



City of Los Angeles

Department of City Planning • Environmental Analysis Section
City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012



INITIAL STUDY / MITIGATED NEGATIVE DECLARATION Chatsworth-Porter Ranch Community Plan Area

Volume 1 of 2

Winnetka Williams Homes

Case Number: ENV-2013-2079-MND

Project Location: 8544, 8600, 8612, 8620, 8630, 8640, 8642, 8646, and 8654 Winnetka Avenue, Northridge, CA 91306

Council District: 3

Project Description: WH Winnetka, 60, LLC, (the “Applicant”) proposes to develop a residential project on an approximately 6.8 gross acres (296,208 square feet) site bounded by Winnetka Avenue to the west and Penfield Avenue to the east. The Applicant proposes the demolition of the existing single family home (8612 Winnetka Avenue) on the Project Site and the construction of 68 detached residential dwelling units.

The Applicant requests the following discretionary approvals: 1) A General Plan Amendment from Very Low I Residential to Low Medium I Residential; 2) A Zone Change from RA-1 to RD3-1; 3) Building Line Removal on 8544, 8600, and 8612 Winnetka Avenue; 4) Zone Variance to permit individual sanitation bins in lieu of a recycling room; and 5) Site Plan Review for over 50 dwelling units. The Applicant will also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities including, but not limited to, the following: demolition, grading, foundation, building and tenant improvements for the Project Site.

APPLICANT:
WH Winnetka, 60, LLC

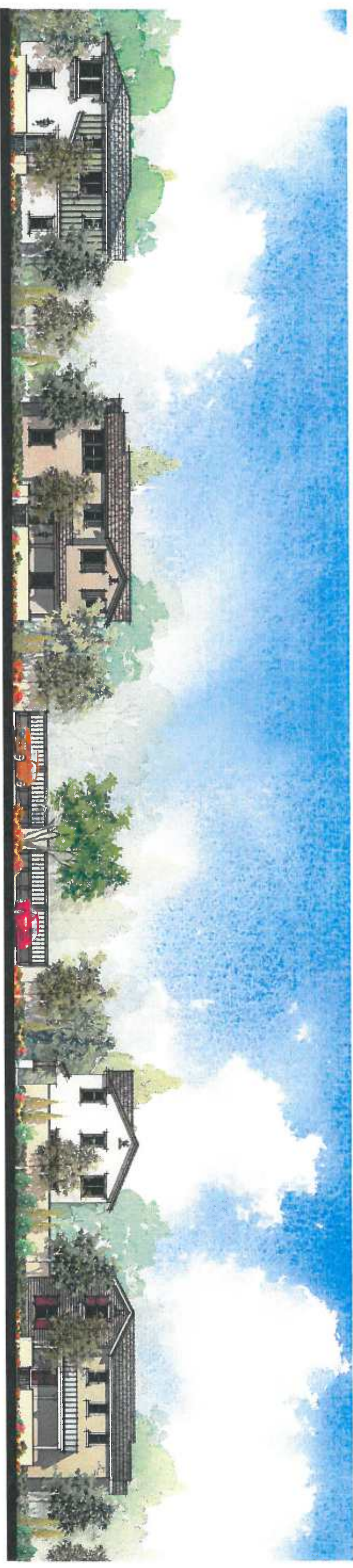
PREPARED BY:
Parker Environmental Consultants

ON BEHALF OF:
The City of Los Angeles
Department of City Planning
Expedited Processing Section

February 27, 2014

REVISIT
CITY PLANNING
DEPARTMENT

REVISED
PLANS



Our Team

Developer:

Contact: Keith Herren
Business: (661) 222-9207
www.williamshomes.com

WH Winnetka 60 LLC,
21080 Centre Pointe Parkway, Suite 101
Santa Clarita, CA 91350

Architect/Planner:

Contact: Mike Cantrell
Business: (949) 250-0607
www.wharchitects.com

William Hezmalhalch Architects, Inc.
2850 Redhill Ave., Suite 200
Santa Ana, CA 92705

Civil Engineer:

Contact: Craig Whittaker
Business: (760) 431-9896
www.allianceeng.com

Alliance Land Planning & Engineering Inc.
2248 Faraday Ave.
Carlsbad, CA 92008

City Submittal

APRIL 10, 2014

- Conceptual Site Plan SP.1
- Street Sections - Winnetka Ave./Penfield Ave. SP.2
- Conceptual Street Scene from Winnetka Ave. SS-1
- Conceptual Street Scene from Penfield Ave. SS-2
- Plan 1 - Floor Plan A1.0
- Plan 1 - Front Elevations 'A','B' A1.1
- Plan 1 - Exterior 'B' Elevations A1.2
- Plan 2 - Floor Plan A2.0
- Plan 2 - Front Elevations 'A','B','C' A2.1
- Plan 2 - Exterior 'C' Elevations A2.2
- Plan 3 - Floor Plan A3.0
- Plan 3 - Front Elevations 'A','B' A3.1
- Plan 3 - Exterior 'B' Elevations A3.2
- Plan 4 - Floor Plan A4.0
- Plan 4 - Front Elevations 'B','C' A4.1
- Plan 4 - Exterior 'B' Elevations A4.2



WINNETKA SITE
Los Angeles, California



WILLIAM HEZMALHALCH
ARCHITECTS INC.
2850 REDHILL AVENUE SUITE 200 SANTA ANA, CA 92705-5856
949 250 0607 www.wharchitects.com fax 949 250 1929

Project Summary

Total Gross Site Area: 6.8 Acres ±

Total Net Site Area: 6.0 Acres ±

Total Units: 64 Homes

- 5 Conventional homes along Penfield Ave.
- 59 Motorcourt homes within gated neighborhood

9.41 Homes per acre

10.66 Homes per acre

Required (per RDA Standards)

160 Spaces (2 sp/home with > 3 habitable rooms + 1 guest per 2 homes)

Provided

- 193 Spaces total (3.01 per home)
- 128 Garage Spaces
- 32 Driveway Spaces (2 sp/drive)
- 20 On Street Spaces (Internal neighborhood streets)
- 13 Head In Spaces

Required 11,200 S.F. (175 s.f. /home with > 3 habitable rooms)

Provided

91,002 S.F. Total

- 59,417 S.F. Private Yards (100 S.F. maximum/home allowable towards total)
- 5,922 S.F. Common Open Space
- 6,826 S.F. Winnetka Ave. Setback
- 15,225 S.F. Internal Parkways
- 3,612 S.F. Penfield Ave. Setback

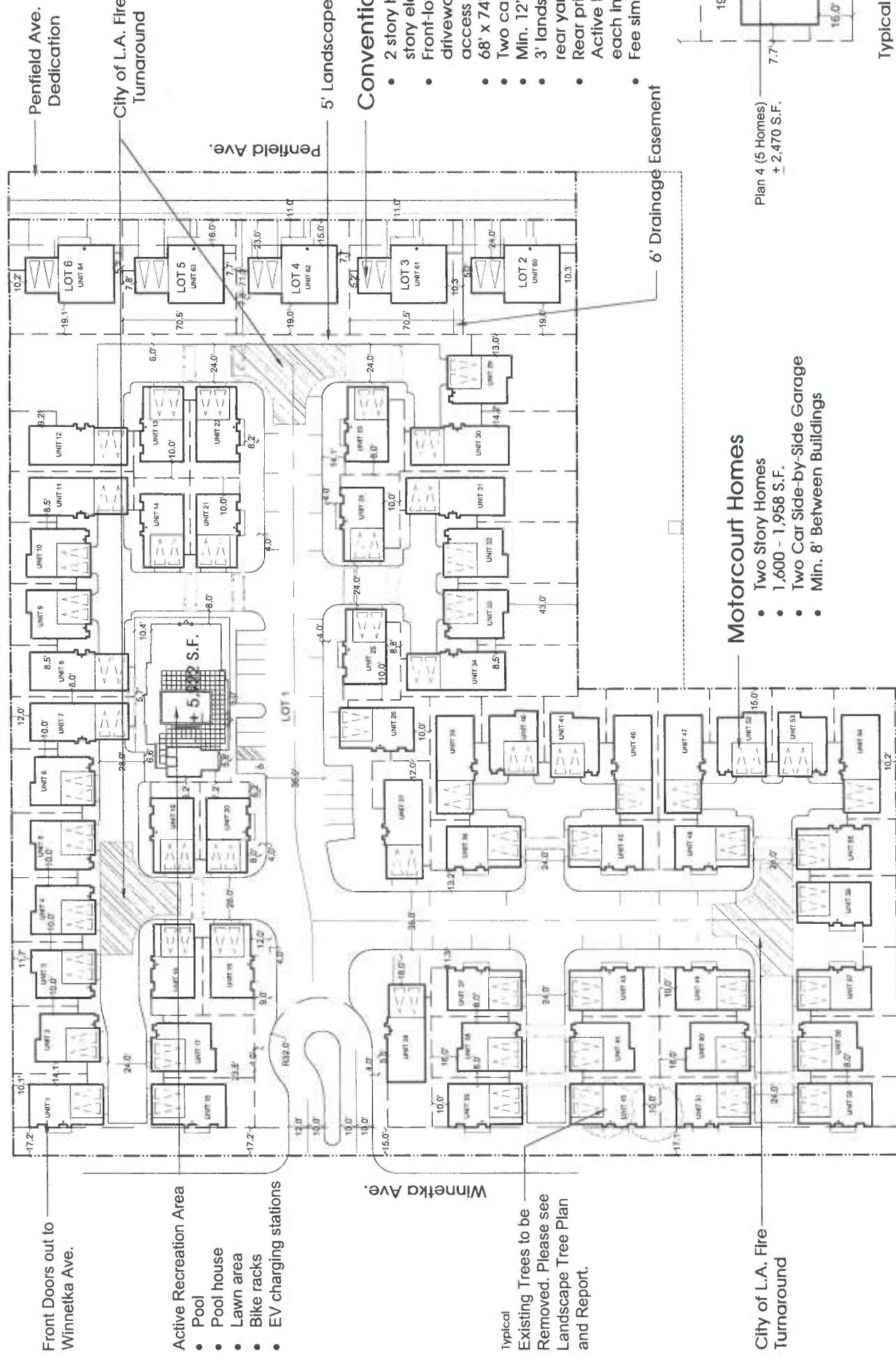
Open Space:

