

CITY OF LOS ANGELES  
OFFICE OF THE CITY CLERK

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**PROPOSED MITIGATED NEGATIVE DECLARATION**

**LEAD CITY AGENCY**  
City of Los Angeles

**COUNCIL DISTRICT**  
2

**PROJECT TITLE**  
ENV-2015-2360-MND

**CASE NO.**  
CPC-2015-2361-ZC-HD-SPR, VTT-73529-SL

**PROJECT LOCATION**  
13103 - 13225 West Victory Boulevard

**PROJECT DESCRIPTION**

A Vesting Tentative Tract Map to permit the merger and re-subdivision of 18 lots and one public alley into 63 small lots for the purpose of the construction, use, and maintenance of 63 small lot homes and a total of 143 on-site parking spaces, inclusive of 17 guest parking spaces. The subject site is currently vacant and was last developed with a 72 unit apartment building that was demolished in 2007.

In addition to the Tentative Tract Map, the project is in request of a Zone and Height District change from [Q]R3-1XL and (T)(Q)RAS3-1VL to (T)(Q)RAS3-1VL and a Site Plan Review for the creation of more than 50 residential units.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY**

Phil Bacerra, Warmington Residential  
3090 Pullman Street  
Costa Mesa, CA 92626

**FINDING:**

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

(CONTINUED ON PAGE 2)

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

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

**NAME OF PERSON PREPARING THIS FORM**

**TITLE**

**TELEPHONE NUMBER**

JENNAFER MONTERROSA

City Planning Associate

(213) 978-1377

**ADDRESS**

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



**EXHIBIT C**

(Light)

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

**X-60. Land Use/Planning**

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

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

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- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

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

- Environmental impacts to future occupants may result from this project's implementation due to mobile noise. However, these impacts will be mitigated to a less than significant level by the following measures:
- All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
- The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

**XIV-10. Public Services (Fire)**

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

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

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

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

**XIV-30. Public Services (Police)**

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

approved by the Police Department prior to the issuance of building permits.

**XVI-40. Safety Hazards**

- Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:

The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycle, and vehicle safety.

The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

**XVI-50. Inadequate Emergency Access**

- Environmental impacts may result from project implementation due to inadequate emergency access. However, these impacts can be mitigated to a less than significant level by the following measure:

The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

**XVI-80. Transportation/Traffic**

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

Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

Adjacent sidewalks shall remain open and unobstructed during the demolition and construction phase of the project. Pursuant to LAMC Section 62.45, permits shall be obtained from the Bureau of Street Services prior to the closure of any adjacent sidewalks and/or construction of protection fences or canopies within the public right-of-way. Protection of pedestrian access shall be provided to LAMC Section 91.3306.

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

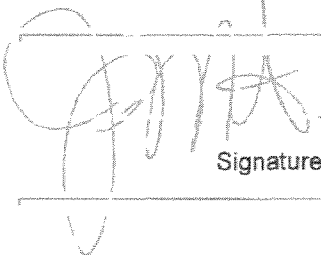
<b>LEAD CITY AGENCY:</b> City of Los Angeles		<b>COUNCIL DISTRICT:</b> 2	<b>DATE:</b> 09/24/2015
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning			
<b>ENVIRONMENTAL CASE:</b> ENV-2015-2360-MND		<b>RELATED CASES:</b> CPC-2015-2361-ZC-HD-SPR, VTT-73529-SL	
<b>PREVIOUS ACTIONS CASE NO.:</b>		<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
<b>PROJECT DESCRIPTION:</b> 63 UNIT SMALL LOT SUBDIVISION			
<b>ENV PROJECT DESCRIPTION:</b> A Vesting Tentative Tract Map to permit the merger and re-subdivision of 18 lots and one public alley into 63 small lots for the purpose of the construction, use, and maintenance of 63 small lot homes and a total of 143 on-site parking spaces, inclusive of 17 guest parking spaces. The subject site is currently vacant and was last developed with a 72 unit apartment building that was demolished in 2007.  In addition to the Tentative Tract Map, the project is in request of a Zone and Height District change from [Q]R3-1XL and (T)(Q)RAS3-1VL to (T)(Q)RAS3-1VL and a Site Plan Review for the creation of more than 50 residential units.			
<b>ENVIRONMENTAL SETTINGS:</b> The project site is located in the Eastern portion of the Van Nuys – North Sherman Oaks Community Plan near the terminus of the Tujunga Wash Greenway, approximately 15 miles northwest of downtown Los Angeles. The site is a flat, linear site comprising over 182,900 square feet of area (4.2 acres), an approximately 890-foot frontage on the north side of Victory Boulevard that is bifurcated by Atoll Avenue, is currently vacant, and surrounded by a fence. The surrounding area has a pattern of low to medium density residential uses interspersed with low density commercial uses. The northerly adjoining properties are zoned R1-1 and improved with single-family residences. The southerly adjoining properties, south of Victory Boulevard, are zoned R3-1 and are improved with single- and multiple-family residential uses. Properties west of the site are zoned [Q]C1.5-1VL and improved with one-story commercial building and adjacent mini shopping center. East of the site is zoned OS-1VL and is developed with the Tujunga Wash and Greenway which separates the site from an adjacent commercial shopping center.			
<b>PROJECT LOCATION:</b> 13103 - 13225 West Victory Boulevard			
<b>COMMUNITY PLAN AREA:</b> VAN NUYS - NORTH <b>STATUS:</b>  <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan		<b>AREA PLANNING COMMISSION:</b> SOUTH VALLEY	<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> GREATER VALLEY GLEN
<b>EXISTING ZONING:</b> (T)(Q)RAS3-1VL and [Q]R3-1XL		<b>MAX. DENSITY/INTENSITY ALLOWED BY ZONING:</b> 146 units	
<b>GENERAL PLAN LAND USE:</b> Neighborhood Commercial		<b>MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:</b> 292 units	LA River Adjacent:

PROPOSED PROJECT DENSITY:  
63 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 is required.



