e/c or e/i, whichever is less, c or i]
[h = f/c or f/i, whichever is less, c or i]

TOTAL # of Units Proposed 102 (i)

Number of Density Bonus Units 0 (j) [If i>c, then j=i-c; if i<c, then j= 0]
Percent Density Bonus Requested 0 (k) [k= j/c]

5. SITE PLAN REVIEW CALCULATION: An application for Site Plan Review may be required for projects that meet the Site Plan Review threshold(s) as outlined in LAMC Section 16.05.C. unless otherwise exempted per Section 16.05.D. For Density Bonus projects involving bonus units, please use the formulas provided below to determine if the project meets Site Plan Review threshold for unit count. If project meets the threshold(s) but qualifies under the exemption criteria per Section 16.05.D please confirm exemption with Department of City Planning's Site Plan Review Unit at (213) 978-1219 and provide letter of Exemption signed by authorized Site Plan Review Section planner.

☐ If number of Proposed units [(j) from above] is less than the number of By Right/ Base Density units [(c) from above, then:

(j) – existing units = _____

- o YES, Site Plan Review is required, if Proposed units minus existing units is greater than or equal to 50
- o NO, if Proposed units minus existing units is less than 50
- ☒ Exempt *(please specify):* See attached exemption forms from CRA and City Planning.

☐ If number of Proposed units [(j) from above] is greater than the number of By Right/ Base Density units [(c) from above, then:

(c) – existing units = _____

- o YES, Site Plan Review is required, if By Right/ Base Density units minus existing units is greater than or equal to 50
- o NO, if By Right/ Base Density units minus existing units is less than 50
- o Exempt *(please specify):* _____

II. DENSITY BONUS (LAMC Sec 12.22 A 25, Ordinance 179,681)

6. **HOUSING DEVELOPMENT PROJECT TYPE** *(please select one)*
   - ☐ (1) For Sale or Rental Housing with Low or Very Low Income Restricted Affordable Units
   - ☐ (2) For Sale or Rental Senior Citizen Housing (Market Rate)
   - ☐ (3) For Sale or Rental Senior Citizen Housing with Low or Very Low Income Restricted Affordable Units
   - ☐ (4) For Sale Housing with Moderate Income Restricted Affordable Units

7. **DENSITY BONUS OPTIONS** *(Please check all that apply)*
   - ☐ Land Donation
   - ☐ Child Care
   - ☐ Restricted Affordable Units Located Near Transit Stop/ Major Employment Center
   - ☐ Common Interest Development with Low or Very Low Income Restricted Affordable Units for Rent
   - ☐ Condominium Conversion
   - ☐ Parking *(Please choose only one option)*

☐ **Parking Option 1:** Based on # of bedrooms, inclusive of Handicapped and Guest parking

	# of Units	Spaces/Unit	Parking Required	Parking Provided
0-1 Bedroom		1		
2-3 Bedrooms		2		
4 or more Bedrooms		2.5		
TOTALS				

o **Parking Option 2:** Reduced only for Restricted Affordable Units

	# of Units	Spaces/Unit	Parking Required[7]	Parking Provided[7]
Market Rate (Including Senior Market Rate)		Per code		
Restricted Affordable		1		
Very Low/ Low Income Senior or Disabled		.5		
Restricted Affordable in Residential Hotel		.25		
TOTALS				

8. **INCENTIVES**

A. Project Zoning Compliance & Incentives *(Please check all that apply)*

	Required/ Allowable	Proposed	ON Menu	OFF Menu
☐ (1) Yard/ Setback *(each yard counts as 1 incentive)*				
☐ Front	_____	_____	☐	☐
☐ Rear	_____	_____	☐	☐
☐ Side(s)	_____	_____	☐	☐
☐ (2) Lot Coverage	_____	_____	☐	☐
☐ (3) Lot Width	_____	_____	☐	☐
☐ (4) Floor Area Ratio	_____	_____	☐	☐
☐ (5) Height/ # of Stories	_____	_____	☐	☐
☐ (6) Open Space	_____	_____	☐	☐
☐ (7) Density Calculation	_____	_____	☐	☐
☐ (8) Averaging *(all count as 1 incentive)*			☐	☐
FAR,	_____	_____	_	_
Density,	_____	_____	_	_
Parking,	_____	_____	_	_
OS,	_____	_____	_	_
Vehicular Access	_____	_____	_	_
☐ Other *(please specify)*:	_____	_____	☐	☐
TOTAL # of Incentives Requested:			_____	_____

B. Qualification for Incentives On the Menu: *(Please check only one)*

Incentives	% Very Low Income	% Low Income	% Moderate Income
One	❒ 5% to <10%	❒ 10% to <20%	❒ 10% to <20%
Two	❒ 10% to <15%	❒ 20% to <30%	❒ 20% to <30%
Three	❒ 15% or greater	❒ 30% or greater	❒ 30% or greater
3+	❒ *(Specify)*:	❒ *(Specify)*:	❒ *(Specify)*:

9. **COVENANT:** All Density Bonus projects are required to prepare and record an Affordability Covenant to the satisfaction of the Los Angeles Housing Department's Occupancy Monitoring Unit **before** a building permit can be issued. To apply to LAHD to prepare a covenant, contact the Occupancy Monitoring Unit at (213) 808-8806 or occmonitor@lahd.lacity.org.

III. GREATER DOWNTOWN HOUSING INCENTIVE AREA (GDHIA) (LAMC Sec.12.22.A.29; Ordinance 179,076)

10. **ELIGIBILITY FOR FLOOR AREA BONUS**
NOTE: Published affordability levels per the United States Department of Housing and Urban Development (HUD/TCAC). Please consult with Los Angeles Housing Department's Occupancy Monitoring Unit for additional information.

X (1) 5% of the total number of dwelling units provided for Very Low Income households; and
X (2) One of the following shall be provided:
- X 10% of the total number of dwelling units for Low Income households; or
- o 15% of the total number of dwelling units for Moderate Income households; or
- o 20% of the total number of dwelling units for Workforce Income households, and

N/A (3) Any dwelling unit or guest room occupied by a household earning less than 50% of the Area Median Income that is demolished or otherwise eliminated shall be replaced on a one-for-one basis within the Community Plan Area in which it is located. (No existing residential on site)

11. **INCENTIVES** *(Please check all that apply)*
NOTE: Must meet all 3 eligibility requirement from above (#10).
(1) A 35% increase in total floor area.
X (2) Open Space requirement pursuant to Section 12.21.G reduced by one-half, provided fee is paid.
X (3) No parking required for units for households earning less than 50% AMI. *77 units are set aside for households earning less than 50% AMI, and do not require parking.*
X (4) No more than one parking space required for each dwelling unit. *The remaining 25 units will each have one parking space provided.*

12. **ADDITIONAL INCENTIVES TO PRODUCE HOUSING IN THE GREATER DOWNTOWN HOUSING INCENTIVE AREA**
X (a) No yard requirements except as required by the Urban Design Standards and Guidelines
X (b) Buildable are shall be the same as the lot area (for the purpose of calculating buildable area for residential and mixed-use)
X (c) Maximum number of dwelling units or guest rooms permitted shall not be limited by the lot area provisions as long as the total floor area utilized by guest rooms does not exceed the total floor area utilized by dwelling units.
X (d) No prescribed percentage of the required open space that must be provided as either common open space or private open space.

13. **SITE PLAN REVIEW:** Any residential (including Apartment Hotel or mixed-use) building located within the Greater Downtown Housing Incentive Area is required to complete a Site Plan Review unless otherwise exempted per LAMC Section 16.05.D. If project qualifies under the exemption criteria per Section 16.05.D please confirm exemption with Department of City Planning's Site Plan Review Unit at (213) 978-1219 and provide letter of Exemption signed by authorized Site Plan Review Section planner.

14. **COVENANT:** All GDHIA projects are required to prepare and record an Affordability Covenant to the satisfaction of the Los Angeles Housing Department's Occupancy Monitoring Unit **before** a building permit can be issued. To apply to LAHD to prepare a covenant, contact the Occupancy Monitoring Unit at (213) 808-8806 or occmonitor@lahd.lacity.org.

IV. SENIOR INDEPENDENT HOUSING/ ASSISTED LIVING CARE HOUSING/ DISABLED PERSONS HOUSING (LAMC Sec.12.21 A.4.u; Ordinance 178,063)

15. PARKING REDUCTION

☐ May be reduced to 50% of the number otherwise required by code if all of the following requirements are met:

16. ELIGIBILITY FOR REDUCED PARKING

☐ (1) Occupied by at least one person who is disabled or 62 years of age or older, except for management or maintenance personnel unit.

☐ (2) At least 10 square feet of indoor recreation space and at least 50 square feet of usable open space for each dwelling unit in the development, both available and accessible to all residents of the development.

☐ (3) Record a Covenant and Agreement with Building and Safety.

V. REQUIRED FOR ALL APPLICATIONS

17. ENVIRONMENTAL STATUS *(Please check only one)*

☒ Not Required: Ministerial *(CEQA does not apply-may proceed to Building and Safety, no Planning action required)*

☐ Not Filed: *(Please visit the Planning Public Counter and inquire about completing either an Environmental Assessment Form or a Categorical Exemption)*

☐ Filed:

- Categorical Exemption[8] *(Please specify Class and Category):* _____
- Statutory Exemption *(Please specify Type of Action):* _____
- Negative Declaration[8]
- Mitigated Negative Declaration[8,9]
- Environmental Impact Report[8]
- Reconsideration of previous Environmental Review

(Please provide the following information for all filed cases)

Case Number: _____
Date Filed: _____
Date Completed: _____
End of Comment Period: _____
Date Adopted/ Certified: _____
Date Filed with County Clerk: _____
Exhausted All Appeals Date: _____

18. OTHER L.A.M.C. PROVISIONS *(Please check all that apply and give brief description)*

☒ Site Plan Review *(If applicable but Exempt, please provide letter of Exemption signed by authorized Site Plan Review Section planner)* **Exempt** (see attached letter)

☐ Specific Plan Project Permit Compliance: N/A
☐ CU: N/A
☐ ZV: N/A
☐ ZAA: N/A
☐ Tract or Parcel Map: N/A
☐ Other (please specify): N/A

NOTES:

[1] *Please provide certificate of occupancy*

[2] *Ministerial Projects (aka, "By-Right") do not require any discretionary Planning approvals. Developers of such housing file building plans with the Department of Building & Safety. Plans are checked for compliance with the Building Code and, when in compliance, permits are issued to begin construction.*

[3] *Discretionary Projects require Planning decisions and approval.*

[4] *Any waiver or modification of development standards not listed ON the menu of Incentives in the Density Bonus Ordinance.*

[5] *HCD (State)= Published affordability levels per California Department of Housing and Community Development. Please consult with Los Angeles Housing Department's Occupancy Monitoring Unit for additional information.*

[6] *HUD (TCAC)= Published affordability levels per the United States Department of Housing and Urban Development. Please consult with Los Angeles Housing Department's Occupancy Monitoring Unit for additional information.*

[7] *Up to 40% of the required parking for the Restricted Affordable Units may be provided by compact stalls.*

NOTICE OF EXEMPTION

To:
Los Angeles County Clerk
Business Filing & Registration
12400 E Imperial Hwy Rm 1101
Norwalk CA 90650

From:
City of Pasadena
Planning & Development Dept.
175 N. Garfield Avenue
Pasadena, California 91109

Project Title: Hudson Oaks Senior Development

Project Address: 1267 North Hudson Ave.

Project City: Pasadena **Project County:** Los Angeles

Project Description: Provision for a City of Pasadena Predevelopment Loan Agreement in the amount of $144,235 to acquire and rehabilitate a 46 unit apartment complex. Reuse of the property will provide affordable housing to very low-income senior households. Rehabilitation activity will be directed at correcting building/code deficiencies and modernizing dwelling units.

Name of Public Agency Approving Project: City of Pasadena

Project Contact Person: Kermit Mahan

Exempt Status (Check one):

☐ Ministerial (CEQA Sec. 21080(b)(1);(CEQA Guidelines Section 15268)
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a))
☐ Emergency Project (Sec. 21080(b)(4); 15269)(b)(c))
☒ Categorical Exemption. California Admin. Code Title 14 Chapter 3, Class 1, Section 15301
☐ Statutory Exemption California Admin. Code Title 14 Chapter 3 Section (insert #)
☐ General Rule California Admin. Code Title 14 Chapter 3 Sec. 15061 (b) (3)

Reason why project is exempt: The proposed project has been determined to be Categorically Exempt per Section 15301, Existing Facilities. The project is the rehabilitation of an existing deteriorated apartment building and will not result in an expansion of the use. The project is not located in a developed urbanized area and will not have a significant effect on the environment.

Lead Agency
Contact Person: Kermit Mahan **Phone: 626-744-8315**

COMPLETED BY: Kermit Mahan
TITLE: Project Manager
DATE: January 29, 2009

APPROVED BY: Jennifer Paige-Saeki
TITLE: Senior Planner
DATE: January 29, 2009

09 0033571

THIS NOTICE WAS POSTED
ON MAR 16 2009
UNTIL APR 15 2009
REGISTRAR-RECORDER/COUNTY CLERK

NOTICE OF EXEMPTION

To:
Los Angeles County Clerk
Business Filing & Registration
12400 E Imperial Hwy Rm 1101
Norwalk CA 90650

From:
City of Pasadena
Planning & Development Dept.
175 N. Garfield Avenue
Pasadena, California 91109

Project Title: Euclid Villa upgrades

Project Address: 154-160 S. Euclid Avenue

Project City: Pasadena **Project County:** Los Angeles

Project Description: The project will involve upgrades to the existing Euclid Villa transitional housing facility, including installation of energy-efficient building systems, re-landscaping to reduce water usage, and general building improvements/repairs (including painting). The proposed rehab work will not result in the addition or reduction of dwelling units or square footage to the building. The use of the building will not change, nor will parking. No changes will be made to the historic building at 154 S. Euclid Avenue (Miss Orton's School for Girls, 1898, listed in the National Register of Historic Places).

Name of Public Agency Approving Project: City of Pasadena

Project Contact Person: Jim Wong

Exempt Status (Check one):

☒ Ministerial (CEQA Sec. 21080(b)(1);(CEQA Guidelines Section 15268)
☐ Declared Emergency (Sec. 21080(b)(3); 15269(a))
☐ Emergency Project (Sec. 21080(b)(4); 15269)(b)(c))
☐ Categorical Exemption. California Admin. Code Title 14 Chapter 3, Class 1, Section 15301
☐ Statutory Exemption California Admin. Code Title 14 Chapter 3 Section (insert #)
☐ General Rule California Admin. Code Title 14 Chapter 3 Sec. 15061 (b) (3)

Reason why project is exempt: The project does not require a discretionary action and, therefore, is exempt from CEQA.

Lead Agency
Contact Person: Jim Wong **Phone: 626-744-8316**

COMPLETED BY: Kevin Johnson
TITLE: Acting Senior Planner
DATE: November 16, 2009

APPROVED BY: Kevin Johnson
TITLE: Acting Senior Planner
DATE: November 16, 2009

Garvey Court

CITY OF EL MONTE

PLANNING DIVISION

January 9, 2009

Ms. Carmen Hernandez
Community Development Commission of the County of Los Angeles
2 Coral Circle
Monterey Park, California 91755

Re: CEQA Exemption for Garvey Senior Apartments
10117-10127 Garvey Avenue, El Monte, California (the "Project")

Dear Ms. Hernandez:

After a review of the files, I have concluded that at the time of approval, the Planning Commission acknowledged that the above-referenced project could have qualified for a Negative Declaration finding but ultimately determined the project to be Statutorily Exempt under CEQA pursuant **Section 21080.14 of** the Public Resource Code. **In the year this finding was made, this section provided a CEQA exemption for lower-income residential projects in urban areas.**

Now 21159.23

There was also subsequent Categorical Exemption determination made by the Planning Commission relating to the project pursuant to CEQA on August 26, 2003. This finding was made in relation to Lot Division No. 622.

For projects found to be exempt, CEQA implementation guidelines at the time provided a 35-day statute of limitations period for legal challenges following the filing of a Notice of Exemption and if a Notice of Exemption was not filed, there is an automatic 180-day statute of limitations period established. The filing of a Notice of Exemption was optional and was not filed for the project. The 180-day statute of limitations period on the final determination has expired.

The findings and record of decisions pertaining to the project approval are documented in Planning Commission Resolution No. 2786 adopted on May 13, 2003, and in Resolution No. 2817 adopted on August 26, 2003. The documents are also attached.

Please do not hesitate to contact me with any further questions regarding this matter.

Best Regards,

Minh Thai
Planning Services Manager
El Monte Planning Division

Attachments

MITIGATED NEGATIVE DECLARATION

LACDC SENIOR HOUSING
5720 Clara Street
Bell Gardens, CA 91770

Lead Agency

City of Bell Gardens
7100 South Garfield Avenue
Bell Gardens, CA 90201
Contact: Carmen Morales, Interim Director of Community Development
562-806-7700

Project Applicant

Los Angeles Community Design Center
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SECTION 1

1.0 PURPOSE

The City of Bell Gardens has prepared this Mitigated Negative Declaration for the purpose of identifying and evaluating the potential environmental impacts that could occur with the development of the proposed project consistent with the Guidelines of the California Environmental Quality Act (CEQA), for discretionary actions by the Lead Agency. The required discretionary approvals required for the project includes a Site Plan Review, Parcel Map, and a Variance. The project proposes to construct 65 affordable senior apartments on 1.7 acres. One unit will be reserved for the use by the property manager. The project also includes 70 parking spaces including 65 resident spaces, 4 guest spaces, and 1 handicap space. The project includes a Community Room for residents only along with 2 outdoor recreation areas for use by the residents. Construction is estimated to start December 2009 and be completed by December 2010.

1.1 LOCATION & ENVIRONMENTAL SETTING

The project is located in the City of Bell Gardens, Los Angeles County, California as shown in Figure 1, Regional Location Map. Specifically, the project is located at 5720/5722 Clara Street, which is east of Eastern Avenue and the Long Beach Freeway (710), west of Jaboneria, south of Florence Avenue, and north of the intersection of Eastern Avenue and Jaboneria as shown in Figure 2, Vicinity Map. An aerial photograph of the site is shown in Figure 3, Aerial Photograph.

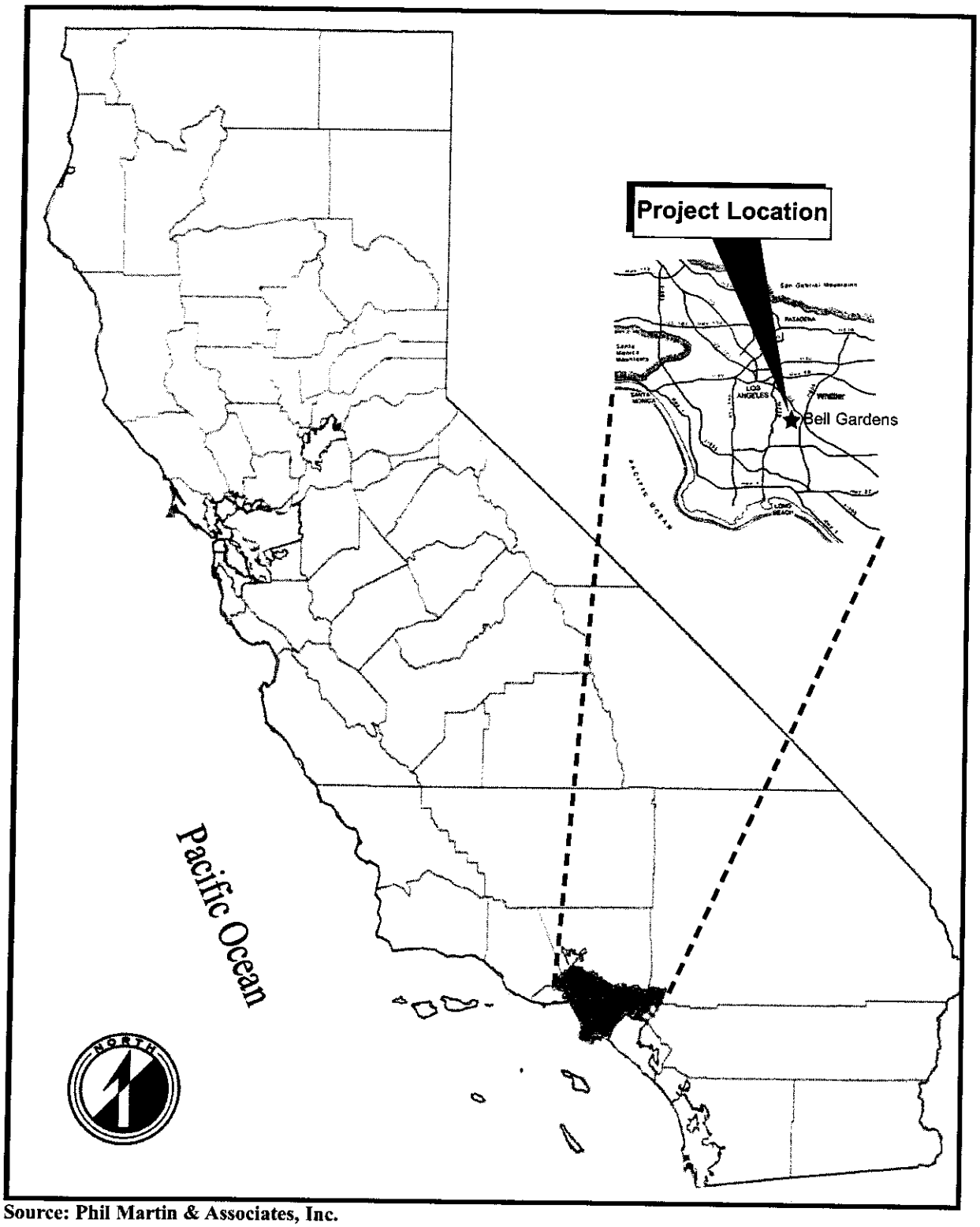
The site is currently developed with two vacant eight unit apartment buildings and a vacant 3,600 square foot commercial building. The two apartment buildings are located near the southern end, or rear of the site with vacant land between the apartment buildings and Clara Street. The commercial building is located at the northwest corner of the site adjacent to Clara Street. The landscaping on the property includes a few trees and shrubs and unmaintained turf. The General Plan land use designation is Mixed Use (Commercial/Residential) and the zoning is R-3, High Density Residential. The land uses adjacent to and surrounding the site include retail use to the west and residential uses to the north, east and south. Photographs of the project site and surrounding land uses along with a photo orientation map are shown in Figure 4. The land uses that surround the project site are as follows:

North

General Plan:	High Density Residential/Regional Commercial
Zoning:	Residential Planned Development, R-3 (Medium Density Multiple)
Land Use:	Retail Commercial/Single-Family Residential

South

General Plan:	Mixed Use (Commercial/Residential)
Zoning:	R-3, Residential Planned Development
Land Use:	Retail Commercial/Single-Family Residential



Source: Phil Martin & Associates, Inc.