Conventional Homes

- 2 story homes with single story elements
- Front-loaded with full driveways and front door access from Penfield Ave.
- 68' x 74' Lot (+ 5,000 S.F. lot)
- Two car side-by-side garage
- Min. 12' between buildings
- 3' landscape easement in rear yards
- Rear private gate access to Active Recreation Area from each individual home
- Fee simple lots

Motorcourt Homes

- Two Story Homes
- 1,600 - 1,958 S.F.
- Two Car Side-by-Side Garage
- Min. 8' Between Buildings



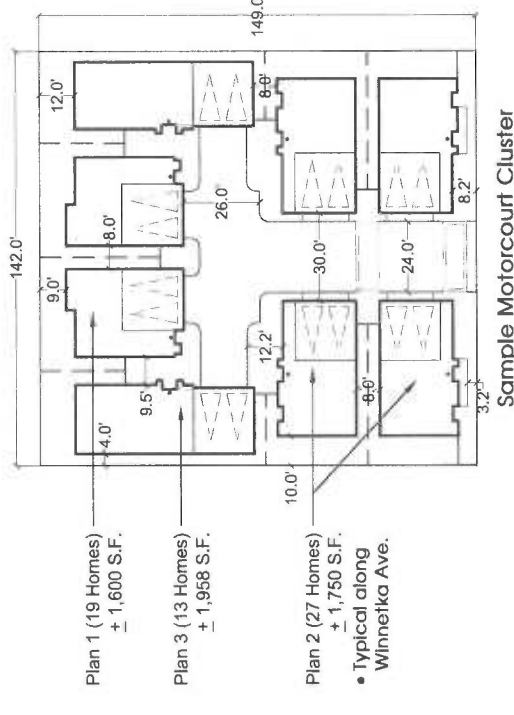
Front Doors out to Winnetka Ave.

Active Recreation Area

- Pool
- Pool house
- Lawn area
- Bike racks
- EV charging stations

Typical Existing Trees to be Removed. Please see Landscape Tree Plan and Report.

City of L.A. Fire Turnaround



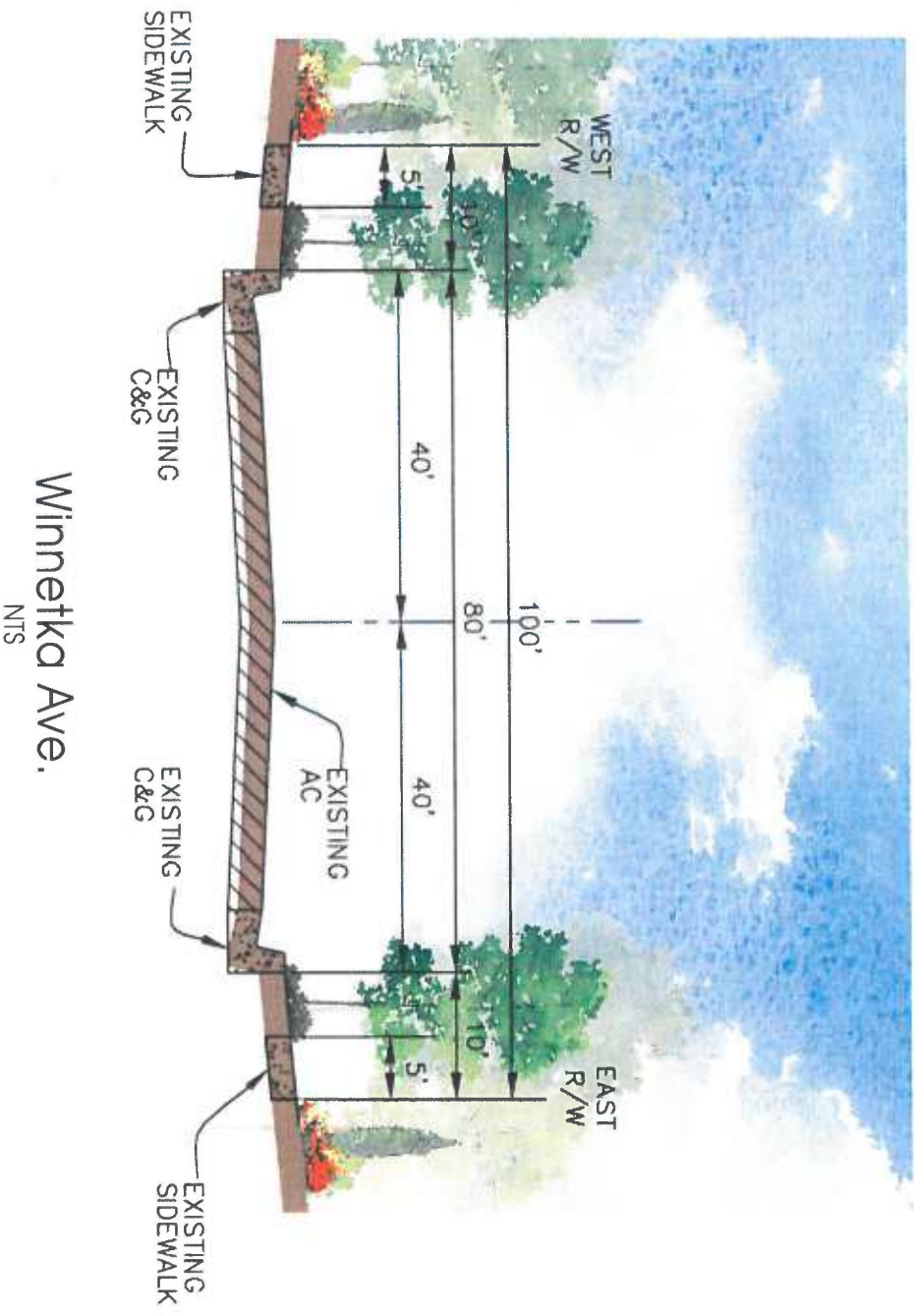
Typical Conventional Home Along Penfield Ave.

Notes:

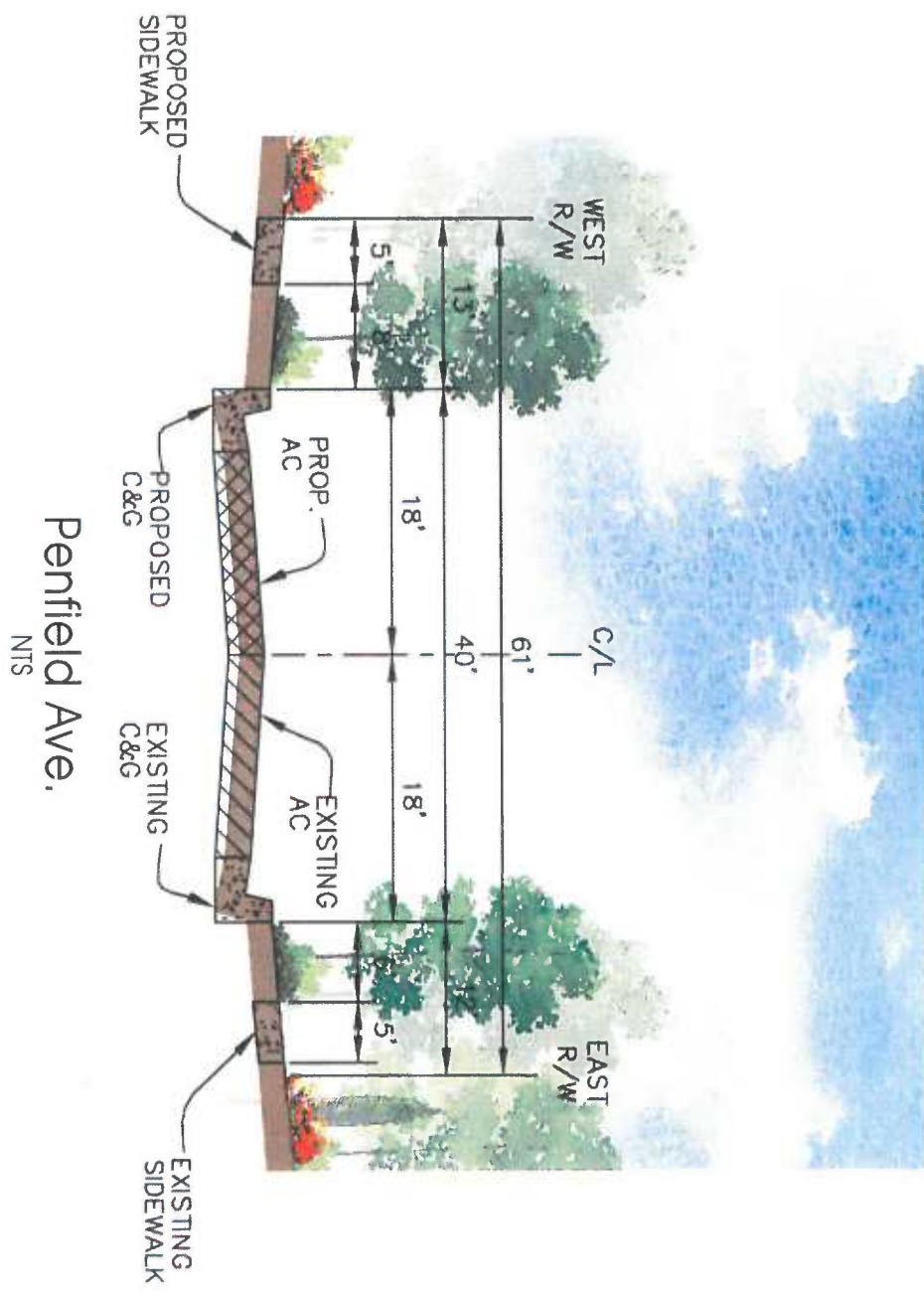
1. Site plan is for conceptual purposes only.
2. Site plan must be reviewed by planning, building, and fire departments for code compliance.
3. Space information per civil engineer.
4. Coordinate with city engineer for setbacks and grading information.
5. Building footprints might change due to the final design elevation style.
6. Building setbacks are measured from property lines to building foundation lines.