Signature

City Planning Associate

Title

(213) 978-1377

Phone

**Evaluation Of Environmental Impacts:**

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

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

**Environmental Factors Potentially Affected:**

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

<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> UTILITIES AND SERVICE SYSTEMS <input checked="" type="checkbox"/> MANDATORY FINDINGS OF
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<b>INITIAL STUDY CHECKLIST</b> (To be completed by the Lead City Agency)	
<i>Background</i>	
<b>PROPONENT NAME:</b> Phil Bacerra, Warmington Residential	<b>PHONE NUMBER:</b> (714) 434-4406
<b>APPLICANT ADDRESS:</b> 3090 Pullman Street Costa Mesa, CA 92626	
<b>AGENCY REQUIRING CHECKLIST:</b> Department of City Planning	<b>DATE SUBMITTED:</b> 06/22/2015
<b>PROPOSAL NAME (if Applicable):</b>	



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

a.	Have a substantial adverse effect on a scenic vista?		✓	
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?		✓	
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	✓		

**II. AGRICULTURE AND FOREST RESOURCES**

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

**III. AIR QUALITY**

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

**IV. BIOLOGICAL RESOURCES**

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

**V. CULTURAL RESOURCES**

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

**VI. GEOLOGY AND SOILS**

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

**VII. GREEN HOUSE GAS EMISSIONS**

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

**VIII. HAZARDS AND HAZARDOUS MATERIALS**

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

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

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
<b>XIII. POPULATION AND HOUSING</b>					
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?				✓
<b>XIV. PUBLIC SERVICES</b>					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		✓		
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?			✓	
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?			✓	
<b>XV. RECREATION</b>					
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?			✓	
<b>XVI. TRANSPORTATION/TRAFFIC</b>					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	

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

#### XVII. UTILITIES AND SERVICE SYSTEMS

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

#### XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

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

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2015-2360-MND** and the associated case(s),

**CPC-2015-2361-ZC-HD-SPR, VTT-73529-SL**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

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

ADDITIONAL INFORMATION:

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

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

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

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

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

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
JENNAFER MONTERROSA	City Planning Associate	(213) 978-1377	09/16/2015

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

I. AESTHETICS		
a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would introduce incompatible visual elements within a field of view containing a scenic vista or substantially block views of a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The project site is located in the Eastern portion of the Van Nuys – North Sherman Oaks Community Plan near the terminus of the Tujunga Wash Greenway, approximately 15 miles northwest of downtown Los Angeles. The site is a flat, linear site comprising over 182,900 square feet of area (4.2 acres), a 1,300-foot frontage on the north side of Victory Boulevard, and currently vacant, and is surrounded by a fence. The surrounding area has a pattern of low to medium density residential uses interspersed with low density commercial uses. The northerly adjoining properties are zoned R1-1 and improved with single-family residences. The southerly adjoining properties, south of Victory Boulevard, are zoned R3-1 and are improved with single- and multiple-family residential uses. Properties west of the site are zoned [Q]C1.5-1VL and improved with one-story commercial building and adjacent mini shopping center. East of the site is zoned OS-1VL and is developed with the Tujunga Wash and Greenway which separates the site from an adjacent commercial shopping center. There are currently no scenic vistas visible from or immediately adjacent to the Project Site due to the location within an urban area and relatively flat topography. Therefore, although the proposed project involves the construction of 63, three-story, small-lot homes on a vacant site, project implementation would not obstruct any</p>

Impact?	Explanation	Mitigation Measures
	views of unique scenic vistas or focal points. Therefore, impacts related to scenic vistas would be less than significant.	
b. NO IMPACT	Based on the LA CEQA Thresholds Guide, a significant impact would occur only if scenic resources would be damaged and/or removed by development of a project within a State scenic highway. There are no scenic resources, including trees, rock outcroppings, or historic buildings on the Project Site. Furthermore, the City of Los Angeles' General Plan Transportation Element (Map E: Scenic Highways in the City of Los Angeles) indicates that no City-designated scenic are located near the project site. Therefore, no impacts related to scenic highways would occur.	
c. LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The project area is developed with a mix of land uses, including residential and commercial. Immediately north and south of the project site are low-rise residential buildings. Immediately east are low-rise commercial uses and west is the Tujunga Wash and Greenway and adjoining low-rise shopping center. The proposed project would include landscaping and streetscape improvements to enhance the visual quality of the area. Accordingly, the proposed project would not degrade the existing visual character or quality of the project site and its surroundings as the project would enhance rather than detract from the visual character of an area. Therefore, the proposed project would result in a less than significant impact on visual quality.	