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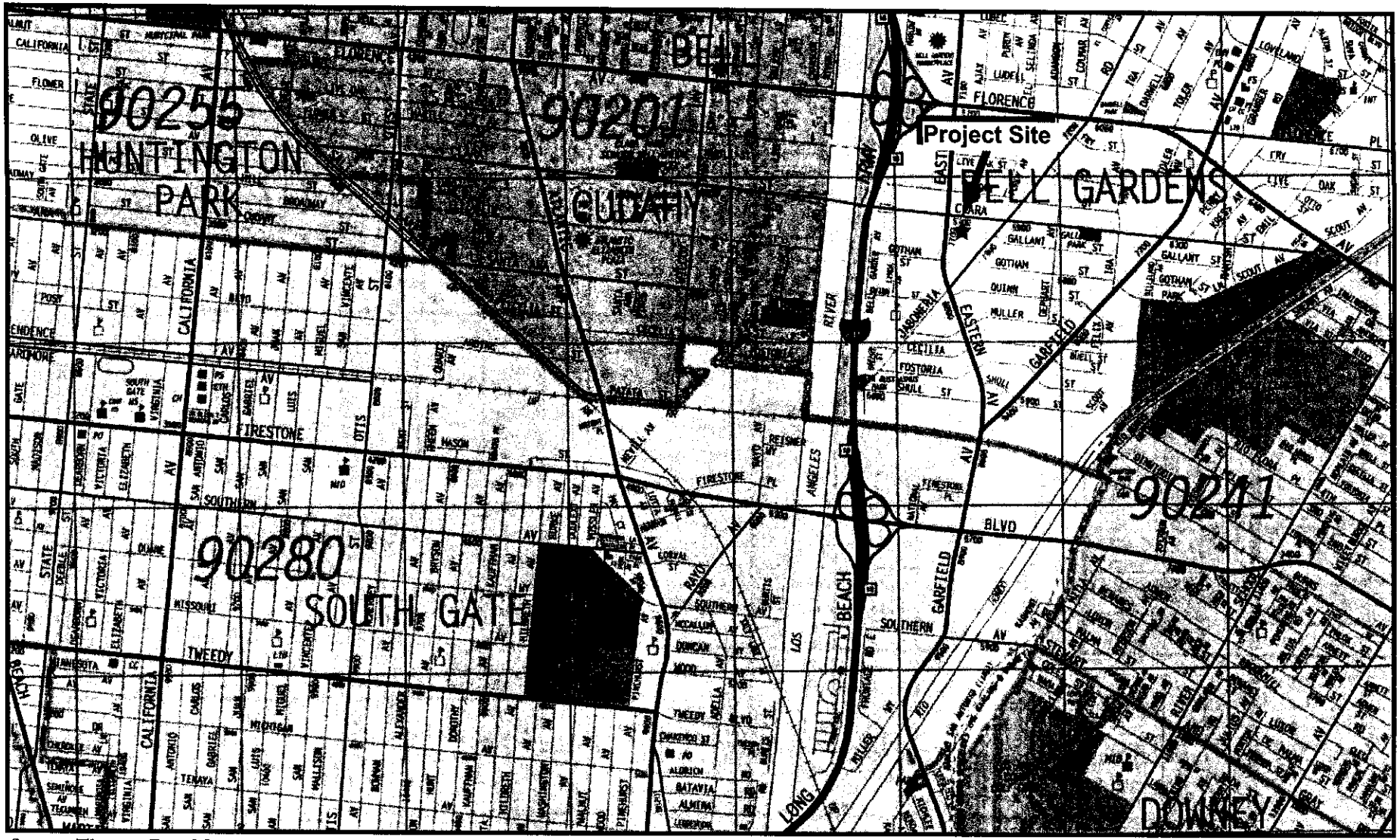
Figure 1
Regional Location Map



Source: Thomas Bros Maps

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Figure 2
Vicinity Map

Source: Google Maps

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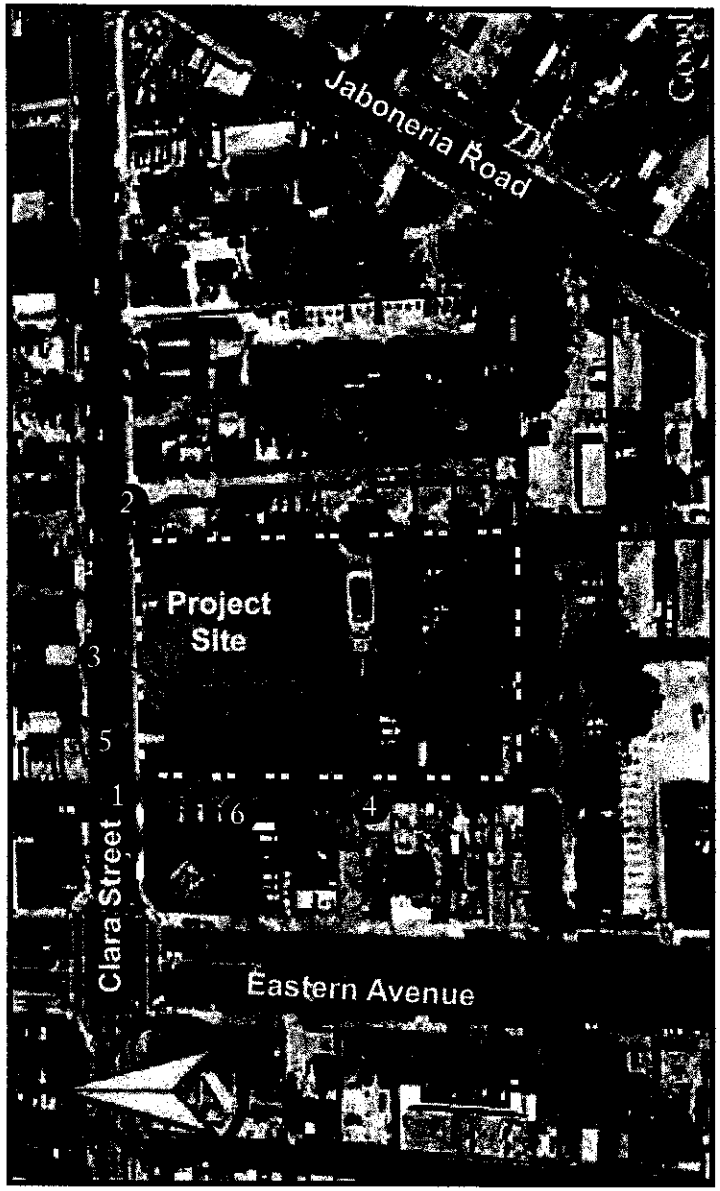
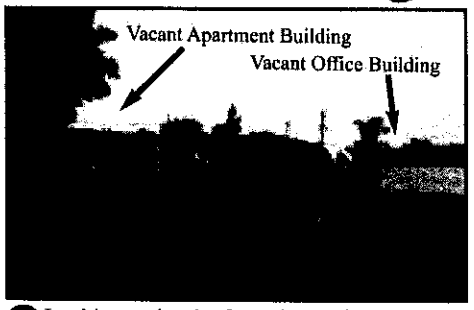
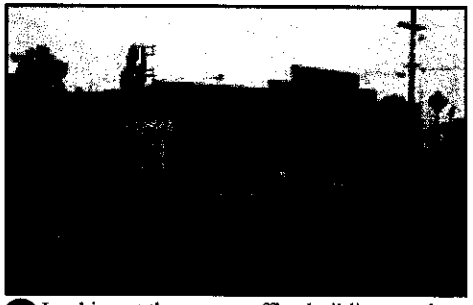
Figure 3
Aerial Photograph



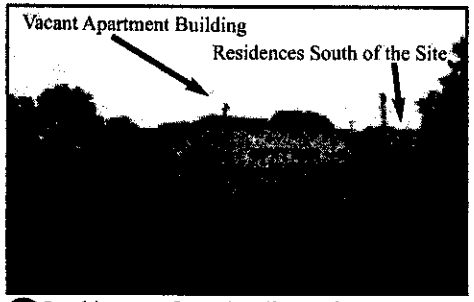
1 Looking South from Clara Street at the alley along the west project boundary.



2 Looking at the site from the northeast corner of the property from Clara Street.



3 Looking at the vacant office building south from Clara Street



4 Looking east from the alley at the vacant apartment building.

5 Looking at the residences north of the site.

6 Looking at the comercial uses west of the site.

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Figure 4
Site Photos and Photo Orientation Map

East

General Plan:	High Density Residential
Zoning:	R-3 (Medium Density Multiple)
Land Use:	Single and Multi-Family Residential

West

General Plan:	Mixed Use (Commercial/Residential)
Zoning:	Commercial Manufacturing
Land Use:	Retail Commercial

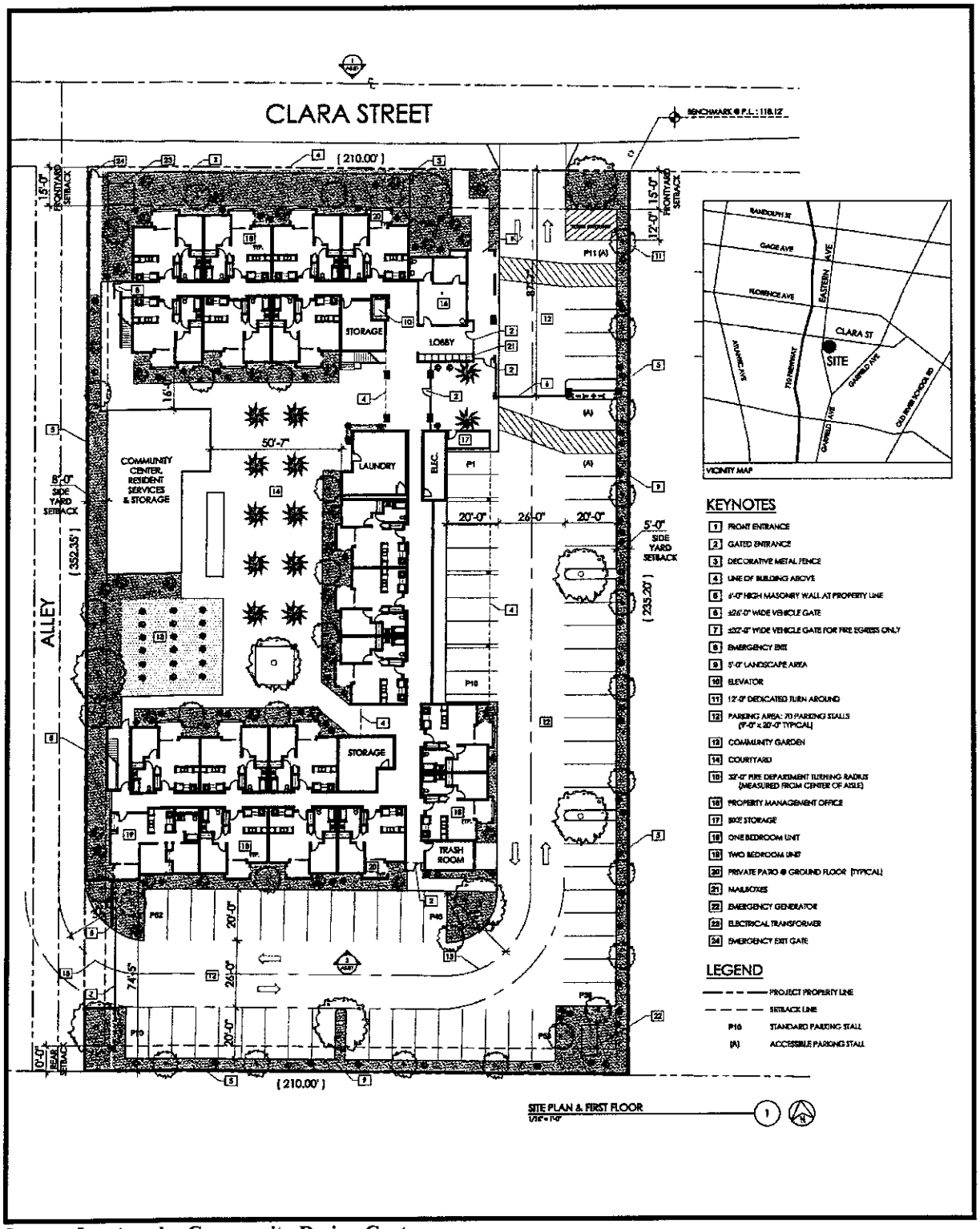
1.2 PROJECT DESCRIPTION

The project proposes to demolish the vacant buildings on the site, including the two eight unit apartments and the 3,600 square foot commercial building, to construct 64 one bedroom senior affordable apartments and 1 market rate apartment for the property manager for a total of 65 units. The project includes two apartment buildings that will vary from two to three stories in height and a separate single story Community Room. The project will provide 70 parking spaces for residents and guests. The resident parking spaces will be protected by an electric gate. The electric gate will be approximately 85 feet south of the main project entrance and prohibit public access to the resident parking area that includes 65 spaces for use by the residents. Each resident will have a keyless control to open the gate for access to the parking area. The project proposes to provide 4 visitor parking spaces and 1 handicap parking space at the northeast corner of the site, outside of the gated resident parking lot. A second gate for site access is proposed at the southwest corner of the site. This gate will provide fire emergency access only to the site from the adjacent alley. Residents and guests will not have site access at this location. The proposed site plan is shown in Figure 5.

1.2.1 Proposed Building Layout and Architecture

Layout: A 26-foot wide driveway and driveway approach is located at the northeast corner of the site to provide access into and out of the site. The parking area for residents and guests is proposed along the east and south sides of the parcel. The existing alley along the west project boundary will provide secondary emergency vehicle access only (police and fire); no public access to the site will be provided from the alley along the west project boundary. The apartment buildings will be horseshoe shaped on the site and the Community Center is proposed near the middle of the site adjacent to the alley.

Setbacks: A 15-foot wide landscaped setback is proposed along the northern project boundary that will separate the apartments from Clara Street. A 6-foot tall decorative wrought iron fence is proposed behind the existing sidewalk on Clara Street. An 8-foot wide landscape setback is proposed along the west project boundary with 5-foot wide landscaped setbacks along both the south and east boundaries.



Source: Los Angeles Community Design Center

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Figure 5
Proposed Site Plan

Height: The height of the apartment buildings range from 22' 8" above the finish grade for the two-story buildings to just under 35' above finished grade for the three-story building, including all roof lines and architectural elements. Front and rear building elevations are shown in Figures 6 and 7, respectively. The total height of the two- and three-story buildings are below the maximum 35 foot permitted height for buildings in the R3 zone per the City Zoning Code. The R-3 zoning designation allows buildings up to 35 feet in height or two stories, whichever is less. Therefore, the project will require a height variance to allow the proposed three story buildings even though they are less than 35 feet in height as allowed by the R-3 zoning.

Architecture: The proposed architecture of the apartment buildings and the Community Center is Spanish Colonial. The color of the buildings will be earth tones that will complement and enhance the Spanish Colonial architectural design. The exterior of the buildings will be stucco with tile mansard roofs. There will be decorative wrought iron on the exterior of the upper floor windows, color tile window borders and moldings, and accent tiles associated with key exterior features. A decorative metal fence will be constructed along the north project boundary to restrict public access.

1.2.2 Access, Circulation, and Parking

A 26-foot wide driveway will provide ingress and egress to the project at the northeast corner of the site. The 26-foot wide driveway will extend along the entire length of the east and south project boundary to provide vehicular movement through the site. The driveway along the southern project boundary will connect with the existing alley along the west property line. A locked gate will allow emergency fire truck access only; no public site access will be allowed from the alley. An electronic gate will be installed across the drive aisle approximately 85 feet south of Clara Street to restrict public access to the parking spaces for the residents. The residents will have keyless remotes to control the electronic gate for access to the resident parking area.

The project proposes a total of 70 parking spaces, including 65 resident spaces, 4 visitor spaces, 1 turn-around and 1 handicap space. The 65 resident parking spaces will be protected for use by the residents only with an electronic gate. The 4 visitor spaces, 1 handicap space, and 1 turn-around space, which are at the northeast corner of the site, are outside of the gated resident parking area and available for public use.

1.3 INTENDED USE OF THIS DOCUMENT

In addition to identifying and evaluating the potential environmental impacts that could occur with the development of the project as proposed, the evaluation also serves to determine the level of environmental analysis required to adequately prepare and adopt the required environmental documents, and provide the basis for input from members of the public and public agencies. Pursuant to Sections 15050, 15051, and 15367 of the State CEQA Guidelines, the City of Bell Gardens is the Lead Agency in the preparation of this Mitigated Negative Declaration.

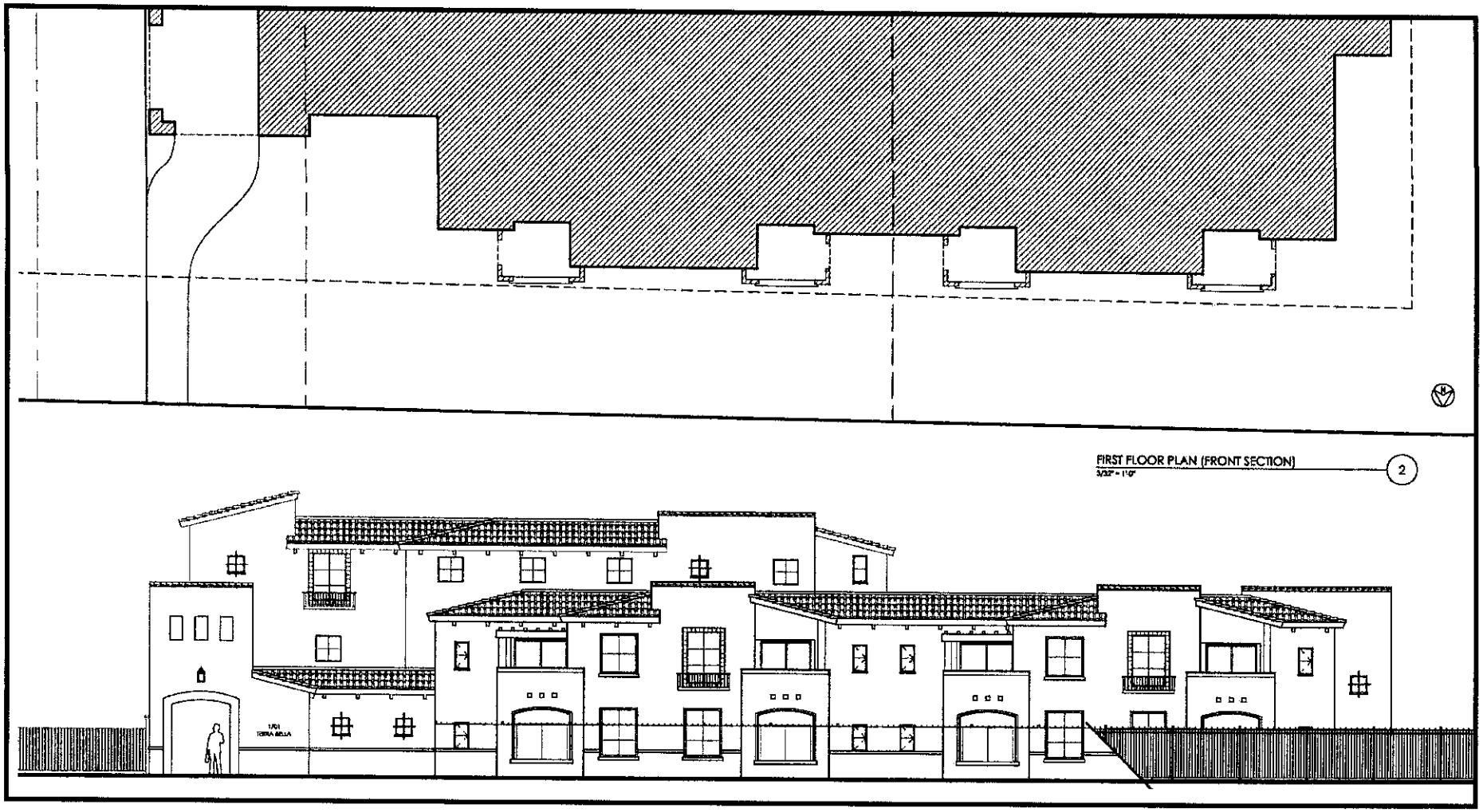

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Figure 6
North Elevation

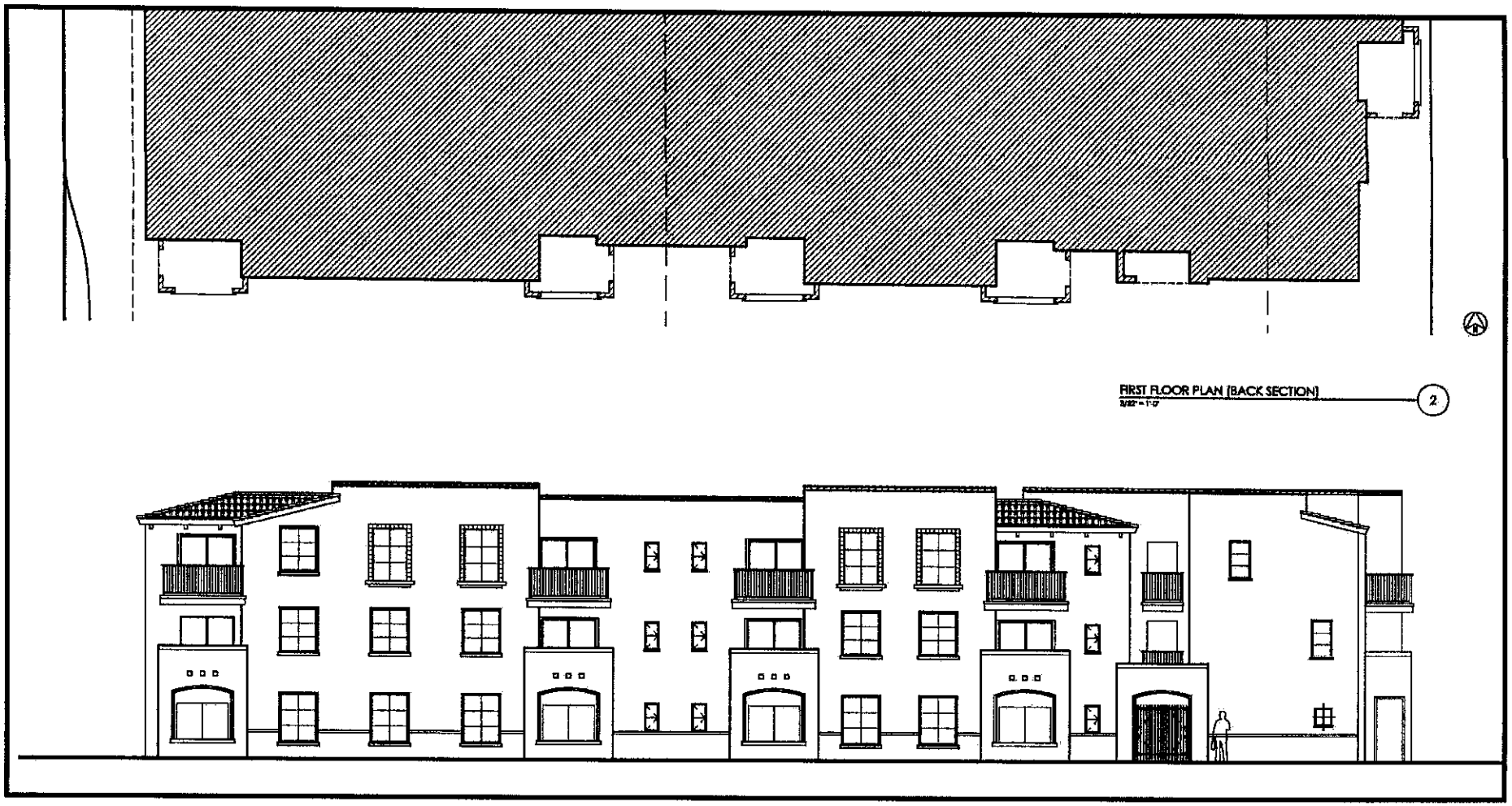

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Figure 7
South Elevation

The remainder of this section provides a description of the project's environmental setting. Section 2 includes an environmental checklist that gives an overview of the potential impacts to the environment that may result from project implementation. Section 3 elaborates on the information contained in the environmental checklist, providing justification for the responses provided in the environmental checklist.

SECTION 2
ENVIRONMENTAL CHECKLIST

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. Aesthetics *Would the project:*				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building 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?	☐	☒	☐	☐
2. Agriculture Resources ***In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:***				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
3. Air Quality *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
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	☐	☐	☒	☐

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
thresholds for ozone precursors)?				
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
4. Biological Resources *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game 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 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?	☐	☐	☐	☒
5. Cultural Resources *Would the project:*				
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?	☐	☐	☐	☒

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
6. Geology and Soils *Would the project:*				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
7. Hazards and Hazardous Materials *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely 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?	☐	☐	☐	☒

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Be located within one-quarter mile of a facility that might reasonably be anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste?	☐	☐	☐	☒
e) Be located on a site of a current or former hazardous waste disposal site or solid waste disposal site unless wastes have been removed from the former disposal site; or 2) that could release a hazardous substance as identified by the State Department of Health Services in a current list adopted pursuant to Section 25356 for removal or remedial action pursuant to Chapter 6.8 of Division 20 of the Health and Safety Code?	☐	☐	☐	☒
f) Be located on land that is, or can be made, sufficiently free of hazardous materials so as to be suitable for development and use as a school?	☐	☐	☐	☒
g) 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?	☐	☐	☐	☒
h) 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?	☐	☐	☐	☒
i) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
j) Expose people or structures to a significant risk of loss, injury, or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	☐	☐	☐	☒
k) Be located within 1500 feet of: (i) an aboveground water or fuel storage tank, or (ii) an easement of an above ground or underground pipeline that can pose a safety hazard to the proposed school?	☐	☐	☐	☒
8. Hydrology and Water Quality *Would the project:*				
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	☐	☐	☒	☐

	Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
	local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?				
c)	Substantially alter the existing drainage pattern of 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 storm water 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?	☐	☐	☐	☒
9.	**Land Use and Planning** *Would the project:*				
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?	☐	☐	☒	☐

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
10. Mineral Resources *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
11. Noise *Would the project result in:*				
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 ground borne vibration or ground borne noise levels?	☐	☒	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
12. Population and Housing *Would the project:*				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., 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	☐	☐	☐	☒

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
replacement housing elsewhere?				
13. Public Services *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:*				
a) Fire Protection?	☐	☐	☒	☐
b) Police Protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒
14. 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?	☐	☐	☐	☒
15. Transportation/Traffic *Would the project:*				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
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) Result in inadequate parking capacity?	☐	☒	☐	☐
16. Utilities and Service Systems *Would the project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
17. Mandatory Findings of Significance				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Environmental Factors That Could Result in a Potentially Significant Impact		
The environmental factors listed below that are checked indicate that the proposed project would result in environmental effects that are either "Potentially Significant" or "Less Than Significant With Mitigation".		
☒ Aesthetics	☐ Agriculture Resources	☒ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☒ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☒ Transportation/Traffic
☐ Utilities/Services Systems	☐ Mandatory Findings of Significance	

Environmental Determination

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** would be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. **A Mitigated Negative Declaration** would be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an **Environmental Impact Report** is required.