Conceptual Site Plan





Winnetka Ave.
NTS



Penfield Ave.
NTS

Street Sections



WINNETKA SITE
Los Angeles, California



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SP.2

NTS

2012298 | 04-10-14

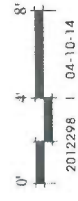


Conceptual Street Scene from Winnetka Ave.




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SS-1



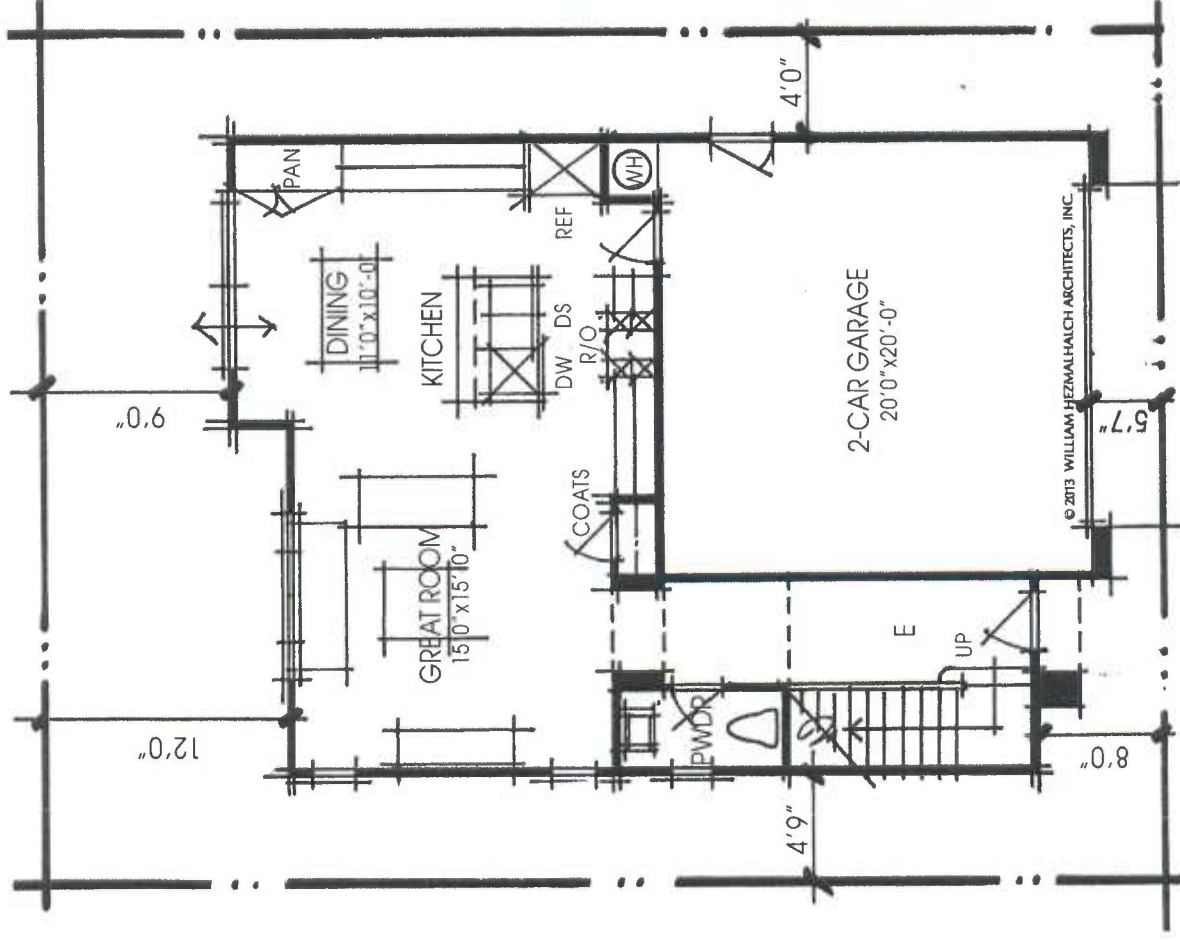
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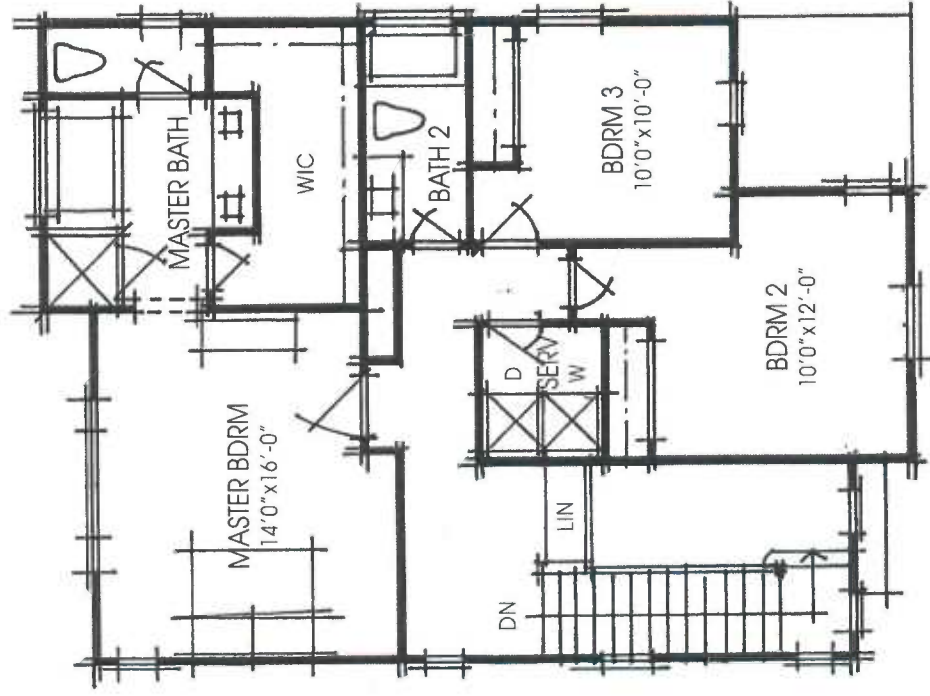
Conceptual Street Scene from Penfield Ave.

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LOWER LEVEL

1600 S.F.
3 BDRM/2.5 BA
2-CAR GARAGE



UPPER LEVEL

Plan 1 - Floor Plans

WINNETKA SITE
Los Angeles, California



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A1.0



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Note: Artist's conception; colors, materials and application may vary.

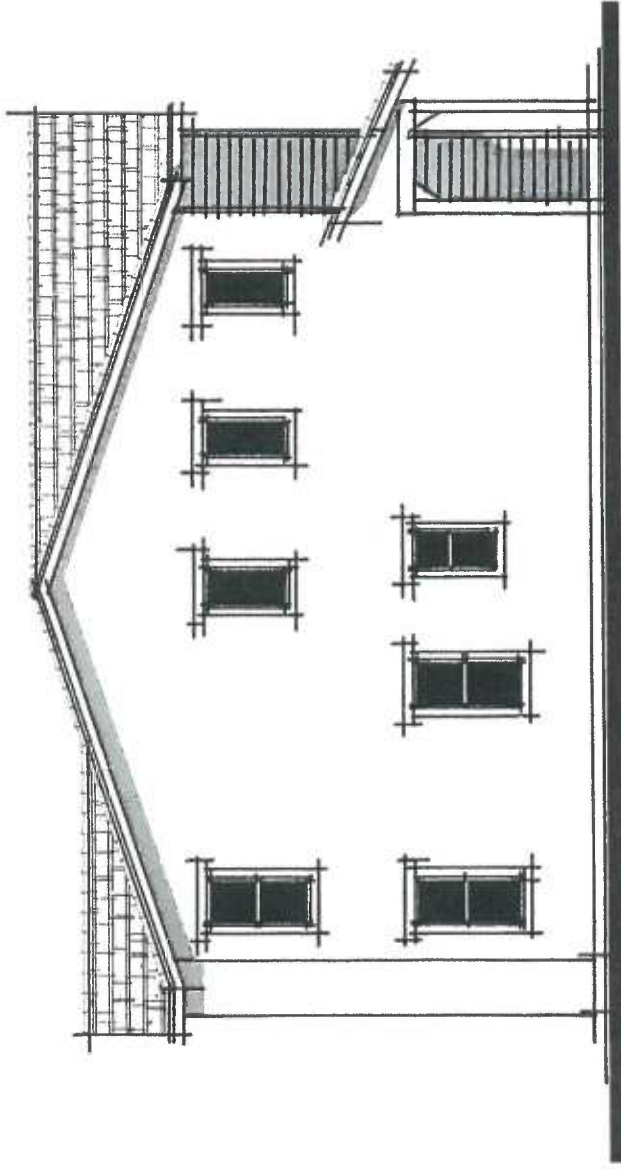
Elevation 'B'