Impact?	Explanation	Mitigation Measures
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d.	<p>POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. Night lighting for the Project would be provided to illuminate building entrances and driveways. As the existing site is vacant, there are currently no sources of light emanating from the Project Site. Given that the project proposes to vacate an alley and orient residences to face the rear yards of adjoining single-family residences, mitigation measures have been included to ensure that any proposed new lighting does not produce any negative impacts.</p>	I-120
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**II. AGRICULTURE AND FOREST RESOURCES**

a.	<p>NO IMPACT</p>	<p>A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. Although vacant, the Project Site is located in an urban setting. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore,</p>	
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Impact?	Explanation	Mitigation Measures
	the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.	
b. NO IMPACT	A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The project site is not zoned for agricultural use or under a Williamson Act. The project site is currently zoned [Q]R3-1XL and (T)(Q)RAS3-1VL. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Act. Therefore, no impacts would occur.	
c. NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned [Q]R3-1XL and (T)(Q)RAS3-1VL. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
d. NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. As identified above, the project site is currently zoned [Q]R3-1XL and (T)(Q)RAS3-1VL. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
e. NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.	
<b>III. AIR QUALITY</b>		

Impact?	Explanation	Mitigation Measures	
a.	LESS THAN SIGNIFICANT IMPACT	The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. Construction of the proposed project would contribute to air quality emissions through the use of heavy-duty construction equipment, truck deliveries and haul trips, and vehicle trips generated by construction workers traveling to and from the project site. Fugitive dust emissions would primarily result from earthwork activities. Nitrogen oxide (NOX) emissions would primarily result from the use of construction equipment. It is mandatory for all construction projects in the South Coast Air Basin (Basin) to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional particulate matter emissions associated with construction activities and the impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The project will produce fugitive dust and mobile sources emissions as a result of construction activity. The proposed project and the whole of the Los Angeles metropolitan area are located within the Basin, which is characterized by relatively	

Impact?	Explanation	Mitigation Measures
	<p>poor air quality. The Basin is currently classified as a federal and State non-attainment area for ozone (O3), respirable particulate matter (PM10), PM2.5, and lead (Pb) and a federal attainment/maintenance area for carbon monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for nitrogen dioxide (NO2), sulfur oxides (SOX), and Pb. Because the Basin is designated as a State and/or federal nonattainment air basin for O3, PM10, PM2.5, and NO2, there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. Operational and construction regional emissions would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants. However, potential impacts will be mitigated to less than significant by the identified mitigation measures.</p>	
d. LESS THAN SIGNIFICANT IMPACT	<p>Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The California Air Resources Board (CARB) has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoid siting new sensitive land uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). The project site is located approximately 5,280 feet (1 miles) from the 170 freeway, approximately 12,144 feet (2.3 miles) from the 101 freeway, and approximately 1,000 feet from the nearest gas station located at 12950 Victory Boulevard. The location</p>	

Impact?	Explanation	Mitigation Measures
	<p>of the proposed project would be consistent with the CARB recommendations for locating new sensitive receptors. As the proposed project consists of new residential dwelling units, the proposed project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from the proposed project implementation and therefore, the use itself will not result in new sources of pollutant concentrations exposing sensitive receptors. Therefore, the proposed project would have a less than significant impact.</p>	
<p>e. LESS THAN SIGNIFICANT IMPACT</p>	<p>Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed project would not cause an odor nuisance. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less than significant impact related to objectionable odors.</p>	
<p><b>IV. BIOLOGICAL RESOURCES</b></p>		
<p>a. NO IMPACT</p>	<p>A project would have a significant impact on biological resources if it could result in: the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a species of special concern; the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or interference with habitat such that normal species behaviors are disturbed (i.e. from</p>	

Impact?	Explanation	Mitigation Measures
	<p>the introduction of noise, light) to a degree that may diminish the changes for long-term survival of a sensitive species. The Project Site is undeveloped and is located in an urbanized area in the Community of Valley Glen. The Project Site does not contain any habitat capable of sustaining any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Therefore, the Project would have no impact on sensitive biological species or habitat and no mitigation measures are required.</p>	
b. NO IMPACT	<p>A project would have a significant impact on biological resources if it could result in: the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species or Special Concern; the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; the alteration of an existing wetland habitat; or interference with habitat such that normal species behaviors are disturbed (i.e. from the introduction of noise, light) to a degree that may diminish the changes for long-term survival of a sensitive species. The Project Site is undeveloped and is located in an urbanized area in the Community of Valley Glen. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site. Implementation of the Project would not result in any adverse impacts to riparian or other sensitive natural communities. Therefore, no impact would occur and no mitigation measures are required.</p>	
c. NO IMPACT	<p>A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area and developed/previously developed with residential, office, and commercial uses. Therefore, the proposed project would not have any effect on federally protected</p>	

Impact?	Explanation	Mitigation Measures
	<p>wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impacts would occur.</p>	
d. NO IMPACT	<p>A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of trees, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.</p>	
e. NO IMPACT	<p>A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The Project Site is vacant and does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Both the MBTA and CFGC protects migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), and no impacts would occur.</p>	
f. NO IMPACT	<p>The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with</p>	

Impact?	Explanation	Mitigation Measures
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the provisions of any adopted conservation plan, and no impacts would occur.