☐ I find that the proposed project MAY have a "potentially significant 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 measure based on the earlier analysis as described on attached sheets. An **Environmental Impact Report** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **Negative Declaration** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **Negative Declaration**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signed: _____ Date: _____

Name: _____ Phone: _____

Title: _____

SECTION 3
DISCUSSION OF ENVIRONMENTAL EVALUATION

3.1 AESTHETICS

a) ***No Impact.*** The project site is not designated as a scenic vista by the City of Bell Gardens General Plan. In addition, there are no areas adjacent to or in the immediate vicinity of the site that are designated scenic vistas with views across the site of those scenic vistas that would be impacted by the project. There are no city adopted scenic vistas open to the public either on or through the site that would be impacted by the project.

b) ***No Impact.*** The site is not designated as a scenic resource and does not include any historic buildings, a state scenic highway, or rock outcroppings that would be impacted by the project.[1] There are mature trees that would be removed during project construction, but the existing trees are not considered a scenic resource. There are no scenic resources either on or adjacent to the site that would be affected or damaged by the project.

c) ***Less Than Significant Impact.*** There are two vacant apartment buildings and a small vacant office building on the site. A chain link fence encloses the entire site to restrict unauthorized access. The vacant buildings and the landscaping show signs of delayed maintenance. Photographs of the existing uses on the site along with a photo orientation map were shown previously in Figure 4. The project would require the demolition and removal of the vacant buildings and landscaping to construct the senior apartment buildings, driveways, parking spaces, and landscaping. The replacement of the vacant buildings and unmaintained landscaping with new buildings and landscaping would have a positive aesthetic impact to the site and the immediate area.

The project would be required to install landscaping to comply with the City of Bell Gardens Zoning Ordinance.[2] Based on the zoning ordinance the project would be required to install landscaping in the required front yard setback and shall be continuously maintained in a neat, clean and healthful condition. No more than 50% of the required front yard area may be paved. Landscaping the front yard setback consistent with the landscaping ordinance would aesthetically buffer the project from Clara Street.

In addition to the landscaping ordinance, the project would also have to comply with the landscaping requirements of the Bell Gardens Beautification Plan.[3] The primary purpose of the Beautification Plan "is to improve the general quality of life in the community"[4]. While there are not any specific

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[1] State of California Department of Transportation (http://www.dot.ca.gov/hq/LandArch/scenic_highways)
[2] City of Bell Gardens Zoning Ordinance Title 9, Article 9-2, Chapter 9.34 Landscaping
[3] City of Bell Gardens Beautification Plan, February 1989.
[4] Ibid, page 3.

features of the Plan proposed for the site, the project is located on a major city street (Clara Street) that is designated for the placement of specific species of street trees. The preferred street tree for Clara Street is either London Plane and Camphor or Red Flowering Gum. The project would be required to plant one of these two tree species along the project frontage on Clara Street.

The Beautification Plan also divides the city into nine districts (A-I) for the purpose of designating a specific tree species for each district. A dominant street tree in a neighborhood will increase the legibility and the east with which the neighborhood can be recognized. The project is located in District D and the preferred street tree is the Red Flowering Gum. The project would be required to plant Red Flowering Gum trees to comply with the Beautification Plan.

The landscaping that would be required to be provided by the project to comply with both the zoning ordinance and beautification plan would provide aesthetic buffering for motorists on Clara Street and residents living adjacent to the project. While the project would change the aesthetics of the site by converting vacant land and older vacant buildings with new apartment buildings, landscaping, and a surface parking lot the project would provide new buildings and maintained landscaping that would have a positive aesthetic impact to the community overall.

The architecture and building design were shown previously. As shown in these figures, the design and architecture of the buildings would be compatible and blend with the surrounding residences in the area. The proposed landscaping would further improve the existing aesthetics of the site since there is minimal landscaping on the site at the current time. As part of the proposed project, the developer would plant new landscaping around the apartment buildings that would grow and mature to a size that would buffer the buildings from the adjacent surrounding areas, including Clara Street. The landscaping should mature to a size that within five years would partially screen and buffer the buildings from adjacent land uses.

Overall, the project would improve the existing aesthetics of the site with the construction of new apartment buildings and installation of landscaping to buffer the project from surrounding areas off the site. The aesthetic impacts of the project would be less than significant.

d) ***Less Than Significant With Mitigation.*** The project would increase the amount of light and glare that is generated from the site due to the construction of more building area and the surface parking lot. Both the interior and exterior lighting associated with the apartment buildings would increase the amount and intensity of lighting on the site compared to the existing uses. The apartment buildings would require safety and security

lighting and along with interior lights in each of the apartment units would increase the amount of lighting on the site. The parking lot would also require lights for safety and security that would also increase the amount of lighting on the site compared to the existing condition. The project would increase the amount of nighttime lighting from exterior building lighting, building interior lights (apartment units), and automobile headlights. New project lighting could impact surrounding land uses. Although lighting generated from the site would increase, the intensity of the lighting would be similar to the light intensity that is generated by similar apartment development projects. The project does not propose any lights or light intensities that would be greater than similar multi-family development in Bell Gardens. All project lighting that would be provided is required by the building code to provide proper safety and security lighting. The project does not propose any lighting that is greater than or more intense that required by the building code. Exterior lighting for the project would be designed and installed with the appropriate shielding to ensure that light does not spill beyond the limits of the development area. The lights in the parking lot would be designed to provide sufficient lighting for tenants and guests, but generate minimal lighting beyond the parking lot and the project boundary. While the project would be required to meet the minimum lighting requirements for safety and security, all project lighting would be designed and directed to minimize overflow and spillage onto adjacent properties. There are residences adjacent to and north, east, and south of the site that could be significantly impacted by project lighting.

The materials associated with the apartment buildings and parking lot could increase the amount of glare that is currently generated from the site. Various metal surfaces and windows could generate glare and impact adjacent glare sensitive land uses (residences) north, east, and south of the site and significantly impact the residences. For the most part the land uses adjacent to and west of the site include commercial uses that would not be impacted by the relatively small intensity of glare that would be generated by the project. The light and glare impacts of the project would be less than significant with incorporation of the recommended mitigation measures.

Mitigation Measures:

AES 1. The Applicant shall install landscaping consistent with the Beautification Plan, acceptable to the Planning Division, around the perimeter of the apartment buildings, building setbacks, and throughout the parking lot.

AES 2. Non-glare building materials shall be used on the exterior of the apartment buildings to reduce potential light reflection and glare. All windows shall have an anti-glare coating.

AES 3. A parking lot lighting plan shall be prepared that limits, to the maximum extent possible, glare to adjacent off-site residences. The parking lot lights shall include shields to minimize the amount of light that spills onto the adjacent residents.

3.2 AGRICULTURAL RESOURCES

a) ***No Impact.*** The project site and the surrounding area are developed with residential and commercial use. There are no agricultural resources or agricultural related activities on the site or the adjacent properties. The site is not located in an agricultural preserve based on the Bell Gardens General Plan. The State Department of Conservation does not map this area of Los Angeles County because the city is urbanized. Therefore, the Department does not have a farmland designation for the site.[5] The agricultural zoned land in Bell Gardens is largely restricted to the Southern California Edison (SCE) right of way that extends in a north-south direction through Bell Gardens and along the west side of the Rio Hondo flood control channel near the east city limit boundary. The SCE agricultural zoned properties are not utilized for traditional farmland purposes, but rather for potted plant nursery plants and horse stables. The project would not impact any agricultural resources because there are no agricultural uses either on or adjacent to the site that could be impacted.

b) ***No Impact.*** The project site is not in a Williamson Act contract and no agricultural operations exist either on the site or within the project vicinity based on information from the State of California Department of Conservation. Neither the site nor the surrounding properties are zoned for agricultural use. The project would have no impact to agriculture.

c) ***No Impact.*** There is no farmland on the site or within the vicinity of the project. Thus, the project would not convert farmland to non-agricultural use or impact farmland.

3.3 AIR QUALITY

An air quality assessment was prepared for the project site. A copy of the air quality assessment is included as Appendix A.

a) ***No Impact.*** The City of Bell Gardens is located in the South Coast Air Basin (SCAB), which is comprised of parts of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County. The SCAB is bounded on the west by the Pacific Ocean and surrounded on the other sides by mountains, including the San Gabriel mountains to the north, the San Bernardino Mountains to the north and east, the San Jacinto Mountains to the southeast, and the Santa Ana Mountains to the south.

[5] Kerri Kisko, California State Department of Conservation, August 5, 2008.

The primary agencies responsible for regulations to improve air quality in the SCAB are the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB). The Southern California Association of Governments (SCAG) is an important partner to the SCAQMD, as it is the designated metropolitan planning authority for the area and produces estimates of anticipated future growth and vehicular travel in the basin, which are used for air quality planning. The SCAQMD sets and enforces regulations for non-vehicular sources of air pollution in the basin and works with SCAG to develop and implement Transportation Control Measures (TCM). TCM measures are intended to reduce and improve vehicular travel and associated pollutant emissions.

CARB was established in 1967 by the California Legislature to attain and maintain healthy air quality, conduct research into the causes and solutions to air pollution, and systematically attack the serious problem caused by motor vehicles, which are the major causes of air pollution in the State. CARB sets and enforces emission standards for motor vehicles, fuels, and consumer products. It sets the health based California Ambient Air Quality Standards (CAAQS) and monitors air quality levels throughout the state. The board identifies and sets control measures for toxic air contaminants. The board also performs air quality related research, provides compliance assistance for businesses, and produces education and outreach programs and materials. CARB provides assistance for local air quality districts, such as SCAQMD.

The California Clean Air Act (CCAA) required all air pollution control districts in the state to prepare a plan prior to December 31, 1994 to reduce pollutant concentrations exceeding the CAAQS and ultimately achieve the CAAQS. The districts are required to review and revise these plans every three years. The SCAQMD satisfies this requirement through the publication of an Air Quality Management Plan (AQMP). The AQMP is developed by SCAQMD and SCAG in coordination with local governments and the private sector. The AQMP is incorporated into the SIP by CARB to satisfy the FCAA requirements.

The CCAA requires plans to demonstrate attainment of the NAAQS for which an area is designated as nonattainment. Further, the CCAA requires SCAQMD to revise its plan to reduce pollutant concentrations exceeding the CAAQS every three years. In the SCAB, SCAQMD and SCAG, in coordination with local governments and the private sector, develop the Air Quality Management Plan (AQMP) for the air basin to satisfy these requirements. The AQMP is the most important air management document for the basin because it provides the blueprint for meeting state and federal ambient air quality standards.

The I997 AQMP with the 1999 amendments is the current Federal approved applicable air plan for ozone. The successor 2003 AQMP was adopted locally on August 1, 2003, by the governing board of the SCAQMD. CARB adopted the plan as part of the California State Implementation Plan on October 23, 2003. The EPA adopted the mobile source emission budgets from the plan on March 25, 2004. The PM_{10} attainment plan from the 2003 AQMP received final approval on November 14, 2005 with an effective date of December 14, 2005. As of February 14, 2007 the U.S. EPA had not acted on the ozone attainment plan of the 2003 AQMP and on that date, CARB announced it was rescinding the ozone attainment plan from the 2003 AQMP with the intention to expedite approval of the 2007 AQMP. CARB adopted the plan as a part of the California State Implementation Plan on September 27, 2007. The State Implementation Plan was submitted to the U.S. EPA on November 16, 2007. The U.S. EPA has not taken action on the 2007 AQMP at this time.

The 2007 AQMP was prepared in response to the implementation of the federal $PM_{2.5}$ and 8-hour ozone NAAQS. The implementation of the new standards required completion of plan addressing attainment of the 8-hour ozone standard by June of 2007 and completion of a plan addressing the $PM_{2.5}$ standard one year later, in April of 2008. SCAQMD determined that it was most prudent to prepare an integrated plan to address both pollutants. The attainment date for the $PM_{2.5}$ NAAQS is earlier (i.e., 2015) than the attainment date for the ozone NAAQS (i.e., 2021) and the district felt that delaying a plan for $PM_{2.5}$ by a year could jeopardize the basin's ability to attain the standard. Further, development of a plan for ozone would have likely focused on lowering VOC emissions, which would have no effect on $PM_{2.5}$ levels. Reductions in NO_x emissions result in reductions in both ozone and $PM_{2.5}$ levels.

The 2007 AQMP demonstrates attainment of the 65 $\mu g/m^3$ 24-hour average and 15$\mu g/m^3$ annual average $PM_{2.5}$ standard by the 2015 deadline. However, it should be noted that in September of 2006, the U.S. EPA lowered the 24-hour $PM_{2.5}$ NAAQS to 35 $\mu g/m^3$. An attainment plan for the revised standard will need to be completed by 2013. The deadline for meeting the revised standard will not change (i.e., April 2015) but five year extensions to attain the standard may be granted by the U.S. EPA.

The 2007 AQMP determined that the basin would not be able to achieve the 0.08-ppm 8-hour ozone standard by the 2021 deadline without the use of "black box" measures. "Black box" measures anticipate the development of new technologies or improving existing control technologies that are not well defined at the time the plan is prepared. However, the use of "black box" measures is not allowed for areas with a Severe-17 non-attainment designation. Because of this the SCAQMD and CARB have submitted a request to the U.S. EPA to "bump up" the basin's classification to Extreme.

This will extend the required attainment date to 2024 and allow the use of "black box" measures. The "black box" reductions needed for ozone attainment are estimated to be 190 tons per day (tpd) of NO_x and 27 tpd. These reductions represent a 17% reduction in 2002 average daily NO_x emissions and a 3% reduction in 2002 average daily VOC emissions.

It should be noted that on March 12, 2008, the U.S. EPA lowered the 8-hour ozone standard to 0.075 ppm. This effectively lowers the standard 0.009 ppm as 0.084 ppm is considered meeting the 0.08 ppm standard. A plan to attain the revised standard will need to be completed by 2013. Attainment deadlines for the revised standard have not been established and may vary depending on the severity of the exceedances.

Implementation of the 2007 AQMP is based on a series of control measures and strategies that vary by source type (i.e., stationary or mobile) as well as by the pollutant that is being targeted. Short-term and mid-term control measures are defined to achieve the $PM_{2.5}$ standard by 2015. These measures are designed to also contribute to reductions in ozone levels. Additional, long-term measures are defined to attain the 8-hour ozone standard by 2024. The measures rely on actions to be taken by several agencies that have statutory authority to implement such measures. Each control measure will be brought for regulatory consideration in a specified time frame. Control measures deemed infeasible will be substituted by other measures to achieve the total emission reduction target for each agency.

The plan focuses on control of sulfur oxides (SO_x), directly emitted $PM_{2.5}$, and nitrogen oxides (NO_x) to achieve the $PM_{2.5}$ standard. Achieving the 8-hour ozone standard builds upon the $PM_{2.5}$ attainment strategy with additional NO_x and VOC reductions. The control measures in the 2007 AQMP are based on facility modernization, energy efficiency and conservation, good management practices, market incentives/compliance flexibility, area source programs, emission growth management and mobile source programs. In addition, CARB has developed a plan of control strategies for sources controlled by CARB (i.e. on-road and off-road motor vehicles and consumer products). Further, Transportation Control Measures (TCM) defined in SCAG's Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) are needed to attain the standards.

The 2007 AQMP includes 30 short-term and mid-term stationary and 7 mobile source control measures proposed for implementation by the district that are applicable to sources under their jurisdiction. Nine of these measures were included in the 2003 AQMP and have been updated or revised. Twenty-eight new measures are proposed based on replacement of the District's long-term reduction measures from the 2003 AQMP with more defined control measures or development of new control measures. Measures include; regulations to reduce VOC emissions from coatings, solvents, petroleum

operations, and cutback asphalt; measures to reduce emissions from industrial combustion sources as well as residential and commercial space heaters; a measure to offset potential emission increases due to changes in natural gas specifications; localized control of PM emission hot spots; regulation of wood burning fireplaces and wood stoves; reductions from under-fired char broilers; reducing urban heat island through lighter colored roofing, and paving materials and tree planting programs; energy efficiency and conservation programs; and emission reduction from new or redevelopment projects through regulations that will establish mitigation options to be implemented in such project. The specific measures are discussed in Chapter 4 and presented in detail in Appendix IV-A of the 2007 AQMP.

The TCMs defined in the RTP and RTIP fall into three categories, High Occupancy Vehicle measures, Transit and System Management Measures and Information-based Transportation Strategies. The High Occupancy Vehicle (HOV) Strategy attempts to reduce the proportion of commute trips made by single occupancy vehicles which constitute 72% of all home work trips according to the 200 U.S. Census. Specific measures include new HOV lanes on existing and new facilities, HOV to HOV bypasses and High Occupancy Toll (HOT) lanes. The Transit and Systems Management Strategy incentivize the use of transit, alternative transportation modes (e.g., pedestrian and bicycles), and increases in average vehicle occupancy by facilitating vanpools, smart shuttles and similar strategies. Systems management measures include grade separation and traffic signal synchronization projects. The information-based Transportation Strategy relies primarily on the innovative provision of information in a manner that successfully influences the ways in which individuals use the regional transportation system. Providing ride matching to increase ride-sharing and carpool trips and providing near real-time estimates of congestion in an effort to influence persons to defer traveling to a less congested period are examples of the strategy.

In addition to District's measures and SCAG's TCMs, the Final 2007 AQMP includes additional short- and mid-term control measures aimed at reducing emissions from sources that are primarily under state and federal jurisdiction including on-road and off-road mobile sources, and consumer products. Measures committed to be enacted by CARB include (1) improvements to the smog check program, (2) cleaner in-use heavy duty truck emission regulations, (3) increased regulations on goods movement sources including ships, harbor craft, and port trucks, (4) regulations for cleaner in-use off-road equipment including agricultural equipment, (5) various measures to reduce evaporative VOC emissions from fuel storage and dispensing, (6) tightened emission standards and product reformulation for consumer products that emit VOC's, and (7) reductions in emissions from pesticide applications.

Four long-term "black box" control approaches are presented in the 2007 AQMP. These measures include (1) further reductions from on-road sources by retiring or retrofitting older high-emitting vehicles and accelerated penetration of very low and zero emission vehicles, (2) increased inspection and maintenance (I/M) programs for heavy-duty diesel trucks, (3) further reductions from off-road mobile sources through accelerated turn-over of existing equipment, retrofitting existing equipment and new engine emission standards, and (4) further reductions from consumer product VOC emissions. The 2007 AQMP identifies four contingency measures that would need to be implemented if milestone emission targets are not met or if the standards are not attained by the required date. While implementation of these measures is expected to reduce emissions, there are issues that limit the viability of these measures as AQMP control measures. These issues include the availability of District resources to implement and enforce the measure, cost-effectiveness of the measure, potential adverse environmental impacts, effectiveness of emission reductions, and availability of methods to quantify emission reductions.

The regional plan that applies to the proposed project includes the South Coast Air Quality Management Plan (AQMP). In this regard, this section will discuss any inconsistencies between the proposed project and the AQMP.

The purpose of the consistency discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-maker determines the project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD's CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A project should be considered to be consistent with the plan if it furthers one or more policies and does not obstruct other policies. The Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP (except as provided for CO in Section 9.4 for relocating CO hot spots).

(2) Whether the project will exceed the assumptions in the AQMP in 2010 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated below for the proposed project.

Criterion 1 - Increase in the Frequency or Severity of Violations?

Based on the air quality analysis contained in this report, short-term and long-term operations will not result in significant local or regional air quality impacts based on the SCAQMD thresholds of significance. However, emissions generated during construction, and regional air quality will be in excess of SCAQMD's LSTs, specifically for PM_{10} and $PM_{2.5}$. The consistency criteria pertain to local air quality impacts, rather than regional emissions, as defined by the SCAQMD. Given the project's very small size, it is not anticipated that the project will result in a local air quality impact. Because the project is not projected to impact the local air quality, the project is found to be consistent with the AQMP for the first criterion.

The proposed project is not projected to contribute to the exceedance of any air pollutant concentration standards, thus the project is found to be consistent with the AQMP for the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the project with the assumptions in the AQMP. Thus, the emphasis of this criterion is to insure that the analyses conducted for the project are based on the same forecasts as the AQMP. The Regional Comprehensive Plan and Guide (RCP&G) consists of three sections: Core Chapters; Ancillary Chapters; and Bridge Chapters. The Growth Management, Regional Mobility, Air Quality, Water Quality, and Hazardous Waste Management chapters constitute the Core Chapters of the document. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA.

Since the SCAG forecasts are not detailed, the test for consistency of this project is not specific. The traffic modeling methodologies upon which much of the air quality assessment are based on the ITE Trip Generation, 7th Edition. Projects that are consistent with the local general plan are consistent with the AQMP assumptions. The project is anticipated to generate 226 daily trips. These trips do not take into account daily trips from the uses that previously existed on the project site in the recent past. Therefore, the actual net increase in the daily trips will be less. The growth forecasts for the project are consistent with the SCAG growth forecasts. Therefore, the second criterion is met for consistency with the AQMP.

b) ***Less Than Significant With Mitigation.*** Air quality impacts are usually divided into short term and long term. Short-term air quality impacts are usually the result of construction or grading operations while long-term impacts are associated with the built out or operational condition of the project.

Regional Air Quality

In their "1993 CEQA Air Quality Handbook", the SCAQMD has established significance thresholds to assess the impact of project related air pollutant emissions, which are shown in Table 1. There are separate thresholds for short-term construction and long-term operational emissions. A project with daily emission rates below these thresholds are considered to have a less than significant effect on air quality. It should be noted the thresholds recommended by the SCAQMD are very low and subject to controversy. It is up to the individual lead agencies to determine if the SCAQMD thresholds are appropriate for their projects.

Table 1
SCAQMD Regional Pollutant Emission Thresholds of Significance

	Pollutant Emissions (lbs/day)					
	CO	**ROG**	**NO_x**	**PM_{10}**	**$PM_{2.5}$**	**SO_x**
Construction	*550*	*75*	*100*	*150*	*55*	*150*
Operation	*550*	*55*	*55*	*150*	*55*	*150*

Localized Significance Thresholds

As part of the SCAQMD's environmental justice program, attention was focused on localized effects of air quality. In accordance with Governing Board direction, SCAQMD staff developed localized significance threshold (LST) methodology and mass rate look-up tables by source receptor area (SRA) that can be used to determine whether or not a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area. The LST methodology is described in "Final Localized Significance Threshold Methodology" updated on July 2008 by the SCAQMD.

The LST mass rate look-up tables provided by the SCAQMD allow one to determine if the daily emissions for proposed construction or operational activities could result in significant localized air quality impacts. If the

calculated on-site emissions for the proposed construction or operational activities are below the LST emission levels found on the LST mass rate look-up tables and no potentially significant impacts are found to be associated with other environmental issues, then the proposed construction or operation activity is not significant for air quality.

The LST mass rate look-up tables are applicable to the following pollutants only: oxides of nitrogen (NO_X), carbon monoxide (CO), and particulate matter less than 10 microns in aerodynamic diameter (PM_{10}). LSTs are derived based on the location of the activity (i.e., the source/receptor area); the emission rates of NO_X, CO, and PM_{10}; and the distance to the nearest exposed individual.