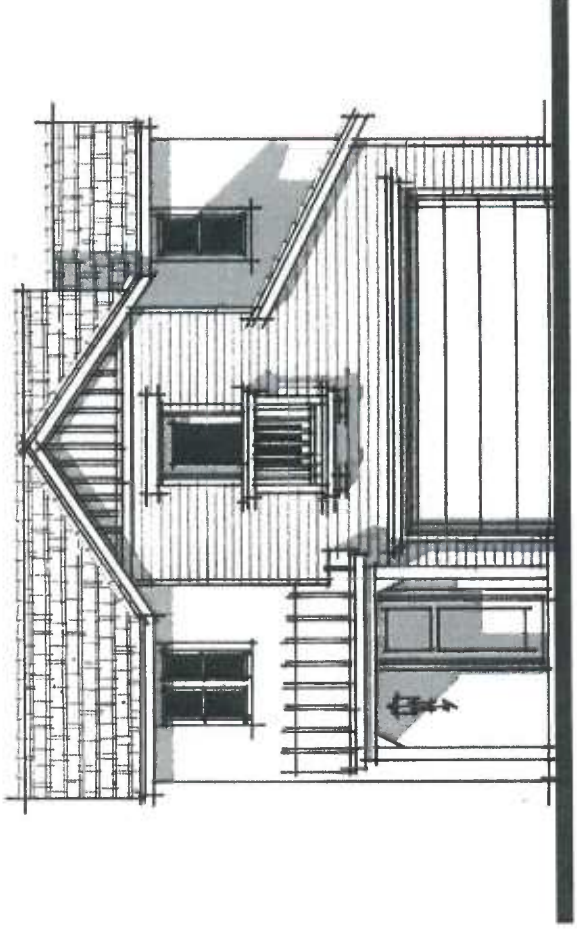
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Elevation 'A'

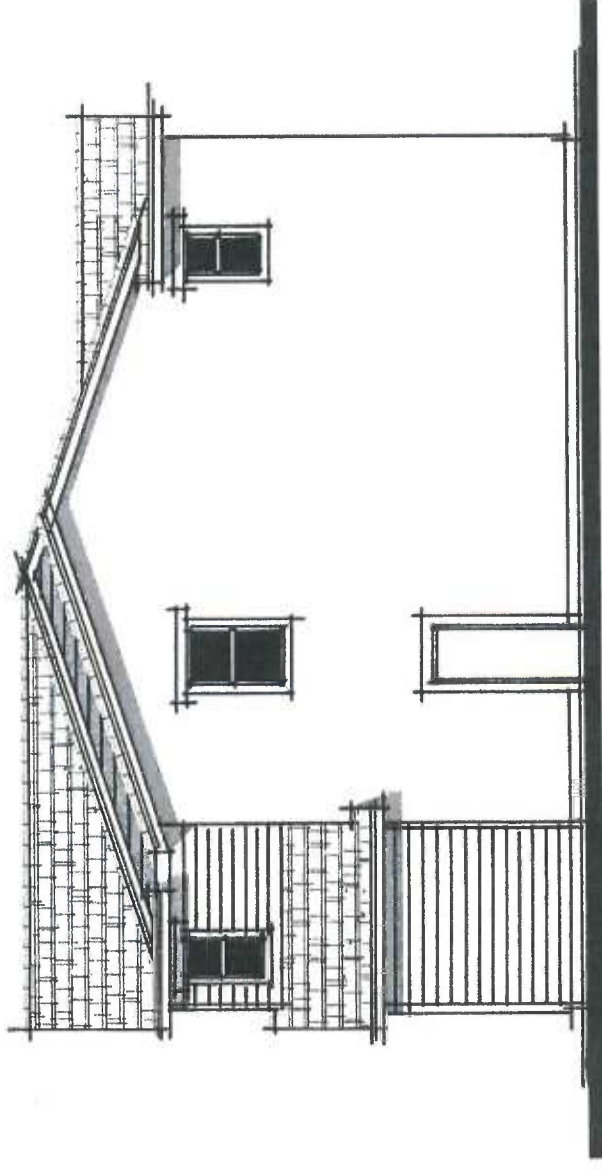
Plan 1 - Front Elevations



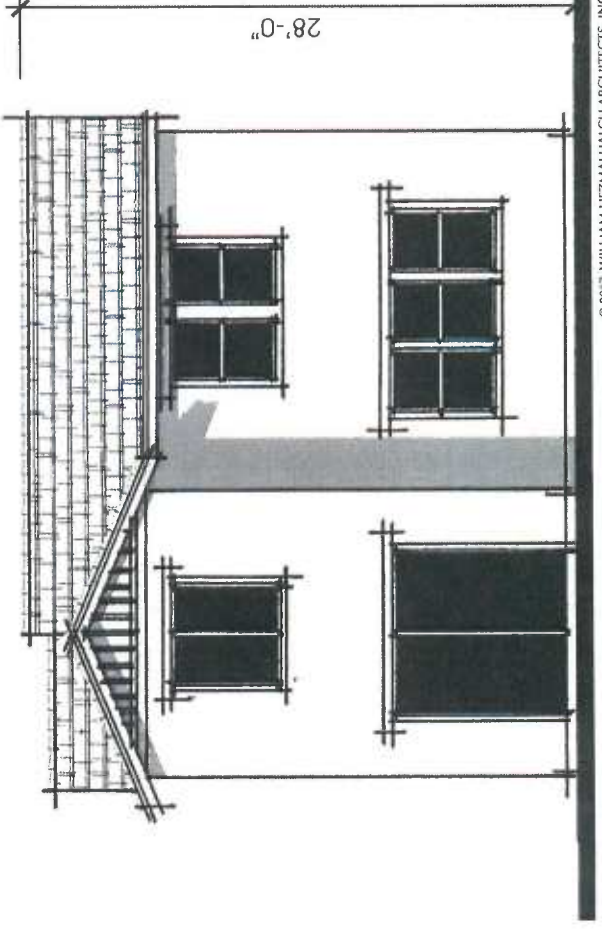
LEFT



FRONT

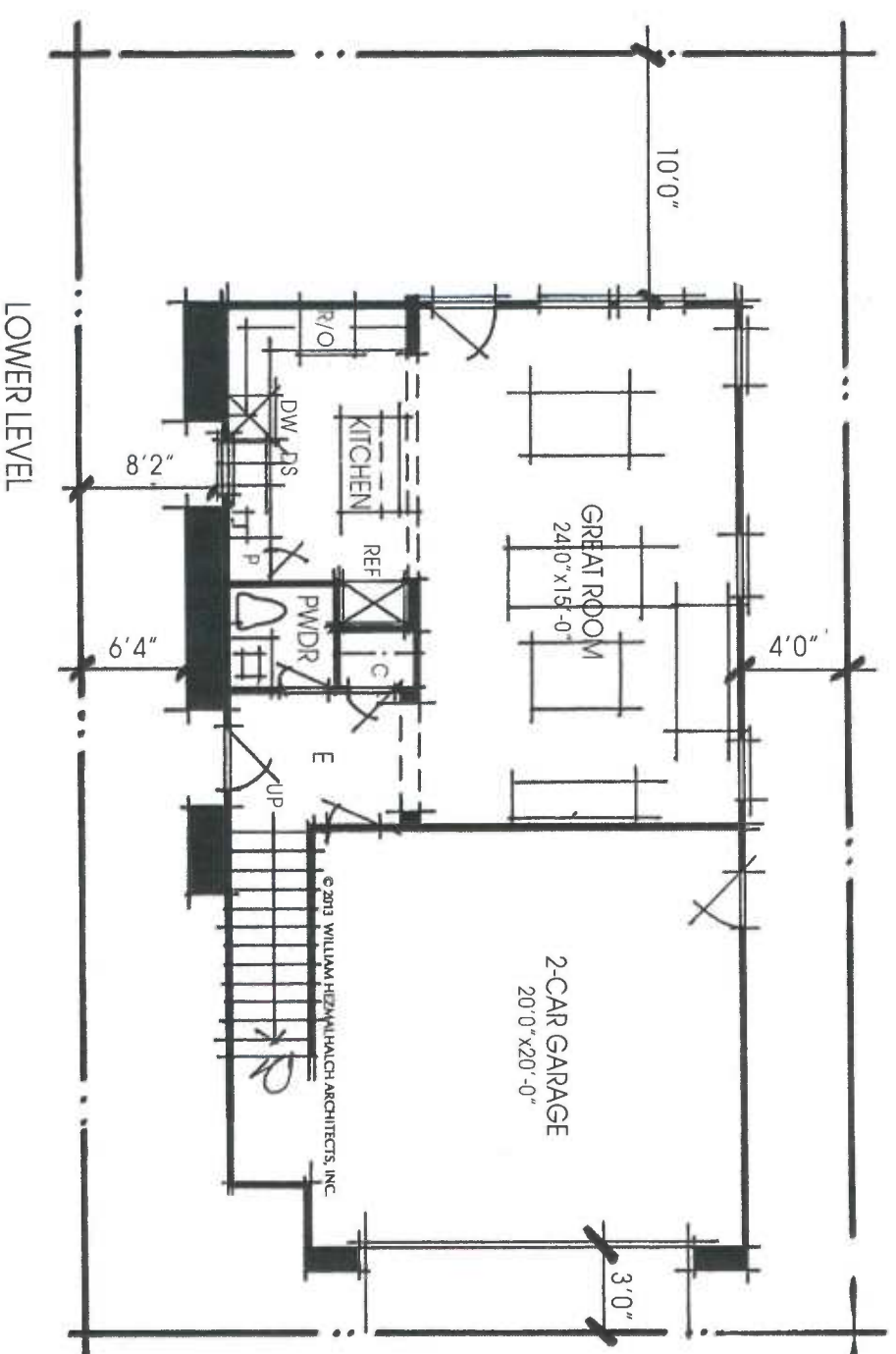
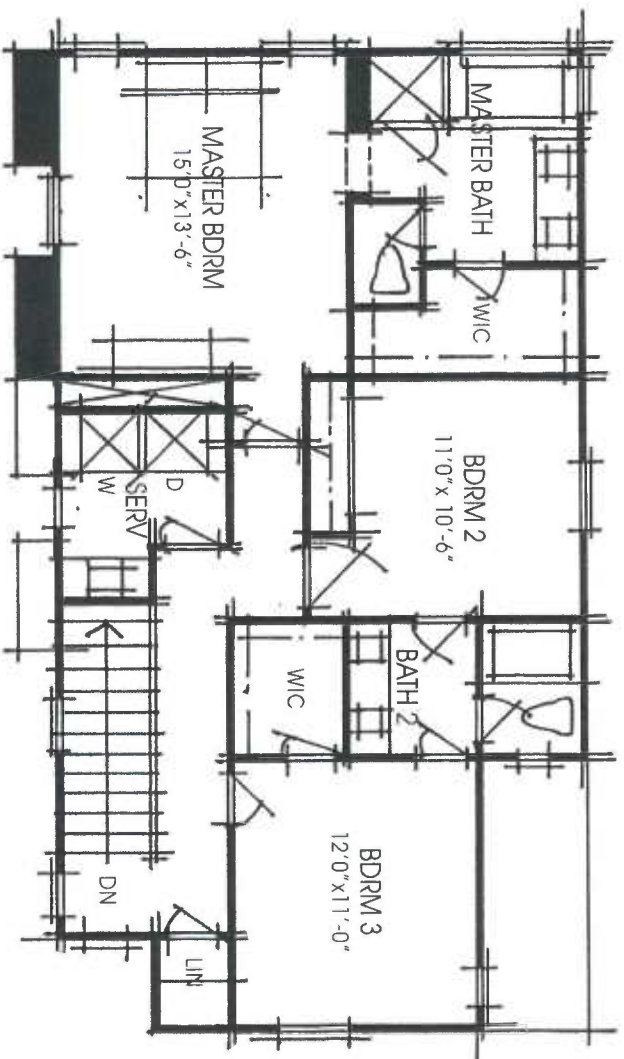