**V. CULTURAL RESOURCES**

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be substantially altered the environmental context of, or removed identified historical resources. The project site has been vacant since 2007 and does not contain any historical resources. Therefore, the impact would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a project would significant affect archaeological resources. The Project Site is vacant and does not contain any known archaeological resources. However, previously unknown archaeological resources may exist beneath the Project Site that could be uncovered during excavation activities. If previously unknown archaeological resources are found during excavation, the project will be required to follow procedures detailed in California Public Resources Code Section 21083.3. Therefore, the impact on such resources is less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. The proposed project would require additional ground disturbance that may involve excavation into native soils that contain paleontological resources. Project-related excavation for the building footing may have the potential to uncover paleontological resources. If paleontological resources are found during excavation, the project will be required to follow procedures as detailed in the California Public Resources Code Sections 5097.5 and 30244. Therefore, the impact would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are	



Impact?	Explanation	Mitigation Measures
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	<p>known to occur within the project area, there is always a possibility that human remains can be encountered during construction. If human remains are found during excavation, the project will need to follow procedures as detailed in the California Health and Safety Code Section 7050.5. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, the impact would be less than significant.</p>	
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**VI. GEOLOGY AND SOILS**

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.</p>	
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b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Seismic activities associated with a number of nearby faults (e.g., Hollywood, Raymond, Verdugo, Newport-Inglewood, Santa Monica, Sierra Madre, and San Andreas Faults), as well as blind thrust faults (e.g., Elysian Park, Puente Hills, and Compton). The project site is located within 6.24 kilometers of the Verdugo Fault. Consequently, development of the</p>	
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Impact?	Explanation	Mitigation Measures
	<p>proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG) Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.</p>	
c. NO IMPACT	<p>Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. This site has been identified as being located in a liquefaction zone per the California Department of Conservation's Seismic Hazard Zones Map. A Soils Report has been prepared and approved by the Department of Building and Safety Grading Division. In the approval letter, Grading Division confirmed the project's location in a liquefaction area and subsequently conditions the project so that soils used during construction are appropriately prepared (Log # 89055-01). With the inclusion of such conditions that would be required of any new development on the subject site, the impacts related to liquefaction are less than significant.</p>	

Impact?	Explanation	Mitigation Measures
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d.	NO IMPACT	<p>A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According, to the California Department of Conservation, Division of Mines and Geology, the Seismic Hazard Zones Map for the Hollywood Quadrangle shows the project site is not located within a landslide hazard zone. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.</p>	
e.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. Site preparation would require removal of all vegetation, any unsuitable fill, and asphalt and concrete paving, exposing pervious surfaces to wind and rainfall. In addition, excavation activities would be necessary to accommodate the proposed project, which would include two subterranean levels of parking. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, and conditions imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter. Therefore, a less than significant impact would occur with respect to erosion or loss of topsoil.</p>	

Impact?	Explanation	Mitigation Measures
f.	<p><b>LESS THAN SIGNIFICANT IMPACT</b></p>	<p>A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. This site has been identified as being located in a liquefaction zone per the California Department of Conservation's Seismic Hazard Zones Map. A Soils Report has been prepared and approved by the Department of Building and Safety Grading Division. In the approval letter, Grading Division confirmed the project's location in a liquefaction area and subsequently conditions the project so that soils used during construction are appropriately prepared (Log # 89055-01). With the implementation of the Building Code requirements and the Department of Building and Safety's Soils Report Approval Letter, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less than significant.</p>
g.	<p><b>LESS THAN SIGNIFICANT IMPACT</b></p>	<p>A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively</p>

Impact?	Explanation	Mitigation Measures
	<p>high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. However, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.</p>	
h. NO IMPACT	<p>A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.</p>	
<b>VII. GREEN HOUSE GAS EMISSIONS</b>		
a. LESS THAN SIGNIFICANT IMPACT	<p>Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and anthropogenic (human generated), that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5°F. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). The LAGBC</p>	

Impact?	Explanation	Mitigation Measures
	<p>requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new development project that can demonstrate it complies with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant.</p>	
<p>b. LESS THAN SIGNIFICANT IMPACT</p>	<p>The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by AB 32. The project would provide infill residential development along a major corridor (i.e., Victory Boulevard) and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed project would provide residential units to meet demand for housing in proximity to urban uses, including transportation/transit and would provide a healthy environment by reducing vehicle</p>	

Impact?	Explanation	Mitigation Measures
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	trips and corresponding GHG emissions. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less than significant impact related to GHG reduction plans.	
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**VIII. HAZARDS AND HAZARDOUS MATERIALS**

a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential and retail/commercial developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a residential development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.	
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b.	NO IMPACT	A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. Given that the existing site is vacant, no impacts are anticipated.	
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Impact?	Explanation	Mitigation Measures	
c.	NO IMPACT	Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials; however, the project is not located within one-quarter mile of an existing school. In addition, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements.	
d.	NO IMPACT	A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site. Therefore, the proposed project would not be located on a site that is included on a list of hazardous materials sites or create a significant hazard to the public or the environment, and no impact would occur. [see this site to look up sites <a href="http://www.envirostor.dtsc.ca.gov/public/">www.envirostor.dtsc.ca.gov/public/</a> ]	
e.	NO IMPACT	The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.	
f.	NO IMPACT	The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.	



Impact?	Explanation	Mitigation Measures
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g.	NO IMPACT	<p>The project is located along an identified emergency route of Victory Boulevard (City of Los Angeles, Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit H, November 1996.) The proposed project would not require the closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. The project has been conditioned by the Department of Transportation to prohibit direct access to the project site from Victory Boulevard, thereby reducing the risk of the project having impacts on the emergency route. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.</p>	
h.	NO IMPACT	<p>A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is located in a highly urbanized area of the City. With exception to the Tujunga Wash Greenway Restoration Project Area, the area surrounding the project site is completely developed. Accordingly, the project site and the surrounding area are not subject to wildland fires. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact would occur.</p>	