The LST methodology presents mass emission rates for each SRA, project sizes of 1, 2, and 5 acres, and nearest receptor distances of 25, 50, 100, 200, and 500 meters. For project sizes between the values given, or with receptors at distances between the given receptors, the methodology uses linear interpolation to determine the thresholds. If receptors are within 25 meters of the site, the methodology document says that the threshold for the 25-meter distance should be used.

The project is located in SRA 5. The nearest existing land uses are the adjacent homes to the east and south. The adjacent homes to the east and south of the project are located as close as 10 feet (3 meters) from the nearest construction areas. The LSTs are similar for these receptors since they are all closer than 25 meters. Table 2 summarizes the LSTs for construction.

Table 2 also lists the thresholds to determine if operation of the project results in a significant local air quality impact. The threshold for operation listed in Table 2 is based on a 2 acre site with an adjacent receiver. The project consists of approximately 1.7 acres and the nearest receptor is located as close as 10 feet away. A project with daily emission rates below the thresholds during operation is considered to have a less than significant effect on local air quality.

Short-Term Impacts

There will be short-term temporary impacts during project construction. Air pollutants will be emitted by the operation of motorized construction equipment and fugitive dust generated during demolition of the existing buildings and improvements as well as grading and excavation of the site.

Table 2
Localized Significance Thresholds at the Nearest Receptors

	Localized Significance Threshold (lbs/day)			
Description	**CO**	**NO_x**	**PM_{10}**	**$PM_{2.5}$**
- Construction activities	645	176	6	1
- Operation	645	176	2	0

Construction Emission Calculation Methodology

Emissions during the primary phases of construction were calculated using URBEMIS2007 program (version 9.2.4). URBEMISv9.2.4 is a computer program generated by the California Air Resources Board that calculates EMFAC2007 emission rates.

According to the 1993 SCAQMD's CEQA Handbook, emission factor for disturbed soil is 26.4 pounds of PM_{10} per day per acre, or 0.40 tons of PM_{10} per month per acre. If water or other soil stabilizers are used to control dust as required by SCAQMD Rule 403, the emissions can be substantially reduced (i.e., by 50+ percent depending on dust control application type and frequency). The PM_{10} calculations for the project include a 61% reduction in PM_{10} emissions due to on-site watering during construction.

Construction Activities

The project site is approximately 1.7 acres. The construction of the project is anticipated to start in December 2009 and take approximately one year to complete. The first phase of the construction consists of the demolition of the existing apartment buildings and commercial building that comprise a total of 16,400 square feet and approximately 66,713 square feet of existing paving. Demolition will be followed by grading activities. The activities for which emissions have been calculated and the activity levels during each of these activities are described below.

Demolition/Site Preparation is the removal of the existing apartment buildings and commercial building that total approximately 16,400 square feet and 66,713 square feet of existing paving to prepare the site for the grading and construction of the project. If the demolition of the existing structures took a minimum of 10 days, it would require 14 two-way truck trips per day to haul the demolition debris, assuming a haul capacity of 20 cubic yards per truck. This work is assumed to begin and be completed before the next grading

phase is started. The construction equipment that was used in the URBEMIS default assumption includes (1) grader, (1) rubber tired dozer, and (2) tractor/loader/backhoe.

Mass Site Grading/Excavation is the excavation and grading of the entire 1.7 acre site. This work is assumed to be completed before construction of the new senior apartments begins. The equipment used in the URBEMIS default assumption includes (1) grader, (1) dozer, (1) tractor/loader/backhoe and (1) water truck.

Building construction emissions were calculated for the portion of construction with the greatest amount of activity that will result in the highest emissions. The equipment used in the URBEMIS default assumption includes (1) crane, (2) forklifts, (1) tractor/loader/backhoe, (1) generator set, and (3) welders.

Asphalt Paving generates diesel engine exhaust emissions from the paving equipment and asphalt material haul trucks as well as fugitive ROG emissions from the asphalt itself. Asphalt emissions were estimated utilizing URBEMISv9.2.4 default assumptions. The equipment required for asphalt paving would include (4) cement/ mortar mixers, (1) paver, (2) pieces of paving equipment, (1) roller and (1) tractor/loader/backhoe.

Architectural Coatings include the paint that is applied to the exterior and interior walls of the buildings as well as the coatings that are applied to the windows and window casings. Reactive Organic Gases (ROGs) are emitted from these coatings as well as the solvents used in cleanup of the coatings. The amount of ROGs that are emitted depends on the specific coating being used and its VOC content. For this project, only low-VOC paints are assumed to be used. Architectural coating emissions were estimated utilizing URBEMISv9.2.4 default assumptions. The construction would consist of 64 senior housing units. If painting took a minimum of one month to complete, then the result is an estimate of 37 pounds of ROG emissions per day from the painting activities. This is below the daily SCAQMD significance thresholds of 75 pounds per day.

Building Construction/Paving/Architectural Coating is the construction of the building described above with the addition of paving and painting activities that may occur simultaneously. URBEMIS defaults were used to estimate the construction emissions.

Construction Emissions – Regional Impact

Table 3 presents the results of the total emissions calculations for the construction activities discussed above. These emissions are compared to the Significance Thresholds.

Table 3
Total Worst Case Peak Emissions By Construction Activity

	Pollutant Emissions (lbs/day)					
Activity	**ROG**	**NOX**	**CO**	**SOx**	**PM10**	**PM2.5**
Emissions Per Day (Pounds Per Day)						
Demolition/Construction Equip.	**2**	**22**	**12**	**0.0**	**14**	**4**
Site Grading/Construction Equip.	**3**	**25**	**14**	**0.0**	**46**	**11**
Building/Construction Equip.	4.2	18.7	24.5	0.0	1.4	1.2
Architectural Coating	37.4	0.1	2.2	0.0	0.0	0.0
Asphalt Paving/Construction Equip.	3.6	19.9	13.9	0.0	1.7	1.5
Combined Construction Emissions	**45**	**39**	**41**	**0.0**	**3**	**3**
SCQAMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Exceeding Thresholds?	*NO*	*NO*	*NO*	*NO*	*NO*	*NO*

None of the emissions in Table 3 are above, or exceed, the Significance Emission Thresholds established by the SCAQMD. In general, the primary source of CO and NO_x emissions would be from the operation of motorized construction equipment while the primary source of PM_{10} and $PM_{2.5}$ emissions would be from ground disturbance during grading activities. Without watering, PM_{10} and $PM_{2.5}$ emission generation would be double the amount shown. Watering the site two to three times before, during and after grading is recommended to reduce particulates to less than significant levels.

On-site Construction Emissions – LST Analysis

Grading

The on-site emissions were calculated utilizing URBEMIS 9.2.4. The emissions presented in Table 4 are those that would be emitted from activity within the project site including the emissions from vehicles traveling within the project boundary. The on-site worker trips were assumed to be approximately 5% of the total worker trips, while each on-road construction vehicle or diesel trip would have a 0.1 mile component within the project site. The total on-site construction emissions are compared to the Localized Significance Thresholds (LSTs) described above. The data in Table 4 shows that construction activities result in on-site emissions exceeding the LSTs at the nearest homes, specifically for PM_{10} and $PM_{2.5}$ due to its close proximity to the homes. Therefore, construction of the project site would result in a significant short-term air quality impact.

Table 4
On-Site Emissions By Grading Activity

Activity	Pollutant Emissions (lbs/day) CO	NO_x	PM_{10}	$PM_{2.5}$
Emissions Per Day (Pounds Per Day)				
Demolition /Construction Equip.	**4.8**	**8.2**	**13.6**	**3.3**
Site Grading/Construction Equip.	**12.5**	**25.0**	**46.1**	**10.5**
Building/Construction Equip.	11.2	16.6	1.2	1.1
Architectural Coating	0.0	0.0	0.0	0.0
Asphalt Paving/Construction Equip.	10.3	18.0	1.6	1.4
Total Construction Emissions:	**21.5**	**34.6**	**2.8**	**2.5**
-Adjacent homes to the east and south	*645*	*176*	*6*	*1*
Exceed Threshold?	NO	NO	YES	YES

NOTE: Underlined data indicate exceedances.
Because the particulate emissions will exceed the LSTs without mitigation, mitigation measures to reduce fugitive dust should be implemented to the greatest extent possible. In addition to watering the site three times daily, the construction operators should apply soil stabilizers to inactive areas, replace ground cover in disturbed areas, minimize dust associated with equipment loading/unloading, reducing speed on unpaved road to less than 15 miles per hour (mph), and manage haul road dust by watering twice daily.

Diesel Particulate Matter Emissions During Construction

In 1998, the California Air Resources Board (ARB) identified particulate matter from diesel-fueled engines (Diesel Particulate Matter or DPM) as a Toxic Air Contaminant (TAC). It is assumed that the majority of the heavy construction equipment utilized during construction would be diesel fueled and emit DPM. Impacts from toxic substances are related to cumulative exposure and are assessed over a 70-year period. Cancer risk is expressed as the maximum number of new cases of cancer projected to occur in a population of one million people due to exposure to the cancer-causing substance over a 70-year lifetime (California Environmental Protection Agency, Office of Environmental Health Hazard Assessment, Guide to Health Risk Assessment.) Demolition and grading/excavation for the project, when the peak diesel exhaust emissions would occur, is expected to take approximately one month with all construction expected to take 12 months. Because of the relatively short duration of construction compared to a 70-year lifespan, diesel emissions resulting from the construction of the project are not expected to result in a significant impact.

Long Term Impacts

Local Air Quality

Local air quality impacts are typically assessed by performing dispersion modeling at intersections affected by traffic generated by the project. In the past, local air quality around intersections is considered a potential issue at intersections with a Level of Service (LOS) of D or worse. Both air basins are now in attainment for the CO standards and exccedances of the CO standards should not be expected, even from local intersections with LOS worse than D. Therefore, local air quality impact modeling was not performed for the project. Local air pollutant concentrations would not be expected to approach the ambient air quality concentration standards due to local traffic.

Operational Emissions

Project air pollutant emissions were calculated using the URBEMIS2007 program (version 9.2.4). The program was set to calculate emissions for 65 senior housing units. The daily trip generation is anticipated to be 226 trips per day. These project trips do not take into account trips from the previous existing uses on the project site. However, since the daily trips from the existing uses are not known, the actual net increase in daily trips would be less. As a worst case scenario, the 226 daily trips are utilized.

URBEMIS2007 calculates maximum daily emissions for the summer and winter periods. The results presented below are for the season that results in the highest total emissions.

The primary source of regional emissions generated by the project will be motor vehicles. Other emissions from the project site include the combustion of natural gas for water and space heating, the use of landscaping equipment, and architectural coatings during building maintenance. Table 5 presents the results of the URBEMIS2007 model showing the maximum daily air pollutant emissions projected for the buildout year of the project in 2010. The summer and winter project emissions were analyzed. The higher seasonal emissions which are winter emissions are presented in Table 5.

Table 5 shows that the total project emissions will not exceed the SCAQMD regional significance thresholds. Therefore, the project will not result in a significant regional air quality impact and no mitigation is required.

Table 5
Total Project Emissions

Source	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Buildout 2010						
Area Source Emissions	13.8	2.0	28.7	0.1	4.4	4.2
Operational (vehicle) Emissions	1.4	2.0	14.3	0.0	0.1	0.1
Total Project Emissions	**15**	**4**	**43**	**0**	**5**	**4**
SCQAMD Thresholds	*55*	*55*	*550*	*150*	*150*	*55*

Table 6 compares the net increase in emissions due to the project to the projected basin wide emissions from the 2003 AQMP. This comparison shows that the project represents a very small fraction of the total regional emissions. The project represents, at most, just less than four-thousandths of a percent of the total regional emissions.

Table 6
Comparison of Project Emissions with SCAB Emissions

	Pollutant Emissions (tons/day)					
	CO	ROG	NO_x	PM_{10}	$PM_{2.5}$	SO_x
Project Emissions	0.008	0.002	0.022	0.000	0.002	0.002
2023 South Coast Air Basin*	2,147	95	539	508	318	102
Project as Percentage of Basin	0.0004%	0.0021%	0.0040%	0.0000%	0.0007%	0.0021%

* Source: 2007 AQMP Table 3-5A except PM_{10} from 2003 AQMP Tables 3-5A and 3-5B

The project will not violate any air quality standard with the exception of short-term (construction) particulate emissions during grading. The following measures are recommended to reduce short-term fugitive dust emission impacts during project construction to less than significant levels.

Mitigation Measures:

AQ 1. The project developer shall replace ground cover in disturbed areas and stabilize soils once earth-moving activities are completed and apply soil stabilizers to inactive areas.

AQ 2. The haul road shall be watered twice daily to minimize dust.

AQ 3. Pre-apply water to the depth of proposed cuts and re-apply water as necessary to maintain soil in a damp condition to ensure that visible emissions do not exceed 100 feet in any direction.

c) ***Less Than Significant Impact.*** Construction and operation of the project would not result in a cumulatively considerable net increase of criteria pollutants (CO, PM10, and precursors of ozone VOC and NOX) for which the project region is in nonattainment under an applicable federal or state ambient air quality standard. SCAQMD neither recommends quantified analyses of cumulative construction or operational emissions, nor provides separate methodologies or thresholds of significance to be used to assess cumulative construction or operational impacts. Instead, the SCAQMD recommends project's potential contribution to cumulative impacts be assessed using the same significance criteria as those for the project's specific impacts. Since none of the project's anticipated daily emissions exceed the thresholds recommended by SCAQMD, it is not anticipated that the project would result in a significant cumulatively considerable net increase of any criteria pollutant.

d) ***Less Than Significant Impact.*** The existing residents adjacent to the site are considered sensitive receptors, including the residences to the north, east and south. The commercial uses west of the site are not considered sensitive receptors (non-residential). As stated above, the project would not exceed the basin wide, regional thresholds. The project proponent would be required to comply with all applicable SCAQMD rules and regulations, including rule 403 which insures the clean-up of construction-related materials and control of fugitive dust from the subject site during project construction. Rule 403 prohibits the release of fugitive dust emissions from any active operation, open storage pile, or disturbed surface area beyond the property line of the emission source. Due to the relatively small size and scale of this project, the fact project air emissions are below emission thresholds, and the incorporation of the recommended mitigation measures listed above (mitigation measures AQ 1 - AQ 3), the exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

e) ***Less Than Significant Impact.*** The project would not generate objectionable odors, except diesel emissions during project grading and construction, which could impact adjacent residents. As shown in Table 3 above, the short-term construction emissions would not exceed air quality thresholds. As a result, odor impacts are not anticipated to significantly impact area residents. Any odor impacts would be short-term and not extend beyond the time to construct the buildings. Once grading is completed and the buildings are constructed any odors that may be objectionable would be eliminated. Odor impacts resulting from the project are therefore less than significant.

3.4 BIOLOGICAL RESOURCES

a) ***No Impact.*** The project site is developed with two vacant apartment buildings and a vacant 3,600 square foot office building. The rest of the site is vacant and undeveloped. The site has been disturbed in association with previous development on the property and the construction of the existing vacant apartment and office buildings. Because the site has been disturbed and developed in the past all natural habitat on the site has been removed.

The project is located in a highly urbanized area. All native biological resources that previously existed were removed many years ago in conjunction with the development of the site and the surrounding area. All natural plant communities and associated animals that existed have been removed and destroyed years ago. The existing vegetation including trees, shrubs, and turf are introduced urban plants. Any animal species present would be limited to species that are typically found in urban environments such as rabbits, mockingbirds, opossum, skunks, ground squirrels, stray dogs and cats, etc. There are no plants or animal species that could be classified as a candidate, sensitive, or special status and regulated by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The project would not impact any sensitive plant or animal species of concern to either California Fish and Game or U.S. Fish and Wildlife Service because none exist on the property.

b) ***No Impact.*** The project site was disturbed in the past to construct the existing buildings and other buildings that previously existed and have since been demolished. Because of previous construction activities there is no riparian habitat or sensitive natural community on the site. None of the existing introduced urban vegetation qualifies for regulation by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The project would not impact riparian habitat or other sensitive natural communities since none exist.

c) ***No Impact.*** The project is developed with two vacant apartment buildings and a vacant commercial building. There are no wetlands on the property. Therefore, the project would not impact federally protected wetlands.

d) ***No Impact.*** The site is developed and is not used for a wildlife corridor or wildlife nursery because there is no native vegetation on the property to support a wildlife corridor or nursery. The project site is located in an urbanized area with no existing wildlife corridors in the vicinity that could be impacted by the project. The project would have no impact to any wildlife corridors. Because the site and the area are urbanized there is no habitat that supports fish or wildlife nursery sites. The project would have no impact on the migratory movement of fish or wildlife or nursery sites.

e) ***No Impact.*** The City of Bell Gardens does not have an ordinance that protects specific species of tree. The removal of the existing trees on the site during demolition and site grading would not conflict with or impact any existing city tree ordinance. The Bell Garden Beautification Plan requires that specific species of trees be planted along identified streets and neighborhoods in conjunction with new development. The project would be required to plant trees along Clara Street and throughout the project to comply with the Beautification Plan. The project would not conflict with or impact any adopted tree preservation ordinance.

f) ***No Impact.*** The project site is not part of or included in any adopted habitat conservation plan or any other natural community conservation plan. Therefore, the project would not have any potential for a conflict with an adopted habitat conservation plan.

3.5 CULTURAL RESOURCES

a) ***No Impact.*** None of the existing buildings on the site are considered a historical resource. Although the buildings were constructed more than 50 years ago, there is no historical significance associated with either the apartment buildings or the commercial building that would allow them to qualify as historical resources. The Bell Garden General Plan identifies six historical structures (Exhibit 5-1, 5-3) in the city. None of the six structures are either on or adjacent to the project site. The project would not impact any historical resource.

b) ***No Impact.*** As discussed in section "a)" above, the Bell Garden General Plan does not identify any cultural resources on the site. Bell Gardens is highly urbanized and there are only six known historical or archaeological resources. The site has been graded and disturbed in the past to construct the two vacant apartment buildings and commercial building. Any cultural resources that may have been present were removed and destroyed during grading and construction activities to build the existing structures. Section 15064.5 of the CEQA guidelines includes measures to protect and/or salvage any cultural resources that may be uncovered during construction of the proposed development. The project would not have cultural resource impacts.

c) ***No Impact.*** The Bell Gardens General Plan does not identify any paleontological resources on the site. Bell Gardens is a highly urbanized with few significant paleontological resources. As a result, the project would not have paleontological resource impacts.

d) ***No Impact.*** There is no information or evidence that the project site was ever used as a cemetery. If the site was formerly used as a cemetery any human remains would have been uncovered during previous grading and

construction activities to develop the site. Since there is no evidence that a cemetery occupied or existed on the site in the past the project would not disturb any human remains.

3.6 GEOLOGY AND SOILS

A preliminary geotechnical engineering investigation was prepared for the project site. A copy of the geotechnical report is included as Appendix B.

a)

i) ***Less Than Significant Impact.*** The City of Bell Gardens is located in southern California, which is a seismically active region. However, the project site is not located in an Alquist-Priolo Fault Zone. There are no known active surface faults on the site or within the project area that would impact the project to a greater degree than other development in Bell Gardens. The project would be exposed to severe ground shaking from a regional earthquake the same as any other development in the city. The maximum expected magnitude earthquake resulting in the highest peak horizontal accelerations at the site would be a magnitude 7.1 event on the Puente Hills Blind Thrust Fault with an expected peak horizontal ground acceleration of 0.82g.[6]

The construction of the buildings would be required to meet all applicable building code requirements pertaining to seismic events. Table 6.5.1, IBC Seismic Design Parameters, of the geotechnical investigation[7], provides the site specific design criteria the project would be required to meet. The compliance of the project with the design parameters in Table 6.5.1 would reduce potential seismic impacts of the project to less than significant.

ii) ***Less Than Significant Impact.*** The major cause of structural damage from earthquakes is ground shaking. The intensity of ground motion expected at a particular site depends upon the magnitude of the earthquake, the distance to the epicenter and the geology of the area between the epicenter and the property. Greater movement can be expected at sites on poorly consolidated material, such as loose alluvium, close proximity to the causative fault, or in response to an event of great magnitude. The project site could experience earthquake-induced activity because of its location in a seismically active region as discussed in section "3.6 a)*i" above*. The proposed buildings would be required to be constructed to meet Bell Gardens building code seismic requirements to mitigate unforeseen natural ground faulting. The construction of the apartments to comply with the Bell Gardens building code would reduce potential strong seismic ground shaking impacts to less than significant.

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[6] Geotechnical Investigation, Proposed Senior Housing Development, 5714, 5720, 5722, and 5800 Clara Street, Bell Gardens, CA, Geocon Geotechnical Consultants, June 6, 2008, page 5.

[7] Ibid, page 6.

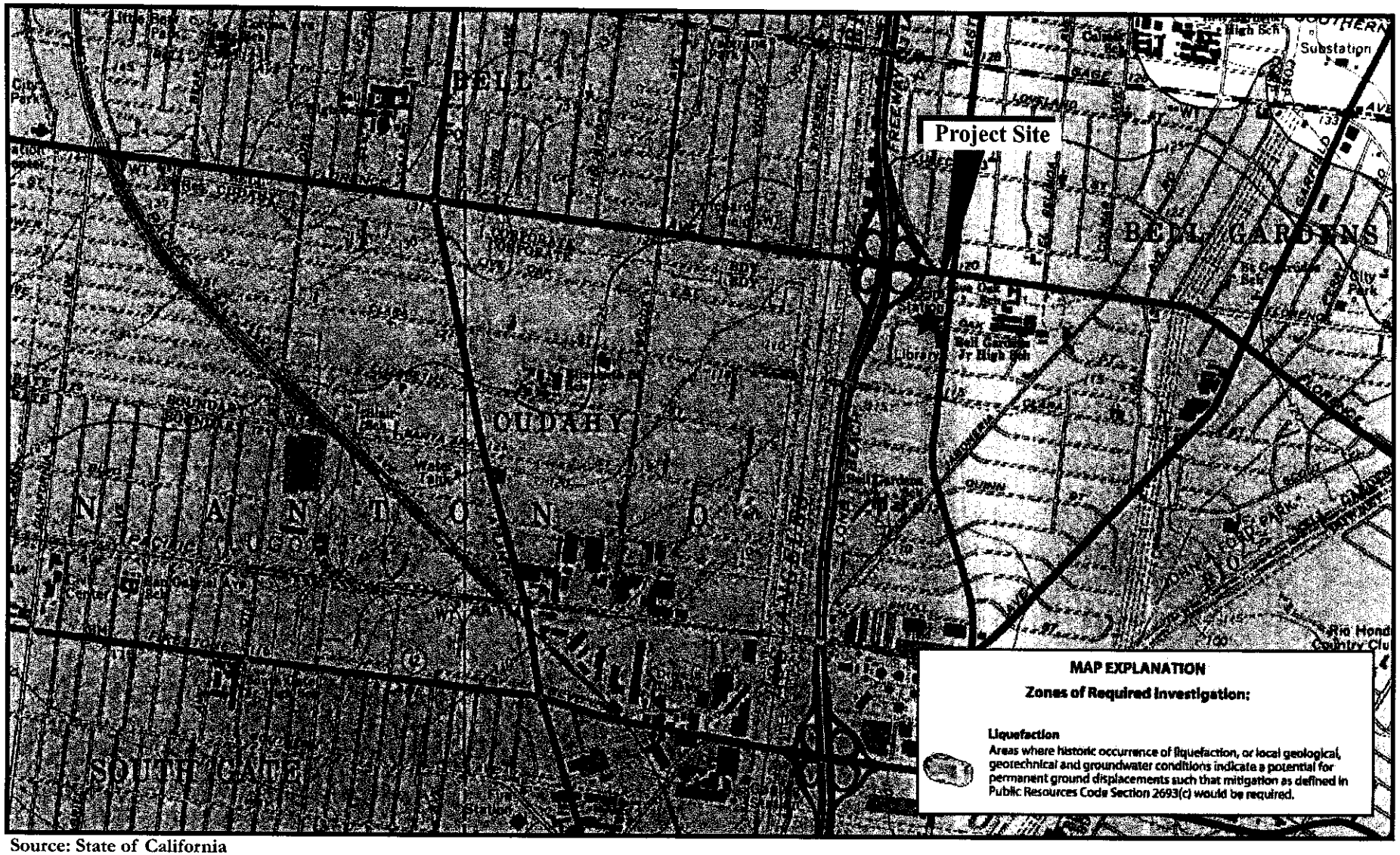
iii) ***Less Than Significant Impact With Mitigation.*** According to the State of California Seismic Hazard Zones, the project site is located within an area designated as "liquefiable" as shown in Figure 8. As a result, the site could experience up to ½ inch of total settlement due to liquefaction. The geotechnical reports provides recommendations that when implemented, along with city building code requirements would reduce potential liquefaction impacts to less than significant. The following measure is recommended to mitigate potential liquefaction impacts.