RIGHT



REAR

Plan 1B - Exterior Elevations



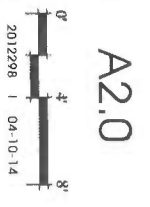
1,750 S.F.
3 BDRM/2.5 BA
2-CAR GARAGE

Plan 2 - Floor Plans

WINNETKA SITE
Los Angeles, California



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Elevation 'A'



Elevation 'C'

Note: Artist's conception; colors, materials and application may vary.



Elevation 'B'

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Plan 2 - Front Elevations

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Los Angeles, California

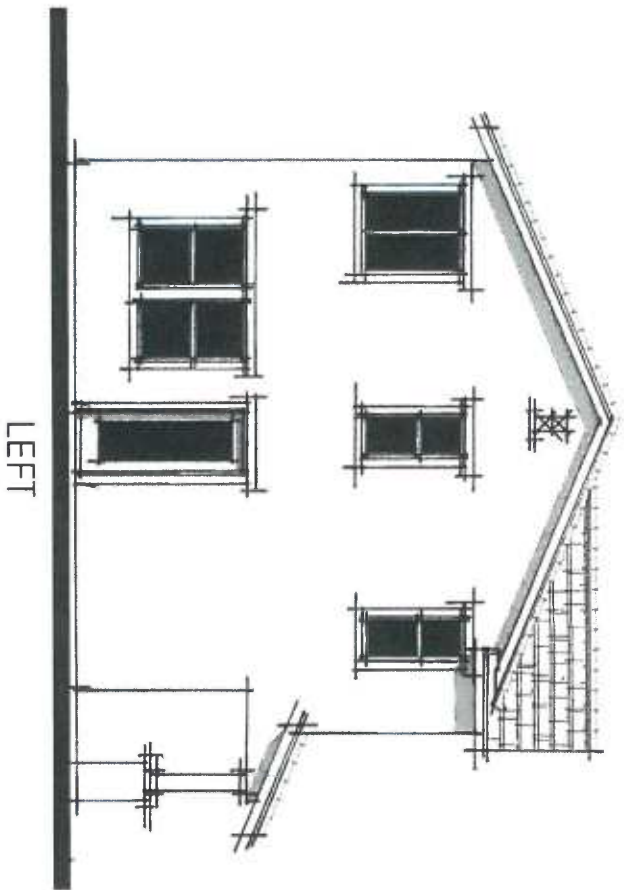


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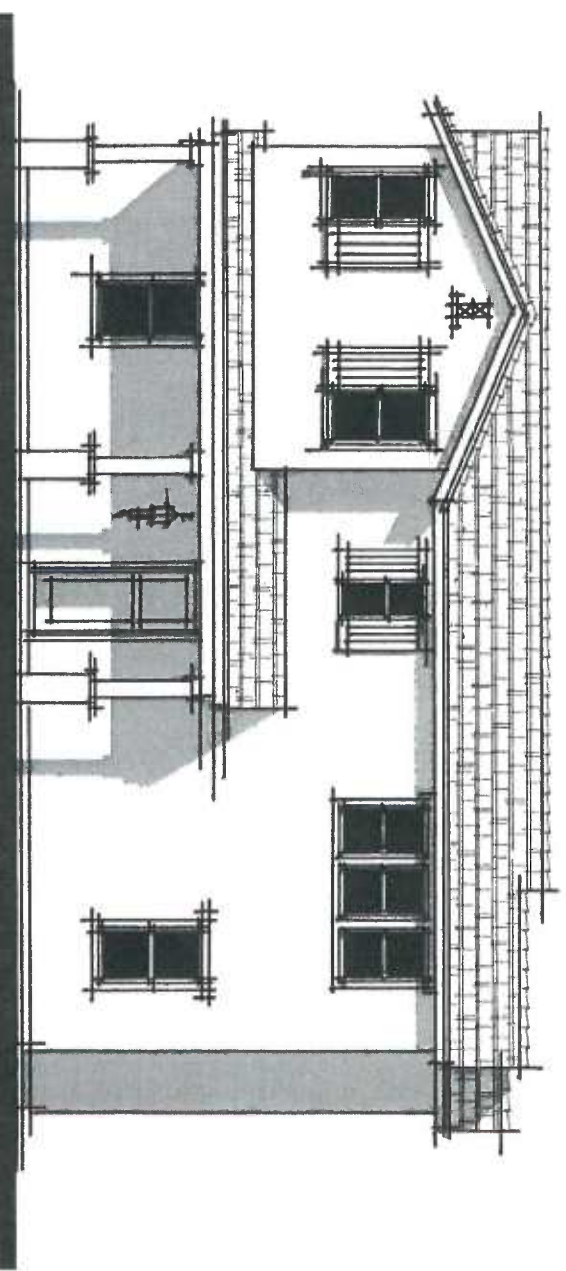
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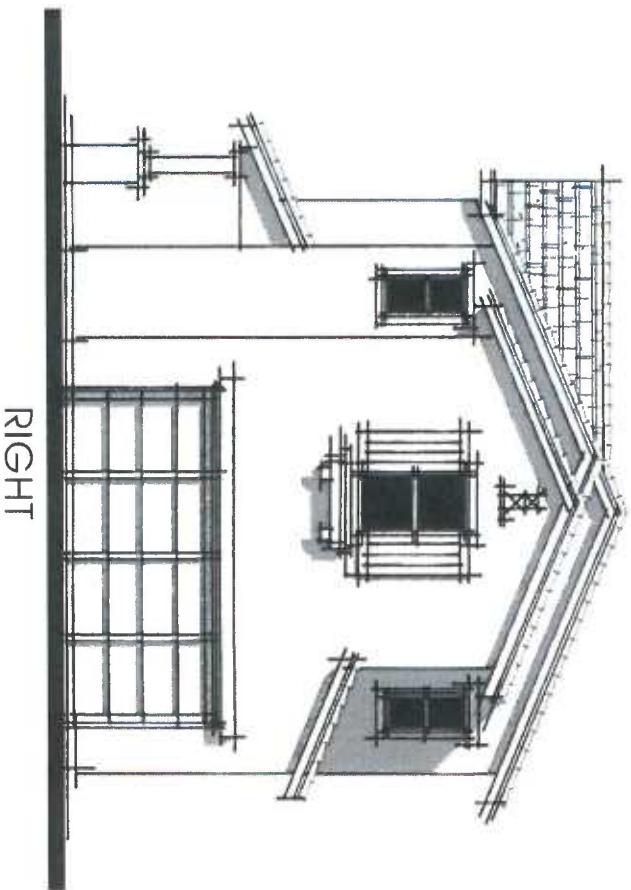
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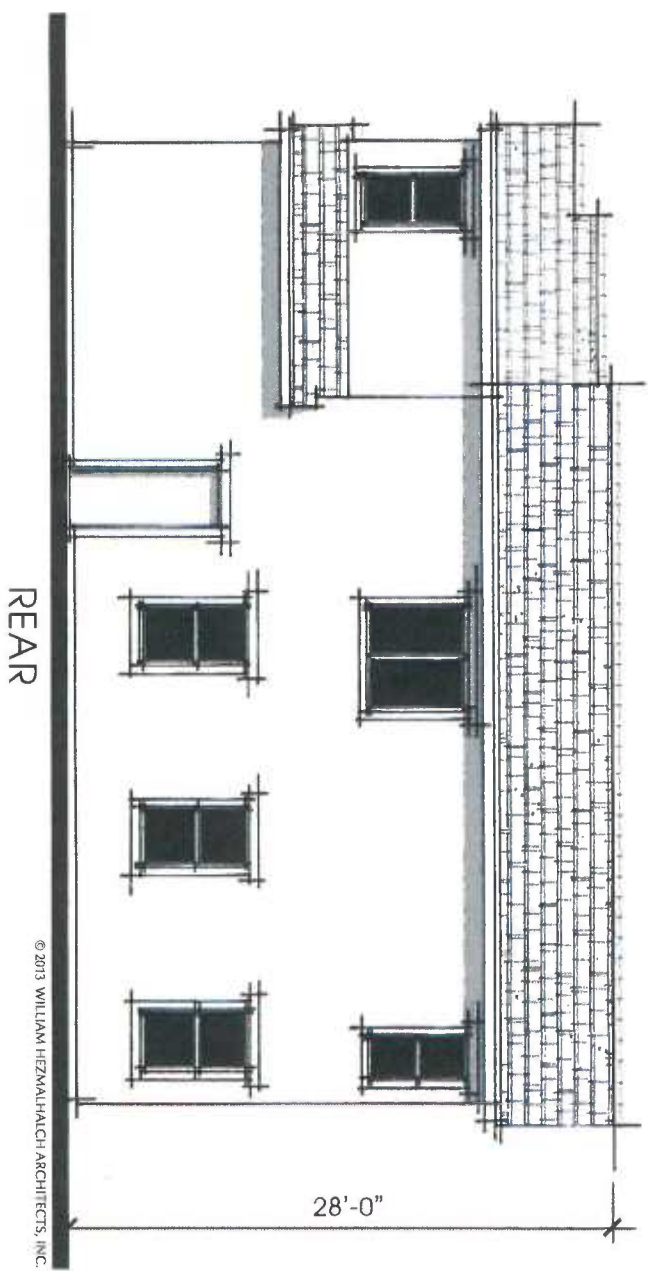
LEFT