**IX. HYDROLOGY AND WATER QUALITY**

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). The proposed project is a small lot subdivision involving the construction of 63 small lot homes. As is typical of most non-industrial urban development, stormwater runoff from the proposed project has the potential to</p>	
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Impact?	Explanation	Mitigation Measures
	<p>introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The Stormwater and Urban Runoff Pollution Control Ordinances contain requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development BMPs Handbook. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less than significant impacts and would not violate water quality standards, waste discharge requirements, or stormwater NPDES permits or otherwise substantially degrade water quality.</p>	
b.	<p>NO IMPACT</p> <p>A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels is not proposed at a depth that would result in the interception of existing aquifers or penetration of the existing water table. In addition, since the existing project site is mostly impervious, the proposed project</p>	

Impact?	Explanation	Mitigation Measures
	<p>would not reduce any existing percolation of surface water into the groundwater table. Therefore, project development would not impact groundwater supplies or groundwater recharge, and no impact would occur.</p>	
<p>c. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. The project is located adjacent to the Tujunga Wash and Greenway Restoration Project Area. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. In addition, the project would be subject to the provisions of the City's Low Impact Development (LID) Ordinance which is designed to mitigate the impacts of increase in runoff and storm water pollution as close to the source as possible. The LID Ordinance will require the project to incorporate standards and practices to encourage the beneficial use of rainwater and urban runoff, reduce storm water runoff, promote rainwater harvesting, and provide increased groundwater recharge. During project operation, storm water would be treated on-site and would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Therefore, the proposed project would result in less than significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.</p>	
<p>d. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river such that flooding would result. The project is located adjacent to the Tujunga Wash and Greenway Restoration Project Area. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. In addition, the project would be subject to the provisions of the City's Low Impact</p>	

Impact?	Explanation	Mitigation Measures
	<p>Development (LID) Ordinance which is designed to mitigate the impacts of increase in runoff and storm water pollution as close to the source as possible. The LID Ordinance will require the project to incorporate standards and practices to encourage the beneficial use of rainwater and urban runoff, reduce storm water runoff, promote rainwater harvesting, and provide increased groundwater recharge. Although the project will introduce new impervious surfaces to the project site, storm water would be treated on-site and would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Therefore, the proposed project would result in less than significant impacts related to the alteration of drainage patterns and on- or off-site flooding.</p>	
<p>e. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Given the subject site is vacant, the proposed project will introduce new impervious surfaces to the site. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. In addition, the project would be subject to the provisions of the City's Low Impact Development (LID) Ordinance which is designed to mitigate the impacts of increase in runoff and storm water pollution as close to the source as possible. The LID Ordinance will require the project to incorporate standards and practices to encourage the beneficial use of rainwater and urban runoff, reduce storm water runoff, promote rainwater harvesting, and provide increased groundwater recharge. Although the project will introduce new impervious surfaces to the project site, storm water would be treated on-site and would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Therefore, the proposed project would result in less than significant impacts related to the alteration of drainage patterns and on- or off-site flooding.</p>	

Impact?	Explanation	Mitigation Measures	
f.	NO IMPACT	A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. The proposed project does not include potential sources of contaminants, which could potentially degrade water quality and would comply with all federal, state and local regulations governing storm water discharge. Therefore, no impact would occur.	
g.	NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the project site is not located within a 100-year or 500-year flood plain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.	
h.	NO IMPACT	A significant impact would occur if the proposed project would be located within a 100-year or 500-year floodplain or would impede or redirect flood flows. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit F, the project site is not located within a 100-year or 500-year flood plain. Therefore, the proposed project would not be located in such areas, and no impact related to flood zones would occur.	
i.	NO IMPACT	A significant impact would occur if the proposed project would be located within an area susceptible to flooding as a result of the failure of a levee or dam. The project site and the surrounding areas are not located within a flood hazard area. Accordingly, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, the proposed project would have no impact related to flooding.	

Impact?	Explanation	Mitigation Measures
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j.	NO IMPACT	<p>A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located approximately 20 miles northeast of the Pacific Ocean. In addition, the project site and the surrounding areas are not located downslope from any unprotected grade. Therefore, the project would have no impact related to inundation by seiche, tsunami, or mudflow.</p>	
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**X. LAND USE AND PLANNING**

a.	NO IMPACT	<p>A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. Although the project will involve the vacation of an alley, the alley is not improved nor accessible to the public. In addition, the project would not involve any active street vacation or closure or result in development of new thoroughfares or highways. The proposed project, which would involve the construction of 63 small lot homes in an urbanized area in Los Angeles and would not divide an established community. Therefore, no impact would occur.</p>	
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b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Van Nuys – North</p>	X-60
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Impact?	Explanation	Mitigation Measures
	<p>Sherman Oaks Community Plan Area. The site is zoned [Q]R3-1XL and (T)(Q)RAS3-1VL, with a General Plan land use designation of Neighborhood Commercial. The proposed project would be comprised of 63 small lot homes. The proposed project involves a Zone and Height District change request to (T)(Q)RAS3-1VL to construct new residences at a density of one unit per approximately 1,800 square feet of lot area. The requested Zone and Height District change would permit a development density of one unit per 400 square feet of lot area. Therefore, the proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code and no impact would occur. The project does, however, have the potential to conflict with the City's Air Quality Element by exposing project occupants to pollutants due to existing ambient air pollution and the project's location along a Boulevard II (formerly Major Highway Class II); however, Mitigation Measures have been included to reduce the impact to a less than significant level.</p>	
c. NO IMPACT	<p>A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project is located adjacent to the Tujunga Wash and Greenway Restoration Project Area; however, the site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.</p>	
<b>XI. MINERAL RESOURCES</b>		
a. NO IMPACT	<p>A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for Neighborhood Commercial and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or</p>	