GEO 1. All recommendations listed in the preliminary geotechnical report to correct liquefaction constraints and acceptable to the City Engineer shall be incorporated into the design and construction of the project.

iv) ***No Impact.*** The project site and surrounding areas are basically flat and not prone to slope instability hazards such as landslides. There are no slopes or hillsides either on or adjacent to the site that could impact the project. The project would not have any landslide impacts.

b) ***No Impact.*** Soil erosion could occur during the demolition of the existing buildings, grading and project construction especially during the winter months when rainfall typically occurs. The City would require the project developer to install and maintain all applicable soil erosion protection measures to minimize soil erosion prior to the start of demolition and throughout the period of project construction. To control erosion during construction, the City would also require the project developer to identify erosion control measures during the preparation of the final grading plan. The City would require the project developer to install all applicable erosion control measures prior to the start of grading and be maintained throughout the construction period. The project would not have any significant soil erosion impacts because proper soil erosion control measures would be required to be installed and maintained throughout the period of construction to reduce soil erosion. In addition, all shrubs, plants, and flowers of the approved landscaped plan would be planted and properly maintained to further prevent soil erosion during the life of the project.

c) ***No Impact.*** The existing buildings have been on the site for over 58 years. The medical office building was constructed in 1949 and the apartment buildings in 1958. Seven (7) soil borings have been drilled on the site within the past three years with four borings drilled as recently as May 9, 2008 in conjunction with the preparation of the geotechnical investigation for the project. The earth materials that were encountered during subsurface explorations consisted of artificial fill materials. The fill generally consists of soft to loose, dark brown to brown to light brown, sandy silt and sand with sand. The underlying soils are Holocene Age alluvial soils that consist



Source: State of California

PMA
Phil Martin & Associates

Figure 8
Seismic Hazard Zones

primarily of interbedded brown to olive brown to yellowish brown sand, silty sand, sandy silt, silt with sand and silt. The Holocene Age alluvial soils are primarily moist, medium soft to firm and loose to medium dense to an approximately depth of 30½ feet beneath the existing ground surface.[8] The project would not have any significant unstable soil impacts with incorporation of the recommendations in the geotechnical report. The City would ensure that all structures are built in compliance with the geotechnical report.

d) ***No Impact.*** The City of Bell Gardens General Plan does not identify any expansive soil on the site. The geotechnical investigation did not identify any potential expansive soil impacts with the project and states that the surface soils have a very low expansion potential.[9] The project would not have any expansive soil impacts.

e) ***No Impact.*** The site would not have to support the use of septic tanks because the City would not allow septic tanks. The City will require the project to connect to the public sewer system and not allow septic tanks for wastewater disposal.

3.7 HAZARDS AND HAZARDOUS MATERIALS

A Phase I Environmental Assessment was prepared for the project. A copy of the Phase I Environmental Assessment is included as Appendix C.

a) ***No Impact.*** The proposed residential use would not create any significant hazards by transporting, using, or disposing hazardous materials. The development of senior apartments does not include any activities that are either associated with or known to create a hazard to the public. As with all residential development the residents are not anticipated to transport or dispose of hazardous materials in addition to those materials and household cleaning materials that are typically used for normal household cleaning. Therefore, the project would not have any adverse hazardous material impacts.

b) ***No Impact.*** The project would not release hazardous materials into the environment because there are no uses or activities associated with senior apartments that involve the use of hazardous materials that could be released and impact the environment. The storage and use of small quantities of janitorial cleaning materials and supplies would not create a significant hazard to the public if used in compliance with all applicable laws and regulations.

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[8] Geotechnical Investigation, Proposed Senior Housing Development, 5714, 5720, 5722, and 5800 Clara Street, Bell Gardens, CA, Geocon Geotechnical Consultants, June 6, 2008, page 3.

[9] Geotechnical Investigation, Proposed Senior Housing Development, 5714, 5720, 5722, and 5800 Clara Street, Bell Gardens, CA June 6, 2008, page 11.

c) ***No Impact.*** Bell Gardens Intermediate School, located at 5841 Live Oak Street, is the closest public school to the site. The school is located less than one-quarter mile north of the site. The project would not use or generate any known hazardous materials or hazardous emissions that would impact the students or administrators at the Bell Gardens Intermediate School.

d) ***No Impact.*** The project is not located within one-quarter mile of any facility that generates or might reasonably be expected to emit hazardous emissions and impact the project. The Phase I Environmental Assessment did not identify any known or suspected contamination sites in the area surrounding the property that could impact the project directly.[10] Thus, there are no uses within one-quarter mile of the site that emit hazardous emissions and impact the project residents.

e) ***No Impact.*** The Phase I Environmental Assessment included a review of the available federal and state databases along with information obtained from local regulatory agencies, a visual site inspection, aerial photographs search, and the research of the history of the site to determine the past uses of the property. The physical site survey and the agency files indicate the site was undeveloped agricultural land from at least 1928 to sometime prior to 1938. In 1938 a small structure was located in the northeast corner of the site. A building permit in 1946 indicated a 20 foot by 24 foot building was used for slaughtering chickens. In 1949, the current medical office building was constructed. Building permits in the mid-1950s show there was a café and an office for a skating rink. The current apartment buildings were constructed in 1958 and in 1978 the café and skating rink office were demolished. The area of the site where the café and skating rink office once existed has remained vacant since they were demolished. The site has not used as a former hazardous waste site, waste disposal site, or solid waste disposal site based on the research of data bases and the field survey. Therefore, there is no evidence of conditions indicative of releases or threatened releases of hazardous substances.[11] The project is not anticipated to have any hazardous waste impacts.

f) ***No Impact.*** The project site has not been used for any use in the past that would prevent the site from being sufficiently free of hazardous materials for residential use. Refer to Section "3.7 e)" above and the environmental site assessment[12] for information on hazards associated with the site. Based on the hazardous information that has been completed to date regarding the former and existing uses on the site, the site is sufficiently clear of hazards and suitable for development as proposed without any hazardous impacts.

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[10] Phase I Environmental Assessment, 5714 Through 5726 Clara, Bell Gardens, CA, June 10, 2008, SCS Engineers, page iv.
[11] Ibid.
[12] Phase I Environmental Assessment, 5714 Through 5726 Clara, Bell Gardens, CA, June 10, 2008, SCS Engineers, page iv.

g) ***No Impact.*** The project is not located within 2 miles of a public airport. The closest public airport to the site is Hawthorne Airport, which is located approximately 13 miles to the west. Los Angeles International Airport is the next closest airport located approximately 17 miles west of the project site. The project would not impact airport operations at any public airports in the region or result in a safety hazard for people living or the project site. The project would have no safety impacts with regards to being within two miles of a public airport.

h) ***No Impact.*** The closest private airport to the site is the Compton Woodley Airport located approximately five miles to the south. Due to the distance, the project would not impact airport operations at the Compton Woodley Airport or result in a safety hazard for people living or working on or near the project site. The project would have no safety impacts to a private airport.

i) ***No Impact.*** The City of Bell Gardens has an Emergency Operations Plan[13] that is referenced in the event of a natural or man-made disaster. The Emergency Operations Plan would be referenced and implemented as required should a disaster occur on the site or in the vicinity of the site that would require the evacuation of the project residents. There are no uses or activities associated with the project that would interfere with the implementation and operation of the Bell Gardens Emergency Operations Plan. The site is served by a network of public streets with suitable unobstructed width for public emergency vehicle access to access the site in the event of an emergency. That same public street network would allow project residents to evacuate and leave the site if required for emergency purposes. All on-site driveways and the parking lot would be required to provide minimum driveway widths and suitable access for evacuation and implementation of an emergency response plan. The project does not propose any use or design that would impact the ability of Bell Gardens to implement its Emergency Operations Plan.

j) ***No Impact.*** The Bell Gardens General Plan does not identify any areas in the city that are subject or exposed to wild land fires. Being urbanized the city is subject to urban fires that can spread under certain weather conditions. However, the project would not be exposed to or impacted by wild land fires.

k) ***No Impact.*** There are no above ground water or fuel storage tanks within 1,500 feet of the site. In addition, there are no known above or underground pipelines or easements within 1,500 feet that would impact the site other than typical public utilities such as underground natural gas lines for residential and commercial use. The project would not be impacted by any underground fuel storage tank or pipeline that would impact the project.

[13] City of Bell Gardens Emergency Operations Plan, July 23, 2008.

3.8 HYDROLOGY AND WATER QUALITY

A Standard Urban Storm Water Mitigation Plan (SUSMP) and a preliminary hydrology report were prepared for the project. The documents are included as Appendix D for reference.

a) ***Less Than Significant Impact.*** The project could impact water quality due to silt and debris being carried from the site by surface water runoff during grading and construction. The quality of storm water runoff is regulated under the National Pollution Discharge Elimination System (NPDES). The NPDES storm water permit provides a mechanism for monitoring the discharge of pollutants and establishing appropriate controls to minimize the entrance of such pollutants into storm water runoff. As a co-permitee to the County (NPDES No. CAS614001), the City requires all development projects in its jurisdiction to comply with the NPDES requirements for construction and operations as appropriate. As such, the project developer would be required to install and maintain all applicable soil erosion control measures prior to the start of construction to reduce erosion and minimize water quality impacts. The project developer would be required by the City of Bell Gardens to submit a SUSMP to the city prior to the issuance of a grading permit. The City would require that all applicable erosion control measures are installed and maintained during project construction to control water quality impacts. The installation and maintenance of the erosion control measures as approved by the city would minimize the amount of silt, debris and other sediments that could be generated from the site. Because the project would be required to meet all applicable NPDES requirements to protect water quality no significant water quality standard violation impacts are anticipated.

   The project is also required to collect the first ¾ of an inch of rainfall that falls on the site. The SUSMP proposes a wet well system to collect and retain the first ¾ of an inch of rainfall. Along with its retention, all debris and trash from the first ¾ of an inch of rainfall will be removed as required by law.

b) ***Less Than Significant Impact.*** There are four groundwater basins in the Los Angeles coastal plain. The City of Bell Gardens is within the Central basin. Water movement is generally from points of recharge (percolation areas, spreading grounds, streams, open space) to points of discharge (groundwater wells, ocean, and springs), due to differences in pressure between these points. The major recharge area in the coastal plain is the Whittier Narrows areas. The project would eliminate open space on the site that presently allows absorption and ground water recharge. The project would replace the existing permeable open space area that allows water percolation with impermeable surfaces including apartment buildings, drive aisles, parking lot, and sidewalks. While the project would incrementally reduce land for rainfall percolation, the elimination of the approximately 4,000 square feet of existing permeable area would not substantially deplete

groundwater supplies or interfere with groundwater recharge. As with the previous uses on the site, the Golden State Water Company, which obtains its water from a combination of water from the Colorado River, Metropolitan Water District and the Central Groundwater Basin, would provide water for the project. The Central Groundwater Basin is bounded on the north by the La Brea uplift, the east by the Elysian, Repetto, Merced and Puente Hills, the southeast by the Orange County Groundwater Basin and on the west by the Newport Inglewood Fault Zone.[14] The amount of permeable land that would be eliminated by the project for groundwater percolation is insignificant in comparison to the area of the Central Groundwater Basin that provides partial water supplies to the city. Thus, the project would not significantly impact local groundwater supplies and the ability of Golden State Water Company to serve the project with water in the future.

c) ***No Impact.*** Due to the flatness of the site the project would not require substantial alteration to the existing drainage pattern. Currently most of the onsite surface water flows generally southwest to the alley along the west project boundary towards existing catch basins at the northeast corner of the intersection of Eastern Avenue and Jaboneria Road. Once the surface water enters the catch basin the water drains south and west and eventually empties into the Los Angeles River that is west of the site. A very small amount of surface water from the site flows north to Clara Street. Once in Clara Street the surface water drains west in the existing curb and gutter along Clara Street and then south in Eastern Avenue.

As with the existing condition the majority of the surface water from the project will flow in a southwesterly direction to the existing alley and eventually into catch basins at Eastern Avenue and Jaboneria Road. Also like the existing condition, a small amount of project surface water will flow to Clara Street, west to Eastern Avenue and south to existing catch basins. All surface water will ultimately drain to the Santa Ana River and the Pacific Ocean. Concrete ribbon gutters will be constructed in the parking lot to convey surface water north to Clara Street and southwesterly to the existing alley. The project surface water would not alter the existing course of a stream or river or result in substantial erosion or siltation on or off the site.

d) ***No Impact.*** As discussed in "3.8 c" above, the project would not alter the drainage patterns on the site. The hydrology report estimates the project would generate 0.12 cubic feet per second (cfs) of storm water less than presently generated from the site during a storm. Because the project would generate less surface water than the existing condition, the project would have a positive impact on drainage by reducing the amount of rainfall that is generated into the existing storm drain system that serves the site. As a result, the storm water volume would not cause flooding downstream of the

[14] Golden State Water Company Water Quality Report 2008, page 5.

site and would incrementally reduce the potential for downstream flooding due to a reduction in the quantity of surface water runoff due to the project.

e) ***No Impact.*** As discussed in "3.8 d" above the project would incrementally reduce by 0.12 cfs the amount of surface water runoff generated by the project compared to the existing condition. As a result, the project would not impact the local and regional storm drain system, but rather have a positive impact by incrementally increasing the capacity of the downstream storm drain system to handle increased flow from other development in the tributary area.

The project would not provide substantial additional sources of polluted runoff because the project developer would be required to install and maintain all applicable erosion measures to control erosion and reduce silt to minimize polluted water as identified in the SUSMP that was prepared for the project (Appendix D). There are no uses or activities associated with the project that would provide substantial sources of polluted runoff. The project would not have any significant storm drain capacity or polluted runoff impacts.

f) ***No Impact.*** The project would not degrade water quality because the project developer would be required to submit a Storm Water Pollution Prevention Plan (SWPPP) to the City for review prior to the issuance of a grading permit, install and maintain best management practices as required by law to minimize water quality impacts throughout the time of construction. The project would not have water quality impacts with implementation of all applicable city required water quality control measures.

g) ***No Impact.*** The project site is located in Flood Zone X[15], which is an area that has a 1% annual chance of flood with average depths of less than 1 foot and areas that are protected by levees from 1% annual chance of flooding. The project would not place housing within a flood hazard area.

h) ***No Impact.*** The project site is located outside a 100-year flood zone. Therefore, the project would not place any structures in a flood hazard area.

i) ***Less Than Significant Impact.*** The City of Bell Gardens is subject to inundation from a dam failure with the Whittier Narrows and Sepulveda Dams and the Garvey Reservoir. The entire City and certainly portions of the City east of Garfield Avenue could be subject to flooding due to river channel overflow of the Rio Hondo River.[16] The project site would be subject to inundation from the failure of all three dams. However, as also stated in the City's Emergency Operation Plan, "Because of the current design and construction practices and ongoing programs of review and modification,

[15] Federal Emergency Management Agency, Flood Insurance Rate Map Panel 1810 of 2350, Map No. 06037c181OF, Effective September 26, 2008.

[16] City of Bell Gardens Emergency Operations Plan, July 23, 2008, page 39.

catastrophic dam failure is considered unlikely".[17] The Emergency Operation Plan has emergency response actions that would be implemented to protect project residents in the event of a dam failure. Since the project site is unlikely to be inundated from the failure of a dam or levee and the city has measures that would be implemented to protect the site and the residents from flooding the potential expose of people to a significant risk of flooding if a levee or dam failed is less than significant.

j) ***No Impact.*** There are no bodies of water such as lakes or water tanks adjacent to or in the immediate vicinity of the site that would inundate the project due to a seiche. The site is approximately fifteen miles east of the ocean and due to the distance from the ocean the project would not be inundated by a tsunami. There are no hillsides adjacent to or on the site that would inundate the site due to a mudflow.

3.9 LAND USE AND PLANNING

- ***No Impact.*** The project proposes to develop a parcel of land that is currently developed and surrounded by existing development. The project would not divide an established community because the project would remain on the existing site.

- ***Less Than Significant Impact.*** The General Plan land use designation for the site is Mixed Use and zoned R-3 (Medium Density Multiple) by the City of Bell Gardens Zoning Ordinance. The R-3 zoning requires a minimum lot size of 5,000 square feet and allows one unit per lot. Lots comprising 43,560 square feet (1 acre) or larger are allowed one unit per 1,750 square feet[18]. The project site total approximately 73,918 square feet (1.7 acres). Therefore the R-3 zoning allows the development of 42 units whereas the project proposes 65 units, which are 23 units more than allowed by the zoning. Government Code 65915 allows a 20% density bonus for senior housing and in 2005 SB 435 allowed an additional bonus for affordable senior units. As a result, the 64 senior apartments and one manager's unit is allowed in the R-3 zone along with the additional units allowed by Government Code 65915. The project would not conflict with the Bell Gardens General Plan or the zoning ordinance.

  The R-3 zone allows a maximum building height of 35 feet or two stories, whichever is less.[19] The project proposes two apartment buildings that are less than 35 feet in height. The taller of the two buildings is 34' 11 7/8" which is less than the maximum allowed height of 35. While the apartment buildings are less than 35 feet they are three stories in height, which exceeds the R-3 height criteria. Therefore, the project will require a height variance to the R-3

[17] Ibid, page 46.
[18] City of Bell Gardens Zoning Ordinance, Title 9, Article 9-2, Chapter 9.10, Table 9.10B, page 48.
[19] City of Bell Gardens Zoning Ordinance, Title 9, Article 9-2, Chapter 9.10, Table 9.10B, page 49.

zone to allow the construction of two three-story buildings. Since the apartment buildings are less than the maximum 35 foot height limit, the buildings would not have a significant height impact by exceeding the 35 foot height restriction.

- ***No Impact.*** The project site in not located within any applicable habitat conservation plans or natural community conservation plans. Thus, the project would not conflict with or impact any applicable habitat conservation plan or natural community conservation plan.

3.10 MINERAL RESOURCES

a) ***No Impact.*** There is no mining activity on the site or the project area. There are no known mineral resource on the site or in the immediate project vicinity that are of value to the region or state residents that would be lost due to the development of the project. The project would not impact mineral resources.

b) ***No Impact.*** The Bell Gardens General Plan does not identify any locally important mineral resource on the site. Therefore, the project would not result in the loss of availability of a locally important mineral resource and impact any important mineral resources.

3.11 NOISE

A noise assessment was prepared for the project. A copy of the noise assessment is included as Appendix E.

a) ***Less Than Significant Impact.*** The description, analysis and reporting of community noise levels around communities is made difficult by the complexity of human response to noise and the myriad of noise metrics that have been developed for describing noise impacts. Each of these metrics attempts to quantify noise levels with respect to community response. Most of the metrics use the A-Weighted noise level to quantify noise impacts on humans. A-Weighting is a frequency weighting that accounts for human sensitivity to different frequencies.

Noise metrics can be divided into two categories: single event and cumulative. Single-event metrics describe the noise levels from an individual event such as an aircraft fly over or perhaps a heavy equipment pass-by. Cumulative metrics average the total noise over a specific time period, which is typically 1 or 24-hours for community noise problems. For this type of analysis, cumulative noise metrics will be used.

Several rating scales have been developed for measurement of community noise. These account for: (1) the parameters of noise that have been shown to contribute to the effects of noise on man; (2) the variety of noises found in

the environment; (3) the variations in noise levels that occur as a person moves through the environment; and (4) the variations associated with the time of day. Based on these effects, the observation has been made that the potential for a noise to impact people is dependent on the total acoustical energy content of the noise. A number of noise scales have been developed to account for this observation. The two noise scales are the Equivalent Noise Level (LEQ) and the Community Noise Equivalent Level (CNEL). These scales are described in the following paragraphs.

LEQ is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. LEQ is the "energy" average noise level during the time period of the sample. LEQ can be measured for any time period, but is typically measured for 1 hour. This 1-hour noise level can also be referred to as the Hourly Noise Level (HNL). It is the energy sum of all the events and background noise levels that occur during that time period.

CNEL, Community Noise Equivalent Level, is the predominant rating scale now in use in California for land use compatibility assessment. The CNEL scale represents a time weighted 24-hour average noise level based on the A-weighted decibel. Time weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. The evening time period (7 p.m. to 10 p.m.) penalizes noises by 5 dBA, while nighttime (10 p.m. to 7 a.m.) noises are penalized by 10 dBA. These time periods and penalties were selected to reflect people's increased sensitivity to noise during these time periods. A CNEL noise level may be reported as a "CNEL of 60 dBA," "60 dBA CNEL," or simply "60 CNEL."

Ldn, the day-night scale is similar to the CNEL scale except that evening noises are not penalized. It is a measure of the overall noise experienced during an entire day. The time-weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. In the Ldn scale, those noise levels that occur during the night (10 pm to 7 am) are penalized by 10 dB. This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter period of a day, where home and sleep is the most probable activity.

L (%) is a statistical method of describing noise which accounts for variance in noise levels throughout a given measurement period. L (%) is a way of expressing the noise level exceeded for a percentage of time in a given measurement period. For example since 5 minutes is 25% of 20 minutes, L (25) is the noise level that is equal to or exceeded for five minutes in a twenty-minute measurement period. It is L (%) that is used for most Noise Ordinance standards. For example most daytime County, state and City Noise Ordinances use an ordinance standard of 55 dBA for 30 minutes per hour or an L(50) level of 55 dBA. In other words, the Noise Ordinance states

that no noise level should exceed 55 dBA for more than fifty percent of a given period.

NOISE CRITERIA

The Noise Ordinance and Noise Element of the General Plan contain the City's policies on noise. The Noise Ordinance applies to noise on one property impacting a neighboring property. Typically, it sets limits on noise levels that can be experienced at the neighboring property. The Noise Ordinance is part of the City's Municipal Code and is enforceable throughout the City. The Noise Element of the General Plan presents limits on noise levels from transportation noise sources, vehicles on public roadways, railroads and aircraft. These limits are imposed on new developments. The new developments must incorporate the measures to ensure that the limits are not exceeded.

Noise Element

The City of Bell Gardens General Plan Noise Element does not have any specific outdoor and indoor noise standards for land uses impacted by transportation noise sources. Thus, the State of California's noise standards will be utilized. The State's interior and exterior noise standards are in terms of the Community Noise Equivalent Level (CNEL). For residential uses, the standards specify that residential buildings shall not exceed an interior of 45 CNEL. Many communities utilized a 65 CNEL outdoor noise standard. Therefore, it is recommended that sensitive outdoor areas such as private patio areas and recreational areas meet the 65 CNEL noise standard.

Noise Ordinance

The City of Bell Gardens Noise Regulation Chapter 16.24 contains a noise ordinance. The Noise Ordinance is designed to control unnecessary, excessive and annoying sounds from sources on private property by setting limits that cannot be exceeded at adjacent properties. The Noise Ordinance requirements cannot be applied to mobile noise sources such as heavy trucks when traveling on public roadways, trains, or aircraft. Control of noise generated by these sources is preempted by Federal and State laws and is therefore, not subject to the provisions of the Noise Ordinance. All activities within the City are subject to the Noise Ordinance unless specifically exempted.

The Noise Ordinance includes several categories of noise sources, including construction operation restriction, which cannot take place between the hours of 7:00 p.m. of one day and 8:00 a.m. the next day within a residential zone or within a radius of 500 feet of a sensitive receptor unless a permit is issued beforehand.

EXISTING ROADWAY NOISE LEVELS

The highway noise levels projected in this report were computed using the Highway Noise Model published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108, December, 1978). The FHWA Model uses traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute the "equivalent noise level." A computer code has been written which computes equivalent noise levels for each of the time periods used in the calculation of CNEL. Weighting these equivalent noise levels and summing them gives the CNEL for the traffic projections used. CNEL contours are found by iterating over many distances until the distances to the 60, 65, and 70 CNEL contours are found.

The distances to the CNEL contours for the adjacent roadways that impact the project site are given in Table 7. The contours presented in Table 7 represent the distance from the centerline of the roadway to the contour value shown. Note the values in Table 7 do not take into account the effect of any noise barriers or topography that may affect ambient noise levels.