FRONT



RIGHT

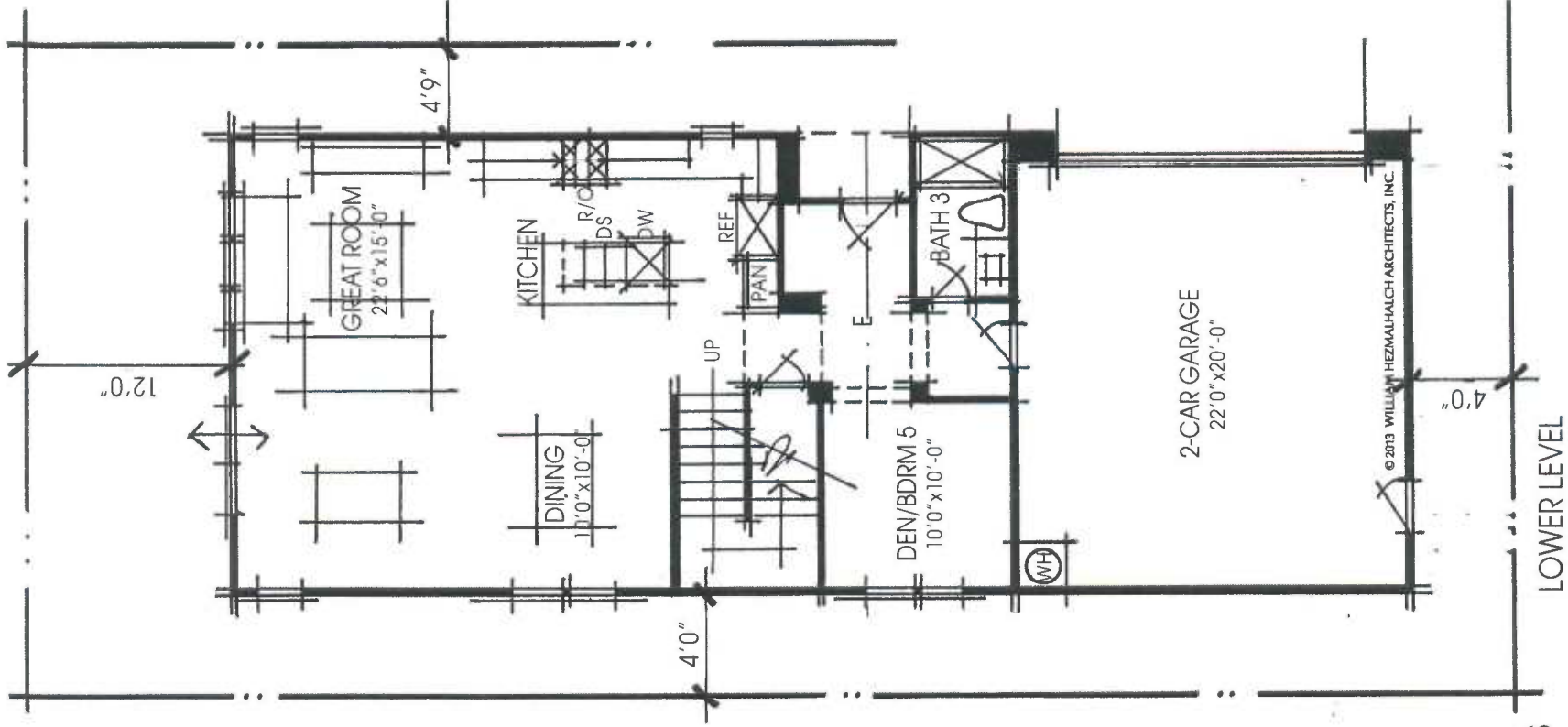


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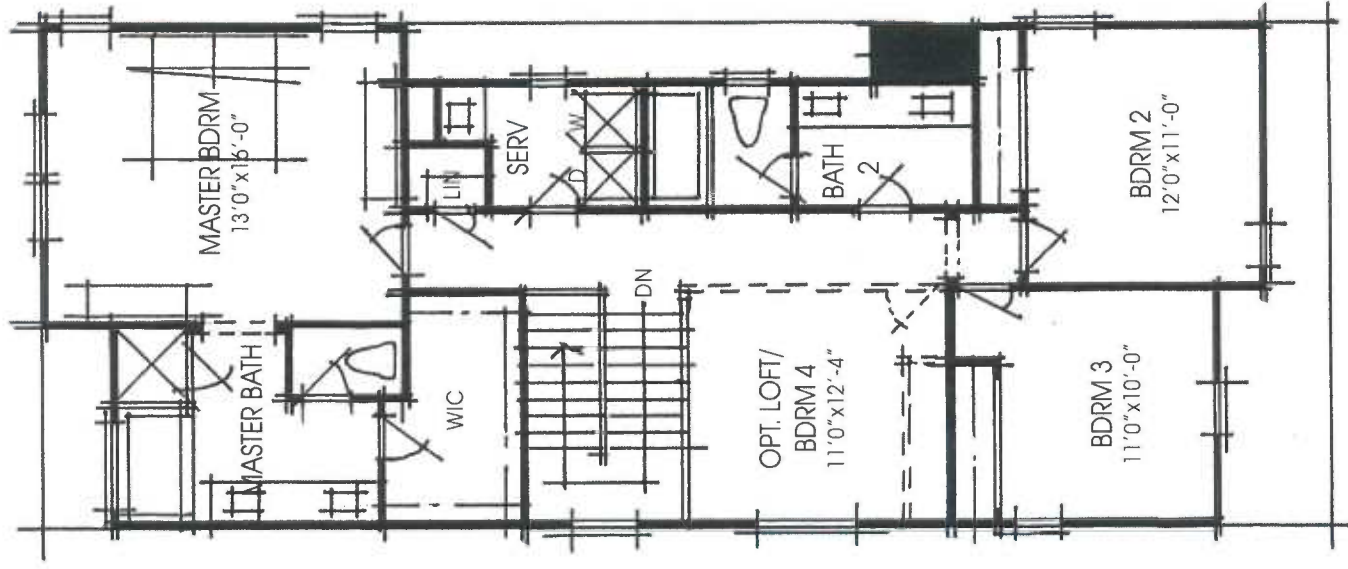
28'-0"

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Plan 2C - Exterior Elevations



LOWER LEVEL



UPPER LEVEL

1,958 S.F.
 4 BDRM/3 BA/LOFT/DEN/
 OPT. BDRM 5
 2-CAR GARAGE

Plan 3 - Floor Plans

WINNETKA SITE
 Los Angeles, California





Elevation 'A'



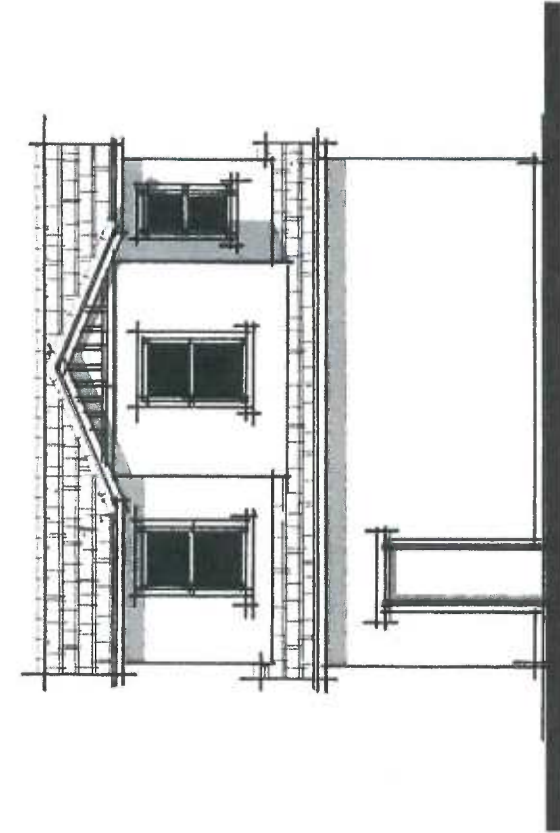
Elevation 'B'

Note: Artist's conception; colors, materials and application may vary.