Impact?	Explanation	Mitigation Measures
	locally-valuable mineral resource, and no impact would occur.	
b. NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for Neighborhood Commercial and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	
<b>XII. NOISE</b>		
a. LESS THAN SIGNIFICANT IMPACT	The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, which prohibit the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible.	
b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. High levels of vibration may cause physical personal injury or damage to buildings. However, vibrations rarely</b>	XII-20



Impact?	Explanation	Mitigation Measures
	<p>affect human health. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. However, with mitigation, the proposed project would result in a less-than-significant impact related to construction vibration.</p>	
c.	<p>LESS THAN SIGNIFICANT IMPACT</p> <p>A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. With implementation of the regulations that address rooftop mechanical equipment, a substantial permanent increase for nearby sensitive receptors would be reduced to a less than significant level.</p>	
d.	<p>POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p> <p>A significant impact would occur if the project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed above, impacts are expected to be less than significant for construction and operational noise and vibration. The proposed project would result in a less-than-significant impact related to construction with implementation of Mitigation Measures.</p>	XII-170
e.	<p>NO IMPACT</p> <p>A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport. The nearest airport is the Van Nuys Airport, located approximately 5 miles northwest of the project site. The project site is outside of any Airport Land Use Plans. Accordingly, the proposed project would</p>	

Impact?	Explanation	Mitigation Measures
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		not expose people working or residing in the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.	
f.	NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is not within the vicinity of a private airstrip. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur.	

**XIII. POPULATION AND HOUSING**

a.	LESS THAN SIGNIFICANT IMPACT	A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would result in the development of 63 small lot homes. The increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The Southern California Association of Governments' (SCAG) 2020 population projections for the City (2012-2035 Regional Transportation Plan) estimate that the City's residential population will grow to 3,991,700 residents in 2020, an increase of 87,043 residents over 2013 conditions. The project would meet a growing demand for housing near jobs and transportation centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Operation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly. Therefore, impacts would be less than significant.	
b.	NO IMPACT	A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project, however, is located on a vacant site and would not involve the demolition of any residential units. No impacts will result.	

Impact?	Explanation	Mitigation Measures
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c.	NO IMPACT	A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project, however, is located on a vacant site and would not involve the demolition of any residential units. No impacts will result.	
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**XIV. PUBLIC SERVICES**

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by four LAFD stations – Fire Station 39, located at 14415 Sylvan Street (approximately 1.8 miles west of the project site), Fire Station 88, located at 5101 N. Sepulveda Boulevard (approximately 4.4 miles southwest of the project site), Fire Station 89, located at 7063 Laurel canyon Boulevard (approximately 2.1 miles northeast of the project site, and Fire Station 102, located at 13200 Burbank Boulevard (1.3 miles south of the project site). The proposed project would result in a net increase of 63 units, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that four fire stations are in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental</p>	XIV-10
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Impact?	Explanation	Mitigation Measures
	<p>facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less-than-significant impact.</p>	
<p>b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project would result in a net increase of 63 units and could increase demand for police service. The project site and the surrounding area are currently served by LAPD's North Hollywood Police Station, located at 11640 Burbank Boulevard (approximately 2.4 miles southeast of the project site) and Van Nuys Police Station located at 6240 Sylmar Avenue (approximately 1.8 miles west of the project site). Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Therefore, the proposed project would result in a less-than-significant impact related to police protection services.</p>	<p>XIV-20, XIV-30</p>
<p>c. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would add 63 residential units, which could increase enrollment at</p>	

Impact?	Explanation	Mitigation Measures
	<p>schools that service the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential units. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less-than-significant impact to public schools.</p>	
d.	<p><b>LESS THAN SIGNIFICANT IMPACT</b></p> <p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 63 units, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 39,000 square feet of common open space. These project features would reduce the demand for park space created by the proposed project. In addition, payment of required impact fees by the proposed small lot subdivision development within the City of Los Angeles per LAMC Sections 12.33 and 17.12 could offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision of new or altered parks facilities. Accordingly, the proposed project would result in a less than significant impact on park facilities.</p>	
e.	<p><b>LESS THAN SIGNIFICANT IMPACT</b></p> <p>A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The</p>	

Impact?	Explanation	Mitigation Measures
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	<p>proposed project would result in a net increase of 63 units, which could result in increased demand for library services and resources of the Los Angeles Public Library System. While the increase in population as a result of the proposed project may create a demand for library services, the proposed project would not create substantial capacity or service level problems that would require the provision of new or physically altered library facilities in order to maintain an acceptable level of service for libraries. Therefore, the proposed project would result in a less-than-significant impact on library services.</p>	
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**XV. RECREATION**

a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 63 units, which could result in increased demand for parks and recreation facilities. The proposed project would include approximately 39,000 square feet of common open space. These project features would reduce the demand for park space created by the proposed project. In addition, payment of required impact fees by the proposed small lot subdivision development within the City of Los Angeles per LAMC Sections 12.33 and 17.12 could offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less than significant impact on park facilities.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would necessitate construction of new recreational facilities, which would adversely impact the environment, or require the expansion or development of parks or other</p>	