Table 7
Existing Traffic Noise Levels

Roadway Segment	CNEL @ 100'	Distance To CNEL Contour from Centerline of Roadway (feet) 70 CNEL	65 CNEL	60 CNEL
Eastern Avenue				
North of Clara Street	*65.8*	53	114	245
South of Clara Street	*65.5*	50	108	234
Clara Street				
East of Eastern Avenue	*62.3*	RW	66	143
West of Eastern Avenue	*64.7*	RW	95	206
Jaboneria Road				
South of Clara Street	*59.2*	RW	RW	88

†– From roadway centerline.
RW - Noise contour falls within roadway right-of-way.

Table 7 shows that noise levels in the areas immediate adjacent to Eastern Avenue and Clara Street are substantial and exceed 65 CNEL. The residential uses along these roadways with existing noise barriers (concrete block walls) likely do not experience noise levels in excess of the 65 CNEL standard. Noise levels along Jaboneria are in excess of 60 CNEL.

POTENTIAL NOISE IMPACTS

Potential noise impacts are commonly divided into two groups; temporary and long term. Temporary impacts are usually associated with noise generated by construction activities. Long-term impacts are further divided into impacts on surrounding land uses generated by the project and those impacts that occur at the project site.

TEMPORARY NOISE IMPACTS

The peak construction noise level at the nearest residence adjacent to the site could exceed 90 dBA resulting in a significant impact to residences if uncontrolled.

The most effective method of controlling construction noise impacts to adjacent residents is limiting construction hours. The City of Bell Gardens Noise Regulation Chapter 16.24 includes construction operation restrictions, which prohibits construction between the hours of 7:00 p.m. of one day and 8:00 a.m. the next day within a residential zone, or within a radius of 500 feet of a sensitive receptor unless a permit is issued beforehand. The following mitigation measures are proposed to reduce construction noise impacts to adjacent noise sensitive residents.

Mitigation Measures:

NS 1. Construction activities shall be prohibited between the hours of 7:00 p.m. of one day and 8:00 a.m. the next day.

NS 2. Construction shall not occur on Sunday or a national holiday.

Long Term Noise Impacts

Long-term off-site impacts from traffic noise are measured against two criteria. Both criteria must be met for a significant impact to be identified. First, project traffic must cause a substantial noise level increase (greater than 3 dB) on a roadway segment adjacent to a noise sensitive land use. Second the resulting future with project noise level must exceed the criteria level for the noise sensitive land use. In this case, the criteria level is 65 CNEL for residential land uses.

In community noise assessment, changes in noise levels greater than 3 dB are often identified as significant, while changes less than 1 dB will not be discernible to local residents. In the range of 1 to 3 dB, residents who are very sensitive to noise may perceive a slight change. Note that no scientific evidence is available to support the use of 3 dB as the significance threshold. In laboratory testing situations, humans are able to detect noise level changes of slightly less than 1 dB. In a community noise situation, however noise

exposures are over a long time period and changes in noise levels occur over years, rather than the immediate comparison made in a laboratory situation. Therefore, the level at which changes in community noise levels become discernible is likely to be some value greater than 1 dB, and 3 dB appears to be appropriate for most people.

Long Term Noise Impacts

Table 8 shows the incremental traffic noise level increases on roadways in the vicinity of the project due to the project. Examining the noise increase due to the project shows that this noise increase will be less than the 3 dB threshold criteria. As shown in Table 8, the project is not projected to result in a substantial noise increase (i.e., increases greater than 3 dB) along any of the existing roadway segments. The project will not result in a significant off site noise impact.

Table 8
Traffic Noise CNEL Increases (dB)

Roadway Segment		Existing Increase Due To Project
Eastern Avenue		
	North of Clara Street	*0.02*
	South of Clara Street	*0.01*
Clara Street		
	East of Eastern Avenue	*0.01*
	West of Eastern Avenue	*0.01*
Jaboneria Road		
	South of Clara Street	*0.03*

The distances to the existing plus the project 60, 65 and 70 CNEL contours for the roadways in the vicinity of the project site are shown in Table 9. The values shown under the 60, 65, and 70 CNEL columns represent the distance from the centerline of the road to the respective contour value. The CNEL at 100 feet from the roadway centerline is also presented. The contours do not take into account the effect of any noise barriers or topography that may reduce traffic noise levels.

LONG-TERM ON-SITE NOISE IMPACTS

This section examines the noise impacts to the project itself from activities that could occur off-site, but potentially impact the site.

Table 9
Existing Plus Project Traffic Noise Levels

Roadway Segment	CNEL @ 100' †	Distance To CNEL Contour from Centerline of Roadway (feet) 70 CNEL	65 CNEL	60 CNEL
Eastern Avenue				
North of Clara Street	*65.8*	53	114	246
South of Clara Street	*65.5*	50	109	234
Clara Street				
East of Eastern Avenue	*62.3*	RW	66	143
West of Eastern Avenue	*64.7*	RW	96	206
Jaboneria Road				
South of Clara Street	*59.2*	RW	RW	89

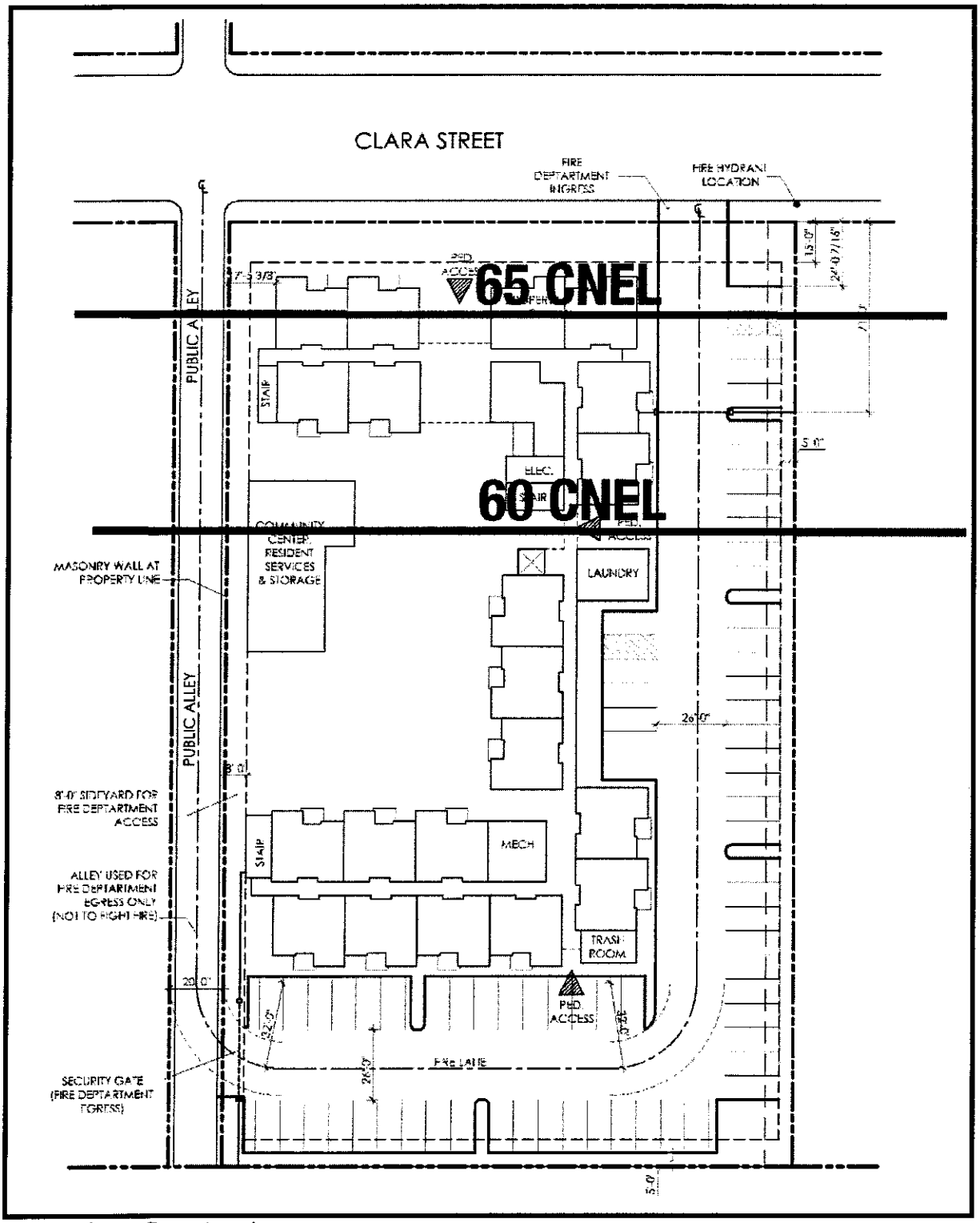
RW – Noise contour falls within roadway right-of-way.
† From Roadway Centerline

On-Site Traffic Noise Levels

Figure 9 shows the on-site noise exposure contours for the project site. The project's sensitive outdoor uses such as private patio areas and recreational areas should comply with the outdoor noise standard 65 CNEL. The closest buildings on the project site are located approximately 50 feet from the centerline of Clara Street. Figure 9 shows that closest homes could be exposed to a noise level of approximately 67 CNEL. Thus, the proposed buildings will be required to achieve 22 dB of outdoor-to-indoor noise reduction to meet the City's 45 CNEL interior noise standard for residential uses. Typical building construction, which includes mechanical ventilation to allow windows to remain closed, can achieve at least 20 dB of outdoor-to-indoor noise reduction. Detailed calculations are required to properly demonstrate that a building achieves more than 20 dB of noise reduction. The calculations require near complete architectural drawings for the proposed apartment buildings, which are not yet available. Buildings requiring more than 20 dB of outdoor-to-indoor noise reduction to meet the applicable noise standard are potentially significantly impacted and will require mitigation to ensure they meet the City's noise standards. This can usually be determined in a subsequent interior noise study.

The following mitigation measure is recommended to reduce interior noise levels to acceptable levels.

NS 3. Prior to the issuance of a building permit, a detailed noise assessment shall be prepared to demonstrate the interior levels shall not exceed 45 CNEL. Additionally, the noise assessment shall show



Source: Mestre Greve Associates

PMA
hil Martin & Associates, Inc.

Figure 9
Noise Contours

compliance with the outdoor noise standard of 65 CNEL and be applied to all private patio and recreation areas. The noise assessment shall be prepared by a qualified acoustical consultant and document the source of noise impacting the buildings and describe measures required to meet the City noise standard. All recommended measures to reduce noise levels to City standards shall be incorporated into the building plans.

b) ***Less Than Significant With Mitigation.*** The project would expose adjacent residents to ground borne vibration and ground borne noise levels during project grading and building construction due to the operation of heavy construction and soil compaction equipment as well as electrical and pneumatic equipment. The duration of ground borne vibration and noise levels would be short-term and only last a few days during the operation of the equipment. The largest source of vibration would be during the time to remove soil for the foundations of the apartment buildings and compact the soil for the new building foundations. Ground vibration and noise would not occur during the entire time to construct the project, only during actual grading and compaction activities. The ground borne vibration and construction noise would be temporary and primarily associated with initial grading and foundation work, which is done in the early phase of the actual building construction process. The ground borne vibration and construction noise would potentially impact those residents that are closest to the site - adjacent to and east and south of the site. Restricting foundation excavation and compaction to daytime hours during the week would reduce and minimize the number of adjacent residents that would be impacted and the duration of the time they would be impacted.

The operation of electrical and pneumatic construction equipment such as electric saws, nail guns, etc. could also generate noise and impact residents closest to the site. Restricting construction hours to those allowed by the Noise Ordinance would reduce noise impacts to adjacent residents to acceptable levels.

The following mitigation measures would reduce ground borne vibration and construction noise impacts to less than significant.

Mitigation Measure:

NS 4. All construction activities should be limited to the hours between 8 AM to 7 PM Monday through Saturday. All construction shall be prohibited on Sundays and national holidays.

NS 5. All building foundation excavation and compaction shall be restricted to the hours of 8 AM to 5 PM Monday through Friday.

NS 6. The following constructing practices be implemented by all project contractors to reduce construction noise levels:

- Ensure that construction equipment is properly muffled according to industry standards. All power construction equipment shall utilize noise shielding and muffling devices.
- Locate the construction staging area and noise-generating equipment away from adjacent residents as much as feasible.
- Schedule high noise-producing activities between the hours of 8 AM and 6 PM to minimize disruption to adjacent residents.

c) ***Less Than Significant Impact.*** As stated in Section "a" above, the increased long-term traffic noise level to the area roadway system due to the project is estimated to be less than 0.03 dB on the area roadways. As noted above, any noise level increase less than 3 dB is usually unnoticed by the average person, thus a 0.03 dB increase in noise level would not be perceptible and would not impact area residents. The increased number of automobiles on the site compared to the current condition and the noise generated by those vehicles such as doors slamming, cars starting, car alarms, etc. would result in periodic noise level increases. However, these are short-term events lasting short-periods of time and would not significantly increase the ambient noise levels in the area. While the project would increase the daily noise level on the site compared to the existing condition the noise level increase by a senior apartment project is not anticipated to be significant and exceed City noise level standards.

d) ***Less Than Significant With Mitigation.*** As discussed in "7a" above, the project would have temporary and periodic noise level increases during project construction. As noted, construction noise would occur and increase the ambient noise levels in the project vicinity during the short-term construction period. Implementation of the recommended mitigation measures in "a)" above along restricting construction noise to the hours allowed by the municipal code would mitigate short-term construction noise impacts to less than significant.

e) ***No Impact.*** As noted in Section "7g" above, the closest public airport to the project site is Hawthorne Airport, which is located approximately 13 miles to the west. Los Angeles International Airport is the next closest airport located approximately 17 miles west of the project site. The project would not impact airport operations at any public airports in the region or result in a safety hazard for people living or the project site. The project would have no safety impacts with regards to being within two miles of a public airport.

f) ***No Impact.*** The Compton Woodley Airport, which is located approximately five miles south of the site, is the closest private airport to the site as noted in Section "7h" above. Thus, the project is not located within two miles of a

private airport. The project would not expose project residents to excessive noise levels from a private airport.

3.12 POPULATION AND HOUSING

a) ***Less Than Significant Impact.*** The 65 senior apartments are estimated to generate approximately 97 residents[20]. The 16 vacant apartments on the site are estimated to have housed approximately 73 residents[21]. Therefore, the project is estimated to result in a net increase of 24 people. The project does not require the extension of roads or any other infrastructure to serve the project. The existing infrastructure has adequate capacity to serve the project without any upgrades or extensions. The project will not induce a substantial population growth due to the extension or an increase in the capacity of the existing infrastructure.

There is a need for affordable senior apartments in Los Angeles County, including Bell Gardens and surrounding communities. While many of the affordable senior apartments are anticipated to be occupied by existing city residents, some units may be occupied by seniors that live outside Bell Gardens. Senior citizens that live outside the community and move into the apartments will incrementally increase the population of Bell Gardens. The city anticipates that most of the future residents live in Bell Gardens, thus the project is not anticipated to directly generate an increase in the city's population and induce a substantial growth in the city's population. The future residents of the project would only result in the relocation of existing residents from their current place of residence in Bell Gardens to the project site, which would not increase the city's population. However, the argument could be made that the residences that are vacated by the seniors could be occupied by people moving into Bell Gardens, thus increasing the city's population. Some of the residents that may move into the proposed project may currently live with relatives, friends, or have other housing arrangements and upon their relocation would not result in a vacant apartment or other types of housing that would necessitate a replacement tenant. Therefore, the relocation of seniors into the project would not always result in an equal replacement of tenants. While the project could be expected to result in an incremental increase in the city's population, the increase is not anticipated to be significant and impact the population and housing numbers for the City's Housing Element. People would not, for the most part, move specifically to the site from outside the city and result in, or induce, a substantial population growth. The future tenants of the project are anticipated to be generated largely from within the City of Bell Gardens, not from people relocating to the site from outside the city.

[20] Based on an average of 1.5 residents/unit.
[21] Based on an average of 4.61 residents/unit per Census 2000 data.

The project also would not extend roads or infrastructure or construct new public roads or infrastructure that would induce a population growth in Bell Gardens. According to the California Department of Finance, *2005 City / County Population and Housing Estimates*, the City of Bell Gardens was estimated to have a population of 46,766 people with an estimated 4.82 persons per household as of January 1, 2008.[22] The project would not significantly increase the number of people that live in Bell Gardens and as a result, would not significantly change or impact the city's estimated population.

b) ***Less Than Significant Impact.*** The project will require the demolition of 16 vacant apartments. The tenants that previously occupied the apartments have moved to other replacement housing either in Bell Gardens or other areas outside Bell Gardens. Although the project will remove 16 apartments, no tenants will be displaced because the units are and have been vacant. The project proposes to construct 65 apartments, resulting in a net increase of 49 apartments. While the apartments are restricted to affordable senior residents, the project does provide replacement housing to the 16 units that will be demolished by the project. The project would have a less than significant impact with regards to displacing housing by resulting in a net increase of 49 apartments.

c) ***Less Than Significant Impact.*** The apartments are vacant so the demolition of the apartments would not displace any current tenants. The proposed 65 apartments could provide replacement housing for any of the previous residents that were seniors and meet the affordable housing criteria. The project would have less than significant impacts to people because it provides replacement housing even though it is limited to affordable seniors.

3.13 PUBLIC SERVICES

a) ***Less Than Significant Impact.*** The Los Angeles County Fire Department provides fire protection for the City of Bell Gardens. The project would incrementally increase the demand for fire protection services by the Fire Department. Due to an increase in the number of residents on the site, the Department would receive an incremental increase the number of service calls, which could impact their ability to respond to other service calls for fire protection. The project would be required to provide all applicable fire protection measures to comply with the building and fire codes. The incorporation of all applicable fire protection, fire suppression, fire alarms, etc. required by law to provide adequate fire safety would minimize project impacts to the Fire Department. The project provides a second point for emergency access from an existing alley at the southwest corner of the site. The compliance of the project with all applicable building and fire codes for

[22] State of California Department of Finance, Table 2: E-5 City/County Population and Housing Estimates, 1/1/2008

fire prevention and suppression would allow the Fire Department to provide an adequate level of service. The project is anticipated to have a less than significant impact to fire protection with the incorporation of all applicable fire and safety protection measures that are required for senior apartments.

b) ***Less Than Significant Impact.*** The City of Bell Gardens Police Department provides police protection for the city. The project would be expected to incrementally increase the demand for police services due to an increase in the number of residents on the site compared to the existing condition. The project would be required to install and maintain all building code and police department measures for safety and security such as adequate building exterior and parking lot lighting, safety door and window latches, no vegetation around windows to provide hiding places, clear visibility of the apartment units from Clara Street for police patrol units, etc. The project is not anticipated to significantly increase the number of additional calls for police service and impact the Department due to the various safety and security measures that would be required to be installed. Therefore, the project would have less than significant impacts on law enforcement services in the City of Bell Gardens Police Department.

c) ***No Impact.*** The project is in the Montebello Unified School District. The schools that serve the site include Bell Gardens Elementary School, Bell Gardens Intermediate School, and Bell Gardens High School.

The project would not generate students to area schools because the project is restricted to seniors, residents 55 years and older and children are not allowed. Although the project would not generate any students, the project would be required to pay school impact fees. The District collects a school impact fee of $2.97 per square foot for residential development and based on approximately 37,420 square feet of building area, the project would be required to pay a school impact fee of approximately $111,137.00. The exact school impact fee would be calculated and paid at the time building permits are issued. The payment of the required school impact fee would mitigate any impact the project would have on the District.

d) ***No Impact.*** The closest parks to the site are Gallant Park (0.27 acres), which is less than a quarter to the east and John Anson Ford Park (48 acres), less than one mile to the east. Gallant Park is considered a mini-park due to its size and the park facilities include a picnic table, bar-b-que grills, benches, park lighting, swings, a play structure, a sand area, and a small turf area. The senior residents are not anticipated to use existing city park facilities to the level they would significantly impact the parks. While some residents may use existing parks more than presently, the use is not anticipated to significantly increase and impact on city parks. Therefore, the project would not impact city parks.

e) ***No Impact.*** There are no other public facilities or city services that would be significantly impacted by the project. The developer would be required to pay public services impact fees that would be used to provide facilities and services that would be demanded by project residents to minimize the impacts of project residents to city facilities.

3.14 RECREATION

a) ***No Impact.*** The project would not significantly impact the usage of existing recreational facilities because the senior residents are not anticipated to use public recreational facilities to a level that would impact the facilities. The two parks closest to the project could provide recreational facilities for the residents. However, because the closest park is at least a quarter mile from the site, most of the residents would not walk to Gallant Park. For the residents that choose to walk to Gallant Park the number is anticipated to be minimal and unlikely to impact the park. John Anson Ford Park is approximately one mile east of the site and residents would most likely drive to that recreational facility. Again, it is not anticipated that project residents would significantly increase and impact that park due to the distance from the site. The project is not anticipated to impact either Gallant or John Anson Ford or any other city recreational facilities.

b) ***No Impact.*** The project proposes a separate Community Room within the project site. The Community Room would provide an area for project residents and their guests to meet for a variety of passive recreational activities. These passive facilities would meet the needs of most residents and the construction of new or the expansion of existing city recreational facilities would not be required. The project would not impact recreation facilities.

3.15 TRANSPORTATION/TRAFFIC

A traffic analysis was prepared for the project and a copy is included as Appendix F.

a) ***Less Than Significant Impact.*** Traffic counts were taken at the intersection of Clara Street at Eastern Avenue for both the morning and afternoon peak hours (AM, PM) to obtain current traffic volumes. The existing level of service (LOS) at this intersection is LOS A in the AM peak hour and LOS C in the PM peak hour. This intersection operates at an acceptable level of service, LOS D or better (City of Bell Gardens standard), during both the morning and afternoon peak hours.

The project is estimated to generate approximately 226 average daily traffic trips including 6 AM peak hour and 8 PM peak hour trips based on rates

published in the Institute of Transportation Engineers, *Trip Generation, 7th* Edition.

The Los Angeles County Congestion Management Program (CMP) Traffic Assessment (TIA) guidelines, which were followed in the preparation of the traffic study, establishes that a project requires a full traffic analysis if a project adds 50 or more peak hour traffic trips to a CMP route/intersection. Because the project does not add more than 50 peak hour trips to a CMP intersection the project is not considered to significantly impact the surrounding transportation network. Based on the results of the traffic analysis, the project would not significantly impact the Clara Street at Eastern Avenue intersection or any other area intersections.

b) ***Less Than Significant Impact.*** The project would not have any significant cumulative traffic impacts because the project is generating fewer than 226 daily trips. As noted in "3.15 a" above, the project is estimated to generate only 6 AM and 8 PM peak hour trips, which will not result in any significant cumulative traffic impacts.

c) ***No Impact.*** The project would not require the removal of any existing bus stops, bicycle racks, or other existing modes of alternative transportation. The project would not conflict with any adopted City policies that support alternative transportation.

d) ***No Impact.*** The project fronts on the south side of Clara Street, which is 47 feet wide from curb to curb at this location. There is a single west bound travel lane and two east bound travel lanes that transition to a single east bound lane in front of the site. The project entrance is proposed for the northeast corner of the site that is located at the point the two east bound lanes converge into a single east bound lane. Clara Street carries approximately 10,000 average daily vehicle trips and along with the transition of two lanes to a single lane at the project entrance there could be potential impacts associated with vehicles entering and exiting the site.

The traffic consultant prepared a striping plan for Clara Street to provide safe turning movements into and out of the project. The proposed striping plan would improve project ingress and egress. The implementation of the recommended striping improvements on Clara Street would have a positive impact by eliminating the existing hazards associated with the current street design.

The following mitigation measures are recommended to improve ingress and egress at the project entrance.

TR 1. The site plan shall include the following striping improvements and shall be provided before the first occupancy permit.