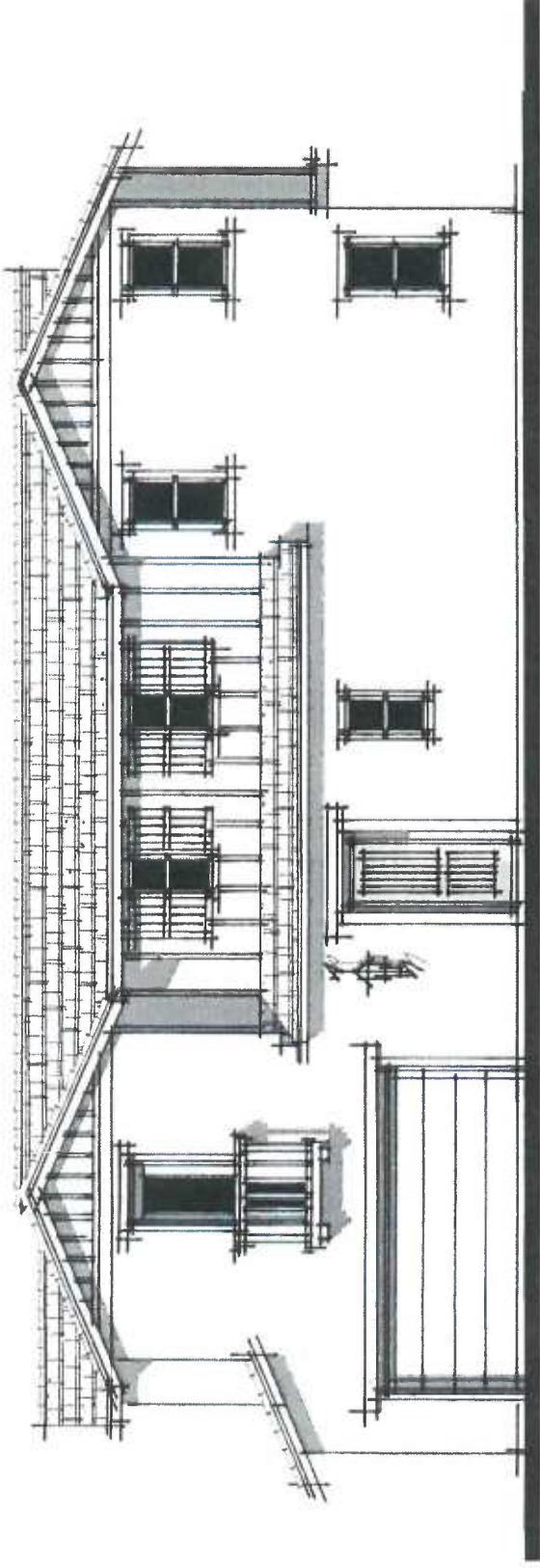
Plan 3 - Front Elevations

WINNETKA SITE
Los Angeles, California

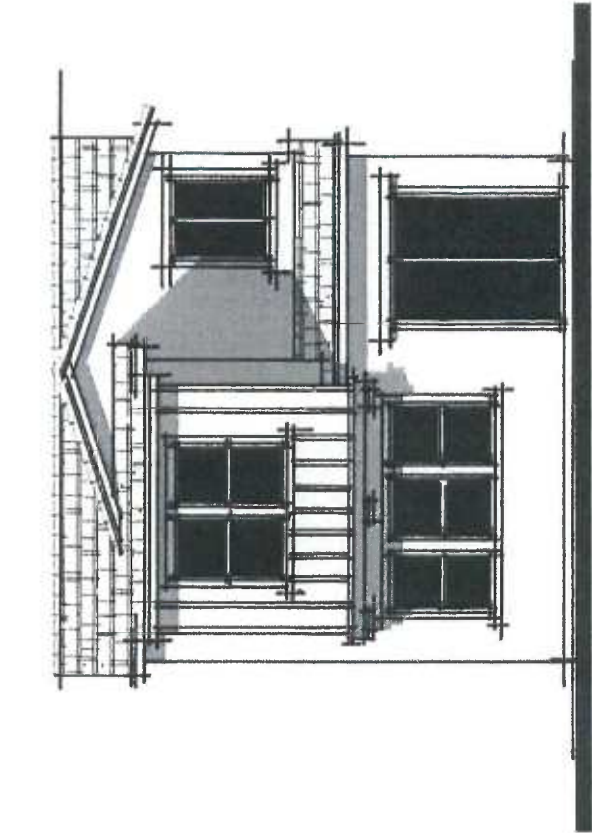
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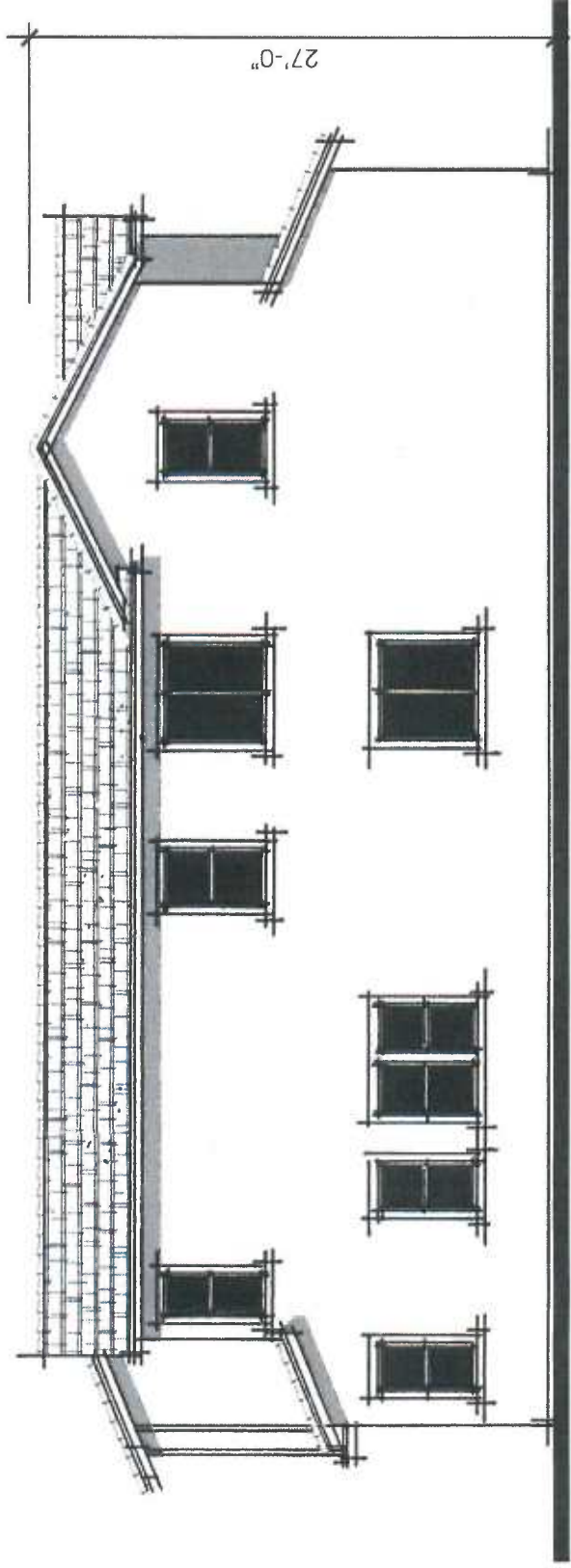
LEFT