Impact?	Explanation	Mitigation Measures
	<p>recreational facilities in order to maintain acceptable service ratios, or other performance objectives for parks. The proposed project would include approximately 39,000 square feet of common open space composed of walkways, bbq/picnic areas, toddler play areas, and dog walks. The proposed project would not require the construction or expansion of recreational facilities beyond the limits of the project site. Although the proposed project would place some additional demands on park facilities, the increase in demand would be met through a combination of on-site amenities and existing parks in the project area, including the Tujunga Wash Greenway. The proposed park's increased demands upon recreational facilities would not in and of itself result in the construction of a new park, which might have an adverse physical effect on the environment. Thus, impacts to park and recreational facilities would be less than significant.</p>	
<b>XVI. TRANSPORTATION/TRAFFIC</b>		
a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would generate and/or cause a diversion or shift of 500 or more daily trips or 43 or more p.m. peak hour vehicular trips on the street system. The Department of Transportation (LADOT) completed the review a technical traffic evaluation submitted by Overland Traffic Consultants, Inc. dated June, 2015. The analysis proposed a 63-unit small lot homes development project and demonstrated that the project would not significantly impact the level of service of the surrounding streets. Less than significant impacts.</p>
b.	NO IMPACT	<p>A significant impact would occur if the proposed project would add 50 or more a.m. or p.m. peak hour trips to a freeway on- or off-ramp, or add 150 or more one-way vehicle trips to a Congestion Management Program (CMP) mainline freeway monitoring segment during either the a.m. or p.m. peak hours. The Department of Transportation (LADOT) completed the review a technical traffic evaluation submitted by Overland Traffic Consultants, Inc. dated June, 2015. The analysis proposed a 63-unit small lot homes development project and demonstrated that the project would not</p>

Impact?	Explanation	Mitigation Measures
	significantly impact the level of service of the surrounding streets. Therefore, impacts will be less than significant.	
c. NO IMPACT	The project will not in any way affect air traffic patterns in the area. No impact will occur.	
d. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed project does not involve any design features that are unusual for the area or uses that are incompatible for the area. In a memo dated July 17, 2015, the Department of Transportation completed where they stated that access to Victory Boulevard should be prohibited. The Department's recommendation letter stated that access shall be taken from Atoll Avenue, the alley approximately 300 feet west of Atoll Avenue, or Ethel Avenue, by way of a common access internal drive aisle to connect to Atoll Avenue or Ethel Avenue. That being said, they stated that they did not object to the proposed vacation of the alley at the north edge of the proposed tract, from approximately 30 feet west of Ethel Avenue to the alley approximately 300 feet west of Atoll Avenue. Further review of proposed access will be required at the time of permitting. Mitigation measures have been incorporated to reduce the impacts to a less than significant level.	XVI-40
e. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. Mitigation measures have been incorporated to require an emergency evacuation plan be developed and approved by the Fire Department. Mitigation measures have also been incorporated to require review by BOE and LADOT. Impacts will be less than significant.	XVI-50 See MM XIV-10.
f. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	A significant impact would occur if the project would conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of facilities supporting alternative transportation. The proposed project will comply with existing regulation as it relates to providing bicycle facilities. There is the potential that pedestrian safety	XVI-80



Impact?	Explanation	Mitigation Measures
	<p>may be impacted during the construction phase of the project. Mitigation measures have been incorporated to reduce the impacts on the safety of pedestrians during the demolition, grading, and construction phase of the project. Impacts will be less than significant.</p>	
<b>XVII. UTILITIES AND SERVICE SYSTEMS</b>		
a.	LESS THAN SIGNIFICANT IMPACT	<p>A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the (Los Angeles Regional Water Quality Control Board). A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. It is important to consider the existing and anticipated wastewater generation of the project in relation to current average daily flows experienced at Hyperion Treatment Plant (HTP), as well as in proportion to remaining capacity of the system. The HTP experiences an average daily flow of 362 million gallons per day (mgd), below a capacity of 450 mgd. As a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project (12,600 gpd) would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Furthermore, all wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less-than-significant impact related to wastewater treatment requirements.</p>
b.	LESS THAN SIGNIFICANT IMPACT	<p>LADWP conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of 63 residential units as a result of the proposed project would be consistent with zoning and Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply</p>

Impact?	Explanation	Mitigation Measures
	<p>entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.</p>	
<p>c. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. The project is located adjacent to the Tujunga Wash and Greenway Restoration Project Area. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. In addition, the project would be subject to the provisions of the City's Low Impact Development (LID) Ordinance which is designed to mitigate the impacts of increase in runoff and storm water pollution as close to the source as possible. The LID Ordinance will require the project to incorporate standards and practices to encourage the beneficial use of rainwater and urban runoff, reduce storm water runoff, promote rainwater harvesting, and provide increased groundwater recharge. During project operation, storm water would be treated on-site and would be directed into existing storm drains that are currently</p>	

Impact?	Explanation	Mitigation Measures	
		receiving surface water runoff under existing conditions. Therefore, the proposed project would result in less-than-significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.	
d.	LESS THAN SIGNIFICANT IMPACT	LADWP conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of 63 residential units as a result of the proposed project would be consistent with zoning and Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less than significant impact related to water or wastewater infrastructure.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the (Los Angeles Regional Water Quality Control Board). A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. It is important to consider the existing and anticipated wastewater generation of the project in relation to current average daily flows experienced	

Impact?	Explanation	Mitigation Measures
	<p>at Hyperion Treatment Plant (HTP), as well as in proportion to remaining capacity of the system. The HTP experiences an average daily flow of 362 million gallons per day (mgd), below a capacity of 450 mgd. As a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project (12,600 gpd) would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Furthermore, all wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less than significant impact related to wastewater treatment requirements.</p>	
<p>f. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project's residential and retail components is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less than significant impact related to solid waste.</p>	
<p>g. LESS THAN SIGNIFICANT IMPACT</p>	<p>A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including</p>	