- At the intersection of Eastern Avenue and Clara Street, re-stripe both the east bound and west bound vehicle movements to allow for one left-turn lane, one thru-lane, and a defacto right turn lane (defacto right-turn is a non-striped right-turn lane that is assumed to exist when the pavement is a minimum of 19 feet from the curb line to the lane stripe).
- Modify the existing striping on Clara Street in front of the project site to include one 18 foot travel lane in both the east and west bound directions and a striped 11 foot wide two-way left turn lane median to help facilitate left-turns in and out of the project driveway.
- Maintain the current "No Stopping Any Time" zone along the entire length of the project frontage on Clara Street.

e) ***No Impact.*** The project proposes two points of access for emergency vehicle. The primary emergency vehicle access is the project entrance on Clara Street at the northeast corner of the site. The second point of emergency vehicle access is from the alley along the west project boundary at the southwest corner of the site. A locked gate at the alley emergency vehicle access will prohibit public access while allowing fire department access for emergencies. The two proposed points of access to the site would provide adequate emergency access without any significant impacts. The project would not impact or restrict the ability of emergency vehicles to access the site to responds to an emergency.

f) ***Less Than Significant Impact.*** The City of Bell Gardens does not have specific parking requirements for senior housing. However, the Institute of Transportation Engineers (ITE) Parking Generation (3rd Edition) report and other parking generation research on Adult Senior Housing facilities reveal the maximum peak parking demand by senior facilities does not exceed 0.68 spaces per dwelling unit, regardless of the number of bedrooms. The project proposes a total of 70 parking spaces, including 65 spaces for project residents, 4 visitor spaces, 1 handicap space, and 1 drop-off space. Based on the number of proposed units, the 65 parking spaces would be adequate to meet the parking needs of the residents. The 65 parking spaces will be protected by an electronic gate to ensure the parking spaces are available for use by the residents only, not the general public. The 4 visitor spaces are adequate to meet the parking needs of the general public. Overall, the project provides an adequate number of parking spaces.

3.16 UTILITIES AND SERVICE SYSTEMS

a) ***Less Than Significant Impact.*** The project is located in District No. 2 of the County Sanitation Districts of Los Angeles County, which provides sewage treatment for the City of Bell Gardens. All wastewater generated by the

project would be treated at the Joint Water Pollution Control Plant located in the City of Carson. The wastewater generated by the project is estimated to be approximately 10,140 gallons per day[23] and would not exceed the capacity of the Carson treatment plant. Although the project would incrementally increase the quantity of wastewater treated at this facility, the project wastewater would not cause the Joint Water Pollution Control Plant in the City of Carson to exceed treatment requirements of the Regional Water Quality Control Board. The project would have a less than significant impact on the Districts ability to meet Regional Water Quality Control Board wastewater treatment requirements.

b) ***Less Than Significant Impact.*** The wastewater generated by the project would enter a local sewer line in Clara Street that is maintained by the City and then flow downstream to a trunk sewer line system that is owned and maintained by the County Sanitation Districts. Wastewater from the project would enter into a city sewer line in Clara Street and flow west to a County trunk sewer in Eastern Avenue and then south to the Carson treatment plant.[24] The wastewater generated by the project would be treated at the Joint Water Pollution Control Plant in the City of Carson, which has a design capacity of 400 mgd and currently processes an average flow of 311.7 million gallons per day (mgd).[25] The project is estimated to generate approximately 10,140 gallons per day of sewage (7,044 net gallons per day when deducting the former on-site uses), which would not significantly impact the wastewater treatment plant. The Districts are authorized to charge a fee for the privilege of connecting to the District's Sewerage System or increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee would be required before a permit to construct to the sewer is issued. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). All expansion of Districts' facilities must be sized and service phased in a manner that would be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The project would not generate sewage that would impact the capacity of the Carson treatment plant. The payment of the required connection fee would allow the Districts to expand the plants, if necessary to accommodate the project. The project would have a less than significant impact on sewer facilities.

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[23] Los Angeles County Sanitation Districts, Table 1 Loading For Each Class of Land Use; Residential – Five Units or More, 156 gallons per unit per day.

[24] County Sanitation Districts of Los Angeles County, Ronnie Bertner, Engineering Technician, telephone communication August 1, 2008.

[25] Ibid.

The Southern California Water Company provides water to the site from an eight inch water main in Clara Street adjacent to the site. Water service for the project would also be served by this water main. While Southern California Water estimates it can serve the project with an adequate water supply, the project developer would have to submit final building plans to determine if any upgrades to the existing water main would be required in order to provide adequate water supply and fire flow. If required, the project developer would be required to construct any upgrades to the existing water main to ensure an adequate water supply and fire flow is available for the project.

c) ***No Impact.*** The project would generate approximately 0.12 cubic feet per second (cfs) of storm water less than presently generated from the site. As a result, the project would have a positive impact to the local storm drain system by incrementally increasing its capacity. The project would be required to retain the first ¾ of an inch of rainfall on the site. The first ¾ inch or rainfall can be retained by either a surface retention facility or an underground retention basin upon approval by the City Engineer. Any surface flows greater than the first ¾ inch of rainfall would be directed to the alley west of the site and ultimately to catch basins at the northeast corner of the intersection of Eastern Avenue and Jaboneria Road. Because the first ¾ inch of rainfall would have to be retained on-site and the fact the project would generate less surface water than existing conditions the project would not impact the existing storm drain system that serves the site.

d) ***Less Than Significant Impact.*** The project would increase the amount of water consumed compared to the existing condition. While the project would increase the consumption of water, the existing water supplies are sufficient to serve the project with existing entitlements without any significant impacts.

e) ***Less Than Significant Impact.*** The County Sanitation Districts of Los Angeles County has adequate capacity to treat the wastewater that would be generated by the project without impacting their ability to treat wastewater from existing commitments.[26]

f) ***Less Than Significant Impact.*** The Puente Hills Landfill serves the City of Bell Gardens. The City of Bell Gardens Municipal Code[27] encourages recycling when feasible to reduce solid waste volume. The project would be required to comply with the municipal code as applicable to reduce the volume of solid waste that would be generated from by the project. The solid waste generated by the project is not anticipated to have a significant impact on the life expectancy on the Puente Hills landfill because of recycling and the

[26] County Sanitation Districts of Los Angeles County, Ronnie Bertner, Engineering Technician, telephone conversation August 1, 2008.

[27] Municipal Code Title 16, Chapter 16.12 SOLID WASTE AND RECYCLABLE COLLECTION AND DISPOSAL.

resulting small amount of solid waste that would ultimately be hauled to the landfill. The solid waste generated by the project would have a less than significant impact on the life expectancy of the Puente Hills landfill.

g) ***No Impact.*** The City of Bell Gardens has a Recycling and Source Reduction Element to recycle materials and reduce the quantity of solid waste that is hauled to the landfill. The project would be required to implement all required solid waste reduction measures as part of the building permit process.

3.17 MANDATORY FINDINGS OF SIGNIFICANCE

a) ***No Impact.*** The project site is disturbed due to previous and existing development. Because the site has been disturbed and is in a highly urban area, there is no fish or wildlife habitat present on the site or on any of the property in the immediate project area. The project would not degrade the environmental quality of any fish and wildlife habitat or threaten to eliminate any plant or animal in the community because none exists on the site or property adjacent to the site. None of the buildings on the site qualify as historic structures. Therefore, no historical buildings would be impacted by the project. There is no evidence the on-site geology supports any paleontological resources that would be impacted by the project. The project does not have the potential to significantly impact any fish or wildlife species or eliminate any examples of California history or prehistory.

b) ***Less Than Significant Impact.*** The project does not have any individual impacts that could be cumulatively considerable. The individual impacts that have been identified by the project can be mitigated to less than significant levels by implementing the proposed mitigation measures. Therefore, the project impacts would not contribute to and have cumulatively considerable significant impacts.

c) ***Less Than Significant Impact.*** There are no impacts that have been identified with the project that could cause significant impacts either directly or indirectly on human beings. All potential impacts that have been identified can be mitigated to less than significant levels with implementation of recommended mitigation measures. As a result, the project would not cause significant adverse effects on human beings.

SECTION 4

References

I. City of Bell Gardens General Plan, July 27, 1995

II. City of Bell Gardens General Plan Update Final EIR, SCH 94111026, July 1995

III. City of Bell Gardens Municipal Code

IV. Air Quality Assessment for Bell Gardens Senior Housing, Mestre Greve Associates, August 19, 2008

V. Geotechnical Investigation, Proposed Senior Housing Development, 5714, 5720, 5722, and 5800 Clara Street, Bell Gardens, California, GEOCON Inland Empire Inc., June 6, 2008.

VI. Phase I Environmental Assessment, 5714 Through 5726 Clara Street, Bell Gardens, CA 90201 (APNs 6227-016-009, -027, and -028, SCS Engineers, June 10, 2008.

VII. Preliminary Hydrology Study for Senior Housing Project 5714 Clara Street, City of Bell Gardens, CA, Pro Active Engineering, August 2008

VIII. Noise Assessment for Bell Gardens Senior Housing, Mestre Greve Associates, August 19, 2008

IX. Terra Bella Traffic Study, Austin-Foust Associates, August 28, 2008

Sunrise Apartments

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

DOCUMENT FILED City Clerk's Office No: 81-2008 Certified by: DEC 24 2008 Date:

LEAD CITY AGENCY LOS ANGELES DEPARTMENT OF CITY PLANNING	**COUNCIL DISTRICT** 9
PROJECT TITLE ENV-2008-4470-MND	**CASE NO.** DIR-2008-4956-DB

PROJECT LOCATION
5111-5125 SOUTH MAIN STREET

PROJECT DESCRIPTION
CONSTRUCTION OF A NEW-FOUR STORY (APPROXIMATELY 45-FEET IN HEIGHT), 46-UNIT SENIOR (100%) AFFORDABLE HOUSING DEVELOPMENT WITH A MINIMUM OF 26 PARKING SPACES ON APPROXIMATELY 18,236 NET SQUARE FEET OF LAND IN THE C2-1VL ZONE. PURSUANT TO ORDINANCE NO. 179,681, THE APPLICANT IS REQUESTING DENSITY BONUS INCENTIVES APPLICABLE TO SENIOR AFFORDABLE HOUSING DEVELOPMENTS. THE FIRST INCENTIVE REQUESTED IS TO PERMIT A 3:1 FAR IN LIEU OF THE REQUIRED 1.5:1 FAR; THE SECOND INCENTIVE IS TO PERMIT AN INCREASED HEIGHT OF 48 FEET IN LIEU OF THE REQUIRED 45 FEET; THE THIRD INCENTIVE IS TO PERMIT A REDUCTION OF OPEN SPACE BY 10% WHICH WILL ALLOW FOR 5,175 SQUARE FEET OF OPEN SPACE IN LIEU OF THE REQUIRED 5,750 SQUARE FEET;. THE APPLICANT HAS ALSO INDICATED THAT THEY WILL EXPORT 4,100 CUBIC YARDS OF SOIL.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
AMCAL Sunrise Fund, LP
30141 Agoura Road, Suite 100
Agoura Hills, CA 91301-4332

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-make may adopt the mitigated negative declariation, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	TITLE	TELEPHONE NUMBER
HAYDEE URITA	PLANNING ASSISTANT	(213) 978-1453

ADDRESS	SIGNATURE (Official)	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	Maya E. Zaitzevsky	01/21/2009

I b2. **Aesthetics (Landscaping)**

- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a level of insignificance by the following measure:
- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the decision maker.

I b4. **Aesthetics (Graffiti)**

- Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a level of insignificance by the following measures:
- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from graffiti, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a public street or alley, pursuant to Municipal Code Section 91,8104.15.

I b7. **Aesthetics (Landscape Buffer)**

- Environmental impacts to adjacent residential properties may result due to the proposed use on the site. However, the potential impact will be mitigated to a level of insignificance by the following measures:
- A minimum five-foot wide landscape buffer shall be planted adjacent to the residential use.
- A landscape plan shall be prepared by a licensed landscape architect to the satisfaction of the decision maker.

I c1. **Aesthetics (Light)**

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a level of insignificance by the following measure:
- Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties.

c2. **Aesthetics (Glare)**

- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a level of insignificance by the following measure:
- The exterior of the proposed building shall be constructed of materials such as high-performance tinted non-reflective glass and pre-cast concrete or fabricated wall surfaces.

III d1. **Air Pollution (Stationary)**

- Adverse impacts upon future occupants may result from the project implementation due to existing ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a level of insignificance by the following measure:
- RESIDENTIAL - An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety.

IV f. **Tree Removal (Non-Protected Trees)**

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a level of insignificance by the following measures:
- Prior to the issuance of a grading permit or building permit, a plot plan prepared by a reputable tree expert, indicating the location, size, type, and condition of all existing trees on the site shall be submitted for approval by the decision maker and the Urban Forestry Division of the Bureau of Street Services. All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of desirable trees on the site, and to the satisfaction of the Urban Forestry Division of the Bureau of Street Services and the decision maker.
- Note: Removal of all trees in the public right-of-way shall require approval of the Board of Public Works. Contact: Urban Forestry Division at: 213-847-3077.

VI aii. **Seismic**

- Environmental impacts may result to the safety of future occupants due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a level of insignificance by the following measure:
- The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

VI b1. **Haul Routes**

- Environmental impacts on pedestrians and vehicles may result from project implementation due to haul routes. However, the potential impact will be mitigated to a level of insignificance by the following measures:
- Projects involving the import/export of 1,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

VI b2. **Erosion/Grading/Short-Term Construction Impacts**

- Short-term air quality and noise impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a level of insignificance by the following measures:
- **Air Quality**
- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- **Noise**
- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.
- **General Construction**
- Sediment carries with it other work-site pollutants such as pesticides, cleaning solvents, cement wash, asphalt, and car fluids that are toxic to sea life.
- All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

- Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.

VII b5. Explosion/Release (Asbestos Containing Materials)

- Due to the age of the building(s) being demolished, asbestos-containing materials (ACM) may be located in the structure(s). Exposure to ACM during demolition could be hazardous to the health of the demolition workers as well as area residents and employees. However, these impacts can be mitigated to a level of insignificance by the following measure:
- Prior to the issuance of any demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other State and Federal rules and regulations.
- Prior to issuance of any permit for demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

VIII b. Groundwater Quantity

- Environmental impacts to groundwater quantity may result from implementation of the proposed project through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations, or through substantial loss of groundwater recharge capacity. The Department of Building and Safety requires, when feasible, that applicants modify the structural design of a building so as not to need a permanent dewatering system. When a permanent dewatering system is necessary, the Department of Building and Safety require the following measures to mitigate the impacts to a level of insignificance:
- Pumping water to a beneficial use on site such as:
- 1. Landscape irrigation.
- 2. Decorative Fountains or lakes.
- 3. Toilet Flushing.
- 4. Cooling Towers.
- Return water to the groundwater basin by an injection well.

VIII c2. Single Family Dwelling (10+ Home Subdivision/Multi Family)

- Environmental impacts may result from the development of this project. However, the potential impacts will be mitigated to a level of insignificance by incorporating stormwater pollution control measures. Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following: (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/).
- Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Install Roof runoff systems where site is suitable for installation. Runoff from rooftops is relatively clean, can provide groundwater recharge and reduce excess runoff into storm drains.
- Design an efficient irrigation system to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers.

- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.
- In addition to the following provisions, applicant must meet the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board. including the following: (A copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/).

XI a2. Increased Noise Levels (Parking Structure Ramps)

- Environmental impacts may result from project implementation due to noise from cars using the parking ramp. However, the potential impacts will be mitigated to a level of insignificance by the following measures:
- Concrete, not metal, shall be used for construction of parking ramps.
- The interior ramps shall be textured to prevent tire squeal at turning areas.
- Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

XIII a. Public Services (Fire)

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

XIII c1. Public Services (Schools)

- Environmental impacts may result from project implementation due to the location of the project in an area with insufficient school capacity. However, the potential impact will be mitigated to a level of insignificance by the following measure:
- The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area.

XIII c2. Public Services (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 level of insignificance by the following measures:
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.
- 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.
- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.
- The developer and contractors shall maintain ongoing contact with administrator of Politi Elementary School. The administrataive offices shall be contaced 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 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.

XIV a. Recreation (Increase Demand For Parks Or Recreational Facilities)

- Environmental impacts may result from project implementation due to insufficient parks and/or recreational facilities. However, the potential impact will be mitigated by the following measure:
- Per Section 17. 12-A of the LA Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of condominiums, or Recreation and Park fees for construction of apartment buildings.

XV e. Inadequate Emergency Access

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

XVII b. 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 level of insignificance by imposing the above mitigation measures.

XVII d. 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)

LEAD CITY AGENCY:	COUNCIL DISTRICT:	DATE:
LOS ANGELES DEPARTMENT OF CITY PLANNING	CD 9 - JAN PERRY	11/13/2008

RESPONSIBLE AGENCIES: Department of City Planning

ENVIRONMENTAL CASE:	RELATED CASES:
ENV-2008-4470-MND	DIR-2008-4956-DB
PREVIOUS ACTIONS CASE NO.:	☐ Does have significant changes from previous actions. ✓ Does NOT have significant changes from previous actions.

PROJECT DESCRIPTION:
46 UNITS (100% AFFORDABLE SENIOR HOUSING)

ENV PROJECT DESCRIPTION:
CONSTRUCTION OF A NEW-FOUR STORY (APPROXIMATELY 45-FEET IN HEIGHT), 46-UNIT SENIOR (100%) AFFORDABLE HOUSING DEVELOPMENT WITH A MINIMUM OF 26 PARKING SPACES ON APPROXIMATELY 18,236 NET SQUARE FEET OF LAND IN THE C2-1VL ZONE. PURSUANT TO ORDINANCE NO. 179,681, THE APPLICANT IS REQUESTING DENSITY BONUS INCENTIVES APPLICABLE TO SENIOR AFFORDABLE HOUSING DEVELOPMENTS. THE FIRST INCENTIVE REQUESTED IS TO PERMIT A 3:1 FAR IN LIEU OF THE REQUIRED 1.5:1 FAR; THE SECOND INCENTIVE IS TO PERMIT AN INCREASED HEIGHT OF 48 FEET IN LIEU OF THE REQUIRED 45 FEET; THE THIRD INCENTIVE IS TO PERMIT A REDUCTION OF OPEN SPACE BY 10% WHICH WILL ALLOW FOR 5,175 SQUARE FEET OF OPEN SPACE IN LIEU OF THE REQUIRED 5,750 SQUARE FEET;. THE APPLICANT HAS ALSO INDICATED THAT THEY WILL EXPORT 4,100 CUBIC YARDS OF SOIL.

ENVIRONMENTAL SETTINGS:
THE SUBJECT PROPERTY IS AN APPROXIMATELY 18,222 NET SQUARE FOOT RECTANGULAR-SHAPED LOT THAT IS CURRENTLY DEVELOPED WITH AN EXISTING TWO-STORY MULTIFAMILY DWELLING AND A TWO-STORY COMMERCIAL/INDUSTRIAL BUILDING ALL OF WHICH WILL BE DEMOLISHED. THE SITE IS RELATIVELY FLAT WITH LESS THAN A 10% SLOPE. THE SUBJECT PROPERTY HAS THREE TREES OVER 18 INCHES IN DIAMETER, ALL OF WHICH WILL BE REMOVED. THE SUBJECT SITE FALLS WITHIN 500 FEET OF MAIN STREET ELEMENTARY SCHOOL. ADDITIONALLY, THE SUBJECT SITE FALLS WITHIN CRA(COMMUNITY REDEVELOPMENT AGENCY) COUNCIL DISTRICT 9 PROJECT AREA, THE CENTRAL CITY REVITALIZATION ZONE AND THE LOS ANGELES STATE ENTERPRISE ZONE. A 10 FOOT ALLEY ABUTS THE WESTERLY SIDE OF THE LOT. ADJACENT USES WITHIN 500-FEET OF THE SUBJECT PROPERTY ARE A MIX OF COMMERCIAL AND MULTI-FAMILY DWELLINGS TO THE NORTH AND EAST IN THE C2-1VL ZONE, AND MULTI-FAMILY DWELLINGS TO THE SOUTH AND WEST IN THE R2-1 ZONE; AND MAIN STREET ELEMENTARY SCHOOL FURTHER SOUTHEAST IN THE PF-1XL ZONE. MAIN STREET IS CLASSIFIED AS A MAJOR HIGHWAY CLASS I AND IS DEDICATED TO 100 FOOT WIDTH AT THE PROJECT'S STREET FRONTAGE. PLEASE NOTE: HALF THE AREA OF THE ABUTTING ALLEY (675 FEET) HAS BEEN ADDED AND RESULTS IN A TOTAL OF 18,911 TOTAL NET SQUARE FEET OF LOT AREA FOR DENSITY CALCULATION PURPOSES ONLY.

PROJECT LOCATION:
5111-5125 SOUTH MAIN STREET

COMMUNITY PLAN AREA:	AREA PLANNING COMMISSION:	CERTIFIED NEIGHBORHOOD COUNCIL:
SOUTHEAST LOS ANGELES STATUS: ✓ Does Conform to Plan ☐ Does NOT Conform to Plan	SOUTH LOS ANGELES	NONE

EXISTING ZONING: [Q]R1VL	**MAX. DENSITY/INTENSITY ALLOWED BY ZONING:** 47 UNITS	LA River Adjacent: NO
GENERAL PLAN LAND USE: General Commercial	**MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:** 47 UNITS	
	PROPOSED PROJECT DENSITY: 46 UNITS	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

✓ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

	PLANNING ASSISTANT	(213) 978-1453
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 that 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 Section XVII, "Earlier Analysis," cross referenced).
5. Earlier analysis must 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 whichever 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.

✓ AESTHETICS	✓ HAZARDS AND HAZARDOUS MATERIALS	✓ PUBLIC SERVICES
☐ AGRICULTURAL RESOURCES	✓ HYDROLOGY AND WATER QUALITY	✓ RECREATION
✓ AIR QUALITY	✓ LAND USE AND PLANNING	✓ TRANSPORTATION/CIRCULATION
✓ BIOLOGICAL RESOURCES	☐ MINERAL RESOURCES	✓ UTILITIES
☐ CULTURAL RESOURCES	✓ NOISE	✓ MANDATORY FINDINGS OF SIGNIFICANCE
✓ GEOLOGY AND SOILS	☐ POPULATION AND HOUSING	

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

Background

PROPONENT NAME:
AMCAL Sunrise Fund, LP

PHONE NUMBER:
(818) 706-0694

APPLICANT ADDRESS:
30141 Agoura Road, Suite 100
Agoura Hills, CA 91301-4332

AGENCY REQUIRING CHECKLIST:
DEPARTMENT OF CITY PLANNING

DATE SUBMITTED:
11/03/2008

PROPOSAL NAME (if Applicable):

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
I. AESTHETICS					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?				✓
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?				✓
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?		✓		
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?		✓		
II. AGRICULTURAL RESOURCES					
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?				✓
b.	CONFLICT THE EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?				✓
c.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE?				✓
III. AIR QUALITY					
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT 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 AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?		✓		
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?				✓
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?				✓
IV. BIOLOGICAL RESOURCES					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?				✓
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME 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?				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?		✓		
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?				✓
V. CULTURAL RESOURCES					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA 15064.5?				✓
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA 15064.5?				✓
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?				✓
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?				✓
VI. GEOLOGY AND SOILS					
a.	EXPOSURE OF 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.				✓
	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : STRONG SEISMIC GROUND SHAKING?		✓		
c.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING : SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?		✓		
d.	EXPOSURE OF 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 POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?				✓
g.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?				✓
h.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?				✓
VII. HAZARDS AND HAZARDOUS MATERIALS					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS?				✓
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?		✓		

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?				✓
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?				✓
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?				✓
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?				✓
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?				✓
VIII.	HYDROLOGY AND WATER QUALITY				
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?			✓	
b.	SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?				✓
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?				✓
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN 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 PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?				✓
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN 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?				✓
IX.	LAND USE AND PLANNING				
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?		✓		
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?				✓
X. 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?				✓
XI. NOISE					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?		✓		
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?			✓	
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?			✓	
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?		✓		
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?				✓
XII. 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?			✓	
XIII. PUBLIC SERVICES					
a.	FIRE PROTECTION?		✓		
b.	POLICE PROTECTION?			✓	
c.	SCHOOLS?		✓		
d.	PARKS?				✓
e.	OTHER GOVERNMENTAL SERVICES (INCLUDING ROADS)?			✓	
XIV. RECREATION					

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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?				✓
XV. TRANSPORTATION/CIRCULATION					
a.	CAUSE AN INCREASE IN TRAFFIC WHICH IS SUBSTANTIAL IN RELATION TO THE EXISTING TRAFFIC LOAD AND CAPACITY OF THE STREET SYSTEM (I.E., RESULT IN A SUBSTANTIAL INCREASE IN EITHER THE NUMBER OF VEHICLE TRIPS, THE VOLUME TO RATIO CAPACITY ON ROADS, OR CONGESTION AT INTERSECTIONS)?				✓
b.	EXCEED, EITHER INDIVIDUALLY OR CUMULATIVELY, A LEVEL OF SERVICE STANDARD 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 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.	RESULT IN INADEQUATE PARKING CAPACITY?				✓
g.	CONFLICT WITH ADOPTED POLICIES, PLANS, OR PROGRAMS SUPPORTING ALTERNATIVE TRANSPORTATION (E.G., BUS TURNOUTS, BICYCLE RACKS)?				✓
XVI. UTILITIES					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?				✓
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?				✓
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?				✓
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?				✓
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECTS PROJECTED DEMAND IN ADDITION TO THE PROVIDERS				✓
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECTS SOLID WASTE DISPOSAL NEEDS?				✓
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?		✓		
XVII. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE				✓

		Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
	MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?				
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? (CUMULATIVELY CONSIDERABLE MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).		✓		
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?				✓

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-2008-4470-MND** and the associated case(s), **DIR-2008-4956-DB** . Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) <u>will not:</u>

- 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.