FRONT



RIGHT



REAR

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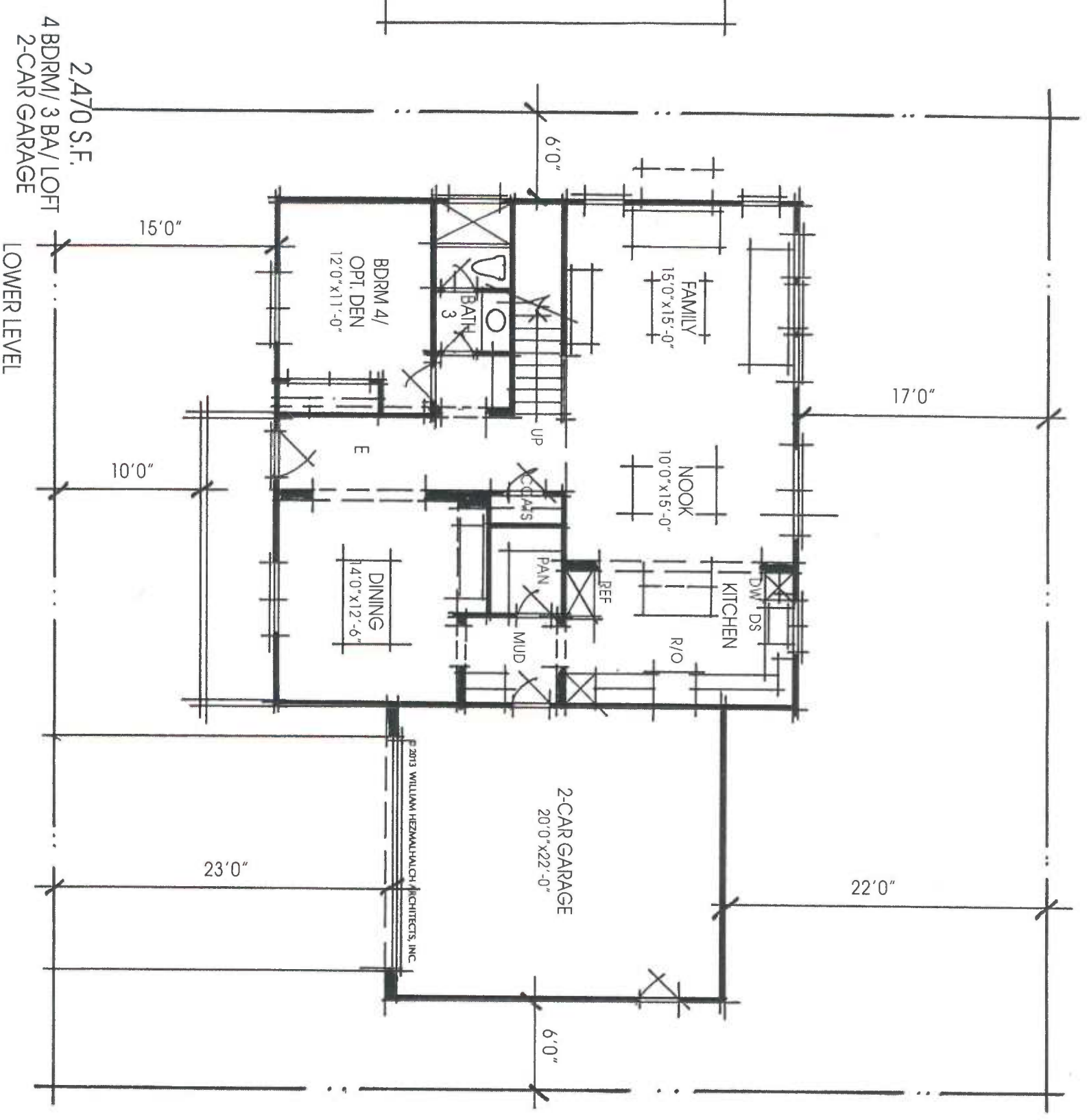
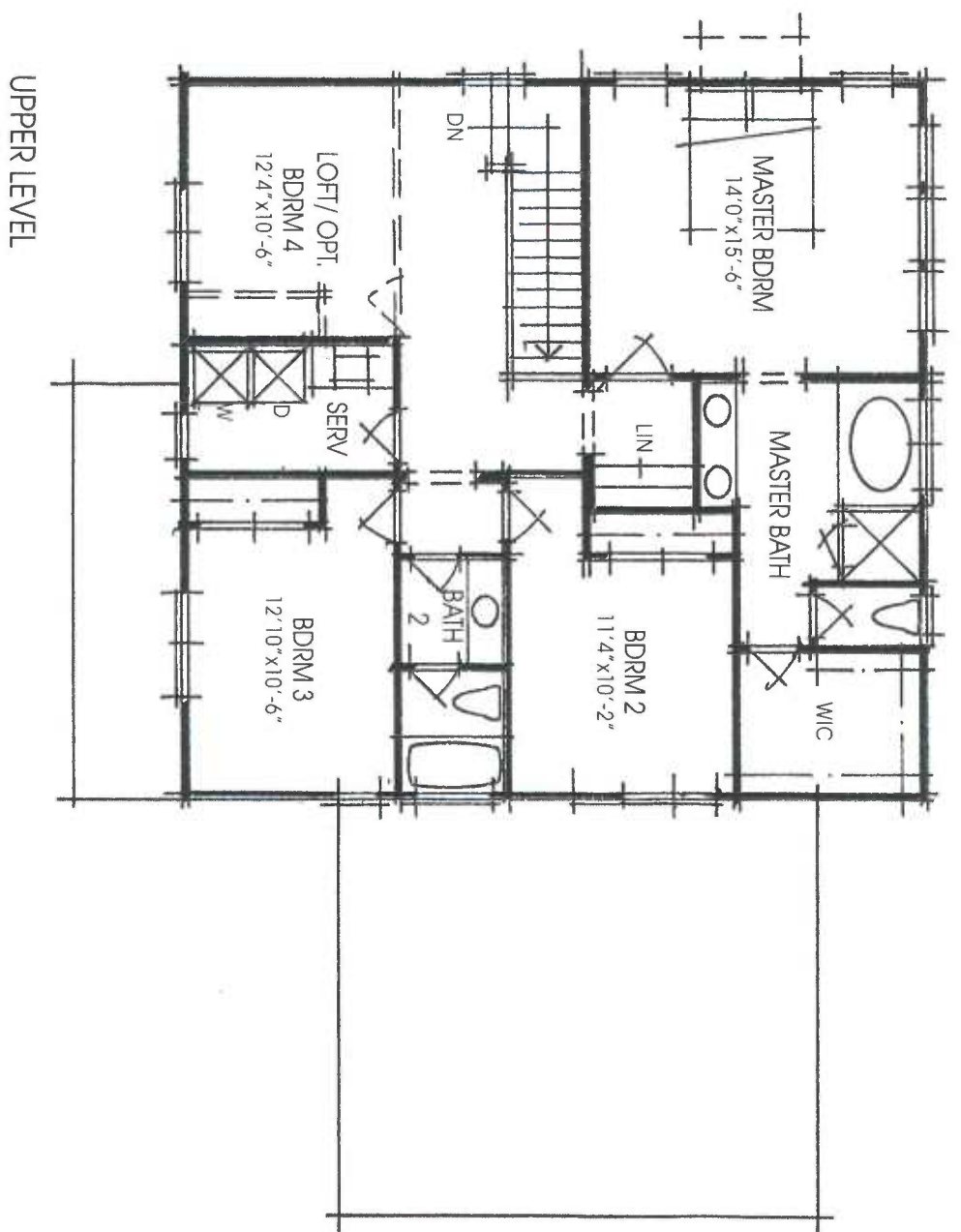
Plan 3B - Exterior Elevations



A3.2



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Plan 4 - Floor Plans



Elevation 'B'



Elevation 'C'

Note: Artist's conception; colors, materials and application may vary.

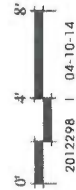
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Plan 4 - Front Elevations

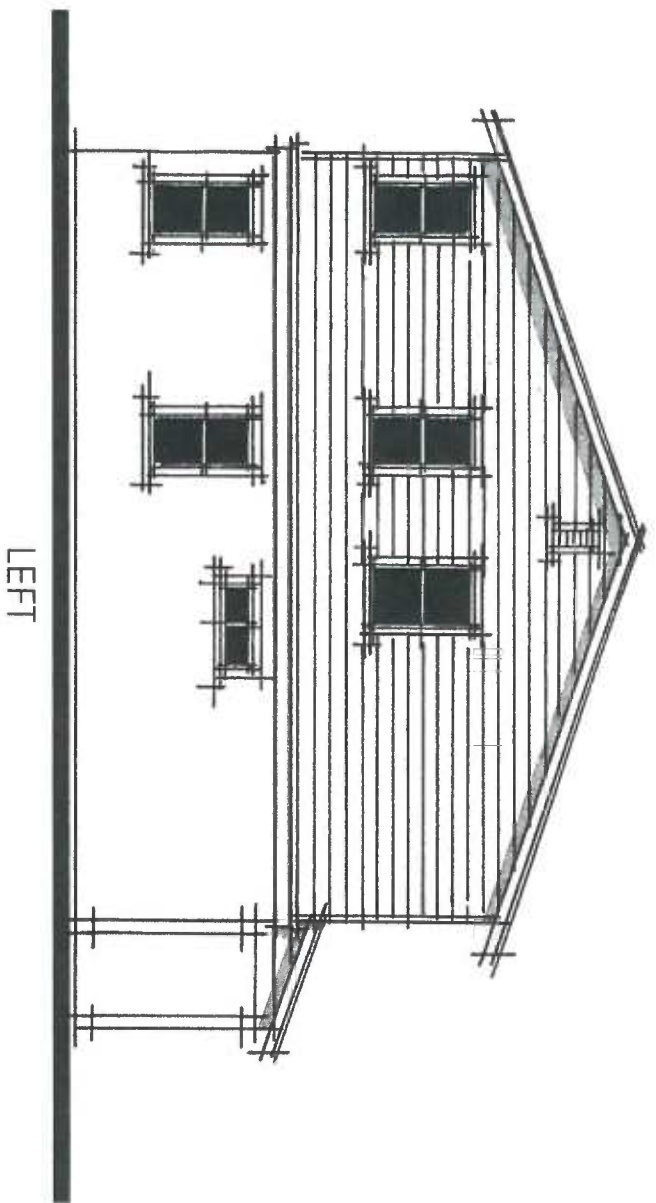
WINNETKA SITE
Los Angeles, California



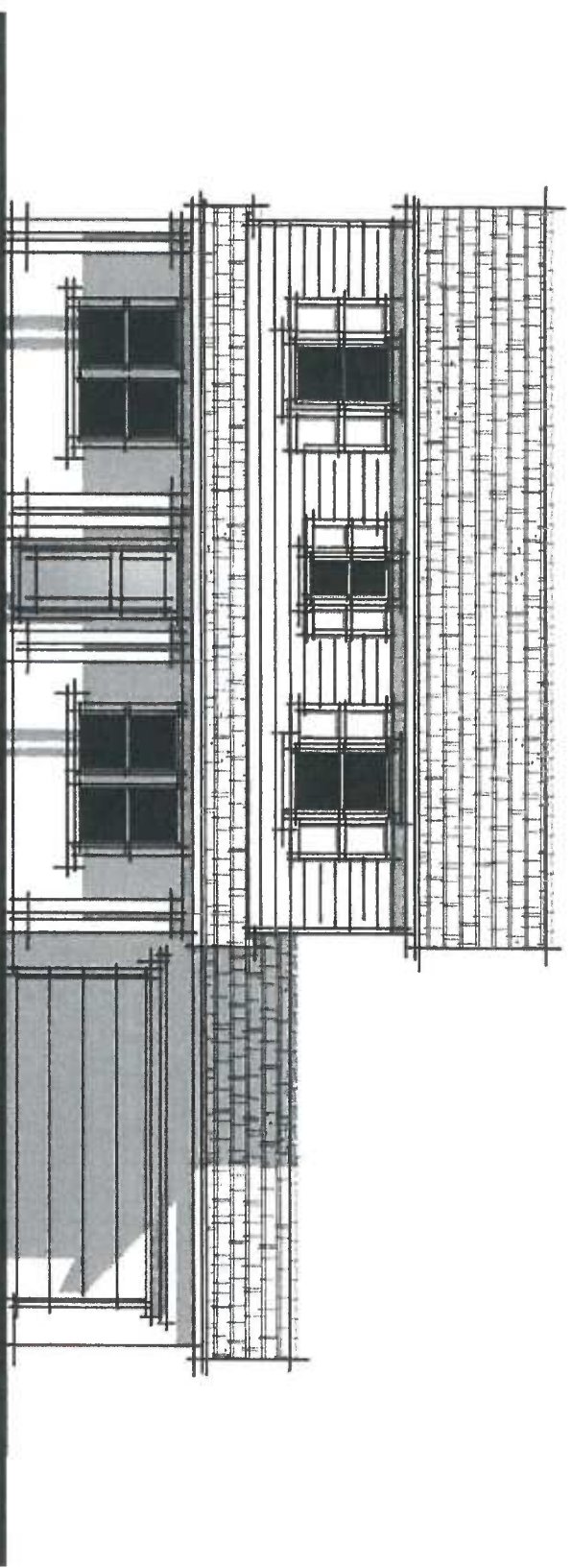
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