Impact?	Explanation	Mitigation Measures
	<p>the project site. Solid waste during the operation of the proposed project's residential and retail components is anticipated to be collected by the BOS and private waste haulers, respectively. Solid waste collected from the proposed project is anticipated to be hauled to Sunshine Canyon Landfill. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from the Sunshine Canyon Landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less than significant impact related to solid waste.</p>	
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>		
<p>a. LESS THAN SIGNIFICANT IMPACT</p>	<p>Based on the analysis in this Initial Study, the proposed project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal. However, during project construction, the proposed project may encounter unknown cultural resources, including archaeological and paleontological resources. Compliance with existing regulations would reduce impacts to less-than-significant levels.</p>	
<p>b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p>	<p>A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less-than-significant levels with implementation of the mitigation measures provided in the previous sections. None of these potential impacts are considered cumulatively considerable, and implementation of the mitigation</p>	<p>See Mitigation Measures I-20, X-60, XII-20, XII-170, XIV-10, XIV-20, XIV-30, XVI-40, XVI-50, XVI-80.</p>

Impact?	Explanation	Mitigation Measures
	measures identified will ensure that no cumulative impacts will occur as a result of the proposed project.	
c.	<p>POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED</p> <p>A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.</p>	<p>See Mitigation Measures I-20, X-60, XII-20, XII-170, XIV-10, XIV-20, XIV-30, XVI-40, XVI-50, XVI-80.</p>

# MITIGATION MONITORING PROGRAM

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Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.

As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

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, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

- Verify compliance of the required mitigation measures of the MND;
- Provide a methodology to document implementation of required mitigation;
- Provide a record and status of mitigation requirements;
- Identify monitoring and enforcement agencies;
- Establish and clarify administrative procedures for the clearance of mitigation measures;
- Establish the frequency and duration of monitoring and reporting; and
- Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.



# MITIGATION MONITORING PROGRAM

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## Aesthetics

### **I-120 Aesthetics (Light)**

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

- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

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

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

**Monitoring Phase:** Pre-construction

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

**Action Indicating Compliance:** Plan approval

## Land Use and Planning

### **III-50 Air Pollution (Stationary)**

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

- An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 12, to the satisfaction of the Department of Building and Safety.

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

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

**Monitoring Phase:** Pre-construction

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

**Action Indicating Compliance:** Plan approval

## Noise

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

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

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing during field inspection

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

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

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

- All exterior windows having a line of sight of a Major or Secondary Highway shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto.
- The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

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

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

**Monitoring Phase:** Pre-Construction

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

**Action Indicating Compliance:** Issuance of building permits

## Public Services

### XIV-10 Public Services (Fire)

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

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

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

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

**Monitoring Phase:** Pre-Construction

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

**Action Indicating Compliance:** Issuance of building permits

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

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

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Periodic field inspections during construction

**Action Indicating Compliance:** Field inspection sign-off

#### **XIV-30 Public Services (Police)**

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

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

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

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

**Monitoring Phase:** Pre-Construction

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

**Action Indicating Compliance:** Issuance of building permits

### **Transportation and Traffic**

#### **XVI-40 Safety Hazards**

Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:

- The developer shall install appropriate traffic signs around the site to ensure pedestrian, bicycles, and vehicle safety.

- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

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

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

**Monitoring Phase:** Pre-Construction

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

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

**XVI-50 Inadequate Emergency Access**

Environmental impacts may result from project implementation due to inadequate emergency access. However, these impacts can be mitigated to a less than significant level by the following measure:

- The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

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

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

**Monitoring Phase:** Pre-Construction

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

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

**XVI-80 Pedestrian Safety**

- Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.

- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.
- Adjacent sidewalks shall remain open and unobstructed during the demolition and construction phase of the project. Pursuant to LAMC Section 62.45, permits shall be obtained from the Bureau of Street Services prior to the closure of any adjacent sidewalks and/or construction of protection fences or canopies within the public right-of-way. Protection of pedestrian access shall be provided to LAMC Section 91.3306.

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

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

**Monitoring Phase:** Construction

**Monitoring Frequency:** Ongoing

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

# Regulatory Compliance Measures

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In addition to the Mitigation Measures required of the project, and any proposed Project Design Features, the applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of often required Regulatory Compliance Measures. Please note that requirements are determined on a case by case basis, and these are an example of the most often required Regulatory Compliance Measures.

## AESTHETICS

- **Regulatory Compliance Measure RC-AE-3 (Vandalism): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
  - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, 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 street or alley, pursuant to Municipal Code Section 91.8104.15.
- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.
- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
  - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
  - Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
  - The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

## AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:

- 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 construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
  - 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.
  - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
  - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
  - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
  - Trucks having no current hauling activity shall not idle but be turned off.
- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
  - **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
  - **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.
  - **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.
  - **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.
  - **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:
    - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
    - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.



## CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
  - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
  - 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.
  - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
  - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
  - 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.
  - 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 would be unimpaired.
  
- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
  
- **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to

California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:  
1104 N. Mission Road  
Los Angeles, CA 90033  
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or  
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

## **GEOLOGY AND SOILS**

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.
- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

## **HYDROLOGY AND WATER QUALITY**

- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.
- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

## **NOISE**

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

## **PUBLIC SERVICES**

### **Schools**

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

### **Parks**

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
  - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.

## **PUBLIC UTILITIES AND SERVICE SYSTEMS**

### **Water Supply**

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.
- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.
- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which 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).

### **Energy**

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

### **Solid Waste**

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.
- **Regulatory Compliance Measure RC-SW-2 (Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished through the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.
- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.