<u>ADDITIONAL INFORMATION:</u>

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.

<u>For City information, addresses and phone numbers:</u> visit the City's website at http://www.lacity.org ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - http://gmw.consrv.ca.gov/shmp/
Engineering/Infrastructure/Topographic Maps/Parcel Information - http://boemaps.eng.ci.la.ca.us/index01.htm or
City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
HAYDEE URITA	PLANNING ASSISTANT	(213) 978-1453	12/23/2008

	Impact?	Explanation	Mitigation Measures

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS			
a.	NO IMPACT	THERE ARE NO SCENIC VISTAS VISABLE FROM THE PROJECT SITE. NO IMPACT WOULD RESULT.	
b.	NO IMPACT	THE PROJECT SITE DOES NOT CONTAIN ANY SCENIC RESOURCES OR ANY LOCALLY-RECOGNIZED DESIRABLE FEATURES WITHIN A SCENIC HIGHWAY. NO IMPACT WOULD RESULT.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE C2-1VL ZONE LIMITS RESIDENTIAL DEVELOPMENTS UP TO 45 FEET AND THE RESIDENTIAL DEVELOPMENT IS PROPOSED TO BE UP TO 48FEET IN HEIGHT. LANDSCAPING WIL BE REQUIRED TO REDUCE THE VISUAL IMPACT OF THE LARGER STRUCTURE. AFTER COMPLIYING WITH THE FOLLOWING MITIGATION MEASURES AND COMPLYING WITH DIR-2008-4956-DB, THE IMPACTS WILL BE LESS THAN SIGNIFICANT.**	I b2, I b4
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROPOSED 46-UNIT SENIOR AFFORDABLE HOUSING DEVELOPMENT WILL BE UP TO 48-FEET IN HEIGHT. AFTER COMPLYING WITH THE FOLLOWING MITIGATION MEASURES THE IMPACT WILL BE LESS THAN SIGNIFICANT.**	I b7, I c1, I c2
II. AGRICULTURAL RESOURCES			
a.	NO IMPACT	THE SITE IS ZONED FOR COMMERCIAL USE AND DOES NOT CONTAIN FARMLAND OF ANY TYPE. NO IMPACT WILL RESULT.	
b.	NO IMPACT	THE SITE IS ZONED FOR COMMERCIAL USE AND DOES NOT CONTAIN FARMLAND OF ANY TYPE. NO IMPACT WILL RESULT.	
c.	NO IMPACT	THE PROJECT WILL NOT RESULT IN CONVERSION OF FARMLAND TO NON-AGRICULTURAL USE.	
III. AIR QUALITY			
a.	LESS THAN SIGNIFICANT IMPACT	THE PROPSOED 46-UNIT SENIOR AFFORDABLE HOUSING DEVELOPMENT WILL NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF EITHER PLAN.	

	Impact?	Explanation	Mitigation Measures
	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE CONSTRUCTION PHASE MAY INCREASE THE EXISTING BASIN-WIDE AIR QUALITY VIOLATIONS, HOWEVER, THESE IMPACTS WILL BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL BY THE PROPOSED MITIGATION MEASURES.**	III d1
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE CONSTRUCTION PHASE MAY INCREASE THE EXISTING BASIN-WIDE AIR QUALITY VIOLATIONS, HOWEVER, THESE IMPACTS WILL BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL BY THE PROPOSED MITIGATION MEASURES.**	SEE III D1
d.	NO IMPACT	THE OPERATIONAL IMPACTS TO THE OCCUPANTS WILL BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL BY THE USE OF AN AIR FILTRATION SYSTEM.	
e.	NO IMPACT	NO OBJECTIONABLE ODORS ARE ANTICIPATED TO RESULT FROM THIS RESIDENTIAL PROJECT.	
IV. BIOLOGICAL RESOURCES			
a.	NO IMPACT	NO SENSITIVE SPECIES ARE EXPECTED TO BE LOCATED ON THE SITE. NO IMPACT WILL RESULT.	
	NO IMPACT	THE SITE DOES NOT CONTAIN RIPARIAN HABITAT OR SENSITIVE NATURAL COMMUNITIES. NO IMPACT WOULD RESULT.	
c.	NO IMPACT	THE SITE DOES NOT CONTAIN WETLANDS. NO IMPACT WOULD RESULT.	
d.	NO IMPACT	THE SITE DOES NOT CONTAIN WILDLIFE CORRIDORS OR NURSERY SITES. NO IMPACT WILL RESULT.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROPOSED RESIDENTIAL PROJECT SITE CONTAINS 3-TREES OVER 18 INCHES IN DIAMETER, ALL OF WHICH WILL BE REMOVED. AFTER COMPLIANCE WITH THE FOLLOWING MITIGATIONS THE IMPACT WILL BE LESS THAN SIGNIFICANT.**	IV f
f.	NO IMPACT	THE PROPOSED RESIDENTIAL PROJECT WILL NOT CONFLICT WITH ANY HABITAT CONSERVATION PLANS.	
V. CULTURAL RESOURCES			
a.	NO IMPACT	THE SITE DOES NOT CONTAIN ANY HISTORIC RESOURCES. NO IMPACT WOULD RESULT.	

	Impact?	Explanation	Mitigation Measures
	NO IMPACT	THE PROPOSED RESIDENTIAL PROJECT IS NOT LOCATED IN AN AREA OF KNOWN ARCHAEOLOGICAL RESOURCES. NO IMPACT WOULD RESULT.	
c.	NO IMPACT	THE PROPOSED RESIDENTIAL PROJECT IS NOT LOCATED IN AN AREA OF KNOWN PALEONTOLOGICAL RESOURCES. NO IMPACT WOULD RESULT.	
d.	NO IMPACT	NO HUMAN REMAINS ARE ANTICIPATED TO BE LOCATED AT THE PROJECT SITE. NO IMPACT WOULD RESULT.	
VI. GEOLOGY AND SOILS			
a.	NO IMPACT	THE SITE IS NOT LOCATED IN AN ALQUIST PRIOLO ZONE. NO IMPACT WOULD RESULT.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE SUBJECT PROPERTY IS SUBJECT TO STRONG SEISMIC SHAKING; HOWEVER, THIS IMPACT WILL BE REDUCED TO A LESS THAN SIGNIFICANT LEVEL BY FOLLOWING THE UNIFORM BUILDING CODE STANDARDS DURING CONSTRUCTION.**	VI aii, VI b2
	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE SITE IS LOCATED IN AN AREA THAT IS SUSCEPTIBLE TO LIQUEFACTION. AFTER COMPLIANCE WITH THE FOLLOWING MITIGATION MEASURES THE IMPACT WILL BE LESS THAN SIGNIFICANT.**	
d.	NO IMPACT	THE PROPOSED RESIDENTIAL PROJECT SITE DOES NOT CONTAIN EXPANSIVE SOILS. NO IMPACT WOULD RESULT.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**AS INDICATED ON THE ENVIRONMENTAL ASSESSMENT FORM AND REVISED PLOT PLAN (STAMP MAP DATED DEC. 11,2008), THE APPLICANT IS EXPORTING APPROXIMATELY 4,100 CUBIC YARDS OF SOIL. AFTER COMPLYING WITH THE FOLLOWING MITIGATION MEASURES THE IMPACT WILL BE LESS THAN SIGNIFICANT.**	VI b1
f.	NO IMPACT	THE PROPERTY IS STABLE AND IS NOT ANTICIPATED TO BECOME UNSTABLE DUE TO CONSTRUCTION OF THE PROJECT.	
g.	NO IMPACT	THE PROPOSED RESIDENTIAL PROJECT SITE DOES NOT CONTAIN EXPANSIVE SOILS. NO IMPACT WOULD RESULT.	

	Impact?	Explanation	Mitigation Measures
	NO IMPACT	NO SEPTIC TANKS ARE PROPOSED AS PART OF THIS PROJECT. NO IMPACT WOULD RESULT.	
VII. HAZARDS AND HAZARDOUS MATERIALS			
a.	NO IMPACT	NO HAZARDOUS MATERIALS ARE PROPOSED TO BE ROUTINELY TRANSPORTED, USED, OR DISPOSED OF AS PART OF THIS RESIDENTIAL PROJECT.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE STRUCTURES LOCATED ON THE SITE MAY CONTAIN ASBESTOS CONTAINING MATERIALS (ACM). AN ACM SURVEY AND REMOVAL O FANY ACM MUST BE COMPLETED PRIOR TO THE ISSUANCE OF THE DEMOLITION PERMIT TO MITIGATE THE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.**	VII b5
c.	NO IMPACT	THE PROPOSED PROJECT DOES NOT FALL WITHIN A METHANE SITE. NO IMPACT WILL RESULT.	
d.	NO IMPACT	THE SITE IS NOT LOCATED ON A HAZARDOUS-MATERIALS LIST. NO IMPACT WOULD RESULT.	
e.	NO IMPACT	THE SITE IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN. THE PROPOSED RESIDENTIAL PROJECT WOULD NOT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE AREA.	
f.	NO IMPACT	THE SITE IS NOT LOCATED NEAR A PRIVATE AIRSTRIP. THE PROPOSED RESIDENTIAL PROJECT WOULD NOT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE AREA.	
g.	NO IMPACT	THE PROPOSED RESIDENTIAL PROJECT WOULD NOT INTERFERE WITH ANY EMERGENCY RESPONSE OR EVACUATION PLANS. NO IMPACT WOULD RESULT.	
h.	NO IMPACT	THE PROPOSED RESIDENTIAL PROJECT SITE IS NOT LOCATED IN AN AREA OF WILDLAND FIRES. NO IMPACT WOULD RESULT.	
VIII. HYDROLOGY AND WATER QUALITY			
a.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED RESIDENTIAL DEVELOPMENT OF THE SITE IS NOT PROJECTED TO VIOLATE ANY WATER QUALITY OR WASTE DISCHARGE REQUIREMENTS.	

	Impact?	Explanation	Mitigation Measures
	NO IMPACT	THE PROPOSED RESIDENTIAL PROJECT SHOULD NOT CAUSE THE DEPLETION OF GROUNDWATER SUPPLIES OR THE INTERFERENCE OF GROUNDWATER RECHARGE. THE PROJECT WILL CONTINUE TO BE SUPPLIED WITH WATER BY THE LA DWP.	
c.	NO IMPACT	THE PROPOSED RESIDENTIAL PROJECT SITE DOES NOT CONTAIN A STREAM OR RIVER. THE SITE CURRENTLY DRAINS INTO THE SEWER AS WILL THE PROPOSED PROJECT. NO IMPACT WILL RESULT.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROPOSED RESIDENTIAL PROJECT WILL BE REQUIRED TO CONTROL STORMWATER RUNOFF USING BEST MANAGEMENT PRACTICES AND A RETENTION BASIN. AFTER IMPLEMENTATION OF MITIGATION MEASURES, THE IMPACT WILL BE LESS THAN SIGNIFICANT.**	VIII b SEE VIII C2
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROPOSED RESIDENTIAL PROJECT WILL BE REQUIRED TO CONTROL STORMWATER RUNOFF USING BEST MANAGEMENT PRACTICES AND A RETENTION BASIN. AFTER IMPLEMENTATION OF MITIGATION MEASURES, THE IMPACT WILL BE LESS THAN SIGNIFICANT.**	VIII c2
f.	NO IMPACT	THE PROPOSED RESIDENTIAL PROJECT IS NOT ANTICIPATED TO SUBSTANTIALLY DEGRADE WATER QUALITY.	
g.	NO IMPACT	THE PROPERTY IS NOT LOCATED IN A FLOOD ZONE. NO IMPACT WOULD RESULT.	
h.	NO IMPACT	THE PROPERTY IS NOT LOCATED IN A FLOOD ZONE. NO IMPACT WOULD RESULT.	
i.	NO IMPACT	THE PROPERTY IS NOT LOCATED IN A POTENTIAL DAM INUNDATION ZONE. THE IMPACT IS CONSIDERED LESS THAN SIGNIFICANT.	
j.	NO IMPACT	THE SUBJECT PROPERTY IS NOT LOCATED WITHIN A INUNDATION ZONE FOR SEICHES, TSUNAMIS OR MUDFLOW. NO IMPACT WOULD RESULT.	
IX. LAND USE AND PLANNING			

	Impact?	Explanation	Mitigation Measures
	NO IMPACT	THE PROPOSED RESIDENTIAL PROJECT IS SURROUNDED BY MULTI-FAMILY DEVELOPMENT AND COMMERCIAL DEVELOPMENT, AND WOULD NOT RESULT IN PHYSICALLY DIVIDING AN ESTABLISHED COMMUNITY.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE APPLICANT IS ALLOWED UP TO 47 UNITS BY RIGHT ON THE 18,897 (INCLUDES HALF THE AREA OF THE ALLEY) NET SQUARE FOOT SITE IN THE C2-1VL ZONE. PER ORDINANCE NO. 179681, AND DIR-2008-4956-DB, THE APPLICANT IS REQUESTING DENSITY BONUS INCENTIVES APPLICABLE TO SENIOR AFFORDABLE HOUSING PROJECTS. THE PROPOSED 46-UNIT SENIOR AFFORDABLE HOUSING DEVELOPMENT IS COMPATIBLE WITH THE SURROUNDING NEIGHBORHOOD CHARACTER. AFTER COMPLIANCE WITH DIR-2008-4956-DB, THE IMPACTS WILL BE LESS THAN SIGNIFICANT.**	SEE EXPLANATION.
c.	NO IMPACT	THE PROPOSED RESIDENTIAL PROJECT WILL NOT CONFLICT WITH ANY APPLICABLE CONSERVATION OR NATURAL COMMUNITY CONSERVATION PLANS DUE TO ITS LOCATION IN A DEVELOPED, URBAN AREA.	
X. MINERAL RESOURCES			
a.	NO IMPACT	THE SITE IS NOT LOCATED IN A KNOWN AREA OF MINERAL RESOURCES. NO IMPACT IS EXPECTED TO RESULT.	
b.	NO IMPACT	THE SITE IS NOT LOCATED IN A KNOWN AREA OF MINERAL RESOURCES. NO IMPACT IS EXPECTED TO RESULT.	
XI. NOISE			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE FOLLOWING MITIGATION MEASURES SHALL BE IMPLEMENTED TO REDUCE THE NOISE IMPACTS OF PARKING RAMPS TO A LESS THAN SIGNIFICANT LEVEL.**	XI a2
b.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED RESIDENTIAL PROJECT CONSTRUCTION WILL BE TYPICAL OF OTHER MULTI-FAMILY RESIDENCES IN THE AREA AND IS NOT ANTICIPATED TO RESULT IN EXCESSIVE GROUNDBORNE VIBRATION OR NOISE LEVELS.	

	Impact?	Explanation	Mitigation Measures
	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED RESIDENTIAL PROJECT IS ANTICIPATED TO RESULT IN A LESS THAN SIGNIFICANT INCREASE IN THE AMBIENT NOISE LEVELS.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**DURING CONSTRUCTION OF THE PROJECT, THE APPLICANT WILL BE REQUIRED TO COMPLY WITH THE CITY'S NOISE ORDINANCE AND THE ATTACHED CONSTRUCTION NOISE MITIGATION MEASURES TO REDUCE THE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.**	SEE MITIGATION MEASURE VI B2.
e.	NO IMPACT	THE PROPOSED RESIDENTIAL PROJECT IS NOT LOCATED WITHIN AN AIRPORT LAND USE PLAN. NO IMPACT WOULD RESULT.	
f.	NO IMPACT	THE PROPOSED RESIDENTIAL PROJECT IS NOT LOCATED IN THE VICINITY OF A PRIVATE AIRSTRIP. NO IMPACT WOULD RESULT.	
XII. POPULATION AND HOUSING			
a.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED 46-UNIT SENIOR AFFORDABLE HOUSING DEVELOPMENT SHOULD NOT INTRODUCE SUBSTANTIAL POPULATION GROWTH. THE IMPACT WILL BE LESS THAN SIGNIFICANT.	
b.	LESS THAN SIGNIFICANT IMPACT	NO NET UNITS WILL BE DISPLACED AS A RESULT OF THIS PROJECT.	
c.	LESS THAN SIGNIFICANT IMPACT	THE PROPOSED PROJECT WOULD NOT INVOLVE OR CAUSE THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE. PURSUANT TO PUBLIC RESOURCES CODE SECTION 21082.2(C) (CEQA GUIDELINES SECTION 15064 (E)), NO SUBSTANTIAL EVIDENCE EXISTS THAT ESTABLISHES A NEXUS BETWEEN THE PROJECT AND THE THE DIRECT OR INDIRECT NEED TO CONSTRUCT NEW HOUSING ELSEWHERE IN THE CITY OF LOS ANGELES. THE PROJECT WOULD PROVIDE A NET INCREASE IN THE CITY'S HOUSING STOCK. FURTHERMORE, TENANT RELOCATION IN BEING PROVIDED AS MANDATED BY LAW, FOR THOSE TENANTS BEING DISPLACED BY THE PROPOSED PROJECT.	
XIII. PUBLIC SERVICES			

	Impact?	Explanation	Mitigation Measures
	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROPOSED RESIDENTIAL PROJECT IS LOCATED IN AN AREA WITH INADEQUATE FIRE RESPONSE TIMES. THE PROJECT WILL BE REVIEWED BY THE LA FIRE DEPARTMENT WHO MAY REQUIRE MITIGATION TO REDUCE THE FIRE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.**	XIII a
b.	LESS THAN SIGNIFICANT IMPACT	THE RESIDENTIAL PROJECT SHOULD NOT RESULT IN AN INCREASE OF POLICE RESPONSE TIMES. NO IMPACT WOULD RESULT.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROPOSED RESIDENTIAL PROJECT MAY INCREASE THE DEMAND ON AREA SCHOOLS, HOWEVER THE IMPACT WILL BE REDUCED TO A LESS THAN SIGNIFICANT LEVEL BY THE PAYMENT OF SCHOOL FEES TO LAUSD.**	XIII c1, XIII c2
d.	NO IMPACT	THE PROPOSED RESIDENTIAL PROJECT MAY RESULT IN AN INCREASE IN THE USE OF PARKS, HOWEVER, THIS IMPACT WILL BE REDUCED TO A LESS THAN SIGNIFICANT LEVEL BY THE PAYMENT OF QUIMBY FEES. SEE MITIGATION MEASURE NO. XIV A	
e.	LESS THAN SIGNIFICANT IMPACT	MAIN STREET IS DEDICATED TO A 100-FOOT WIDTH AT THE PROJECT'S STREET FRONTAGE; NO IMPACT WILL RESULT.	
XIV. RECREATION			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE INCREASED USE OF PARKS BY THIS RESIDENTIAL PROJECT WILL BE MITIGATED BY THE PAYMENT OF QUIMBY FEES.**	XIV a
b.	NO IMPACT	THE CONSTRUCTION OF A 46-UNIT SENIOR AFFORDBALE HOUSING DEVLEOPMENT WILL NOT RESULT IN THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES.	
XV. TRANSPORTATION/CIRCULATION			
a.	NO IMPACT	THE C2-1VL ZONE ALLOWS A DENSITY OF UP TO 47 UNITS BY RIGHT AND THE APPLICANT IS PROPOSING 46 UNITS. A TWO-STORY MULTIFAMILY DWELLING EXISTS ON SITE, THEREFORE THE PROJECT WILL RESULT IN AN INCREASE OF APPROXIMATELY 40 HOUSING UNITS. NO IMPACTS WILL RESULT FOR THE PROPOSED 46 SENIOR AFFORDABLE	

	Impact?	Explanation	Mitigation Measures
		HOUSING UNITS WITH A MINIMUM OF 26 PARKING SPACES.	
b.	NO IMPACT	THE PROPOSED PROJECT WILL NOT RESULT IN A SUBSTANTIAL INCREASE IN THE LEVEL OF SERVICE ON THE LOCAL STREETS.	
c.	NO IMPACT	NO CHANGE IN AIR TRAFFIC PATTERNS WILL RESULT FROM THE PROPOSED RESIDENTIAL PROJECT.	
d.	NO IMPACT	THE PROJECT DOES NOT INCLUDE ANY HAZARDOUS DESIGN FEATURES. NO IMPACT WOULD RESULT.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**BOTH LADOT AND LAFD WILL REVIEW THE PROJECT'S EMERGENCY ACCESS TO ENSURE THAT POTENTIAL IMPACTS ARE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL.**	XV e
f.	NO IMPACT	PER LAMC 12.22 A.25-D.2, THE PROJECT MUST PROVIDE 0.5 PARKING SPACES PER DWELLING UNIT FOR ANY PROJECT CONTAINING UNITS DESIGNED FOR SENIOR CITIZENS. THUS A MINIMUM OF 23 PARKING SPACES ARE REQUIRED AND THE PROJECT PROVIDES A MINIMUM OF 26 PARKING SPACES WHICH SATISFIES THE LAMC REQUIREMENT. NO IMPACT WILL RESULT.	
g.	NO IMPACT	THE PROPOSED PROJECT WILL FOLLOW ALL LAND USE PLANS AND POLICIES AND WILL NOT CONFLICT WITH ANY ALTERNATIVE TRANSPORTATION POLICIES.	
XVI. UTILITIES			
a.	NO IMPACT	THE PROPOSED 46-UNIT SENIOR AFFORDABLE HOUSING DEVELOPMENT SHOULD NOT EXCEED THE WASTEWATER TREATMENT REQUIREMENTS OF THE LOS ANGELES REGIONAL WATER QUALITY CONTROL BOARD.	
b.	NO IMPACT	THE CONSTRUCTION OF THIS 46-UNIT SENIOR AFFORDABLE HOUSING DEVELOPMENT WILL NOT REQUIRE THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR THE EXPANSION OF EXISTING FACILITIES.	

	Impact?	Explanation	Mitigation Measures
c.	NO IMPACT	THIS 46-UNIT SENIOR AFFORDABLE HOUSING DEVELOPMENT SHOULD NOT REQUIRE THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES.	
d.	NO IMPACT	THE DEPARTMENT OF WATER AND POWER HAS ADEQUATE SUPPLIES TO SERVE THIS RESIDENTIAL PROJECT. THE PROJECT MAY RESULT IN A NET DECREASE OF WATER USAGE DUE TO THE DECREASE OF UNITS.	
e.	NO IMPACT	ANY INCREASE IN WASTEWATER, IF THERE IS ANY, CAN BE ACCOMMODATED BY THE WASTEWATER TREATMENT PROVIDER. THE IMPACT WILL BE LESS THAN SIGNIFICANT.	
f.	NO IMPACT	THE LOCAL LANDFILLS HAVE SUFFICIENT CAPACITY TO SERVE THE RESIDENTIAL PROJECT.	
g.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROJECT WILL BE REQUIRED TO PROVIDE ON-SITE RECYCLING TO REDUCE THE AMOUNT OF TRASH GOING TO LANDFILLS. THIS WILL REDUCE THE SOLID WASTE IMPACT TO A LESS THAN SIGNIFICANT LEVEL.**	XVI f
XVII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	NO IMPACT	THE PROPOSED PROJECT DOES NOT RESULT IN ANY IMPACTS THAT WOULD CAUSE THE ABOVE.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	**THE PROPOSED 46-UNIT SENIOR AFFORDABLE HOUSING DEVELOPMENT WITH A MINIMUM OF 26 PARKING SPACES WILL RESULT IN ENVIRONMENTAL IMPACTS, HOWEVER EACH IMPACT CAN BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL WITH THE INCORPORATION OF THE ATTACHED MITIGATION MEASURES. AS SUCH, THE CUMULATIVE IMPACT OF THE PROPOSED PROJECT WILL NOT RESULT IN ANY CUMULATIVE IMPACTS.**	XVII b
c.	NO IMPACT	AFTER IMPLEMENTATION OF MITIGATION MEASURES, THE PROPOSED PROJECT DOES NOT HAVE ANY SIGNIFICANT DIRECT OR INDIRECT IMPACTS TO HUMAN BEINGS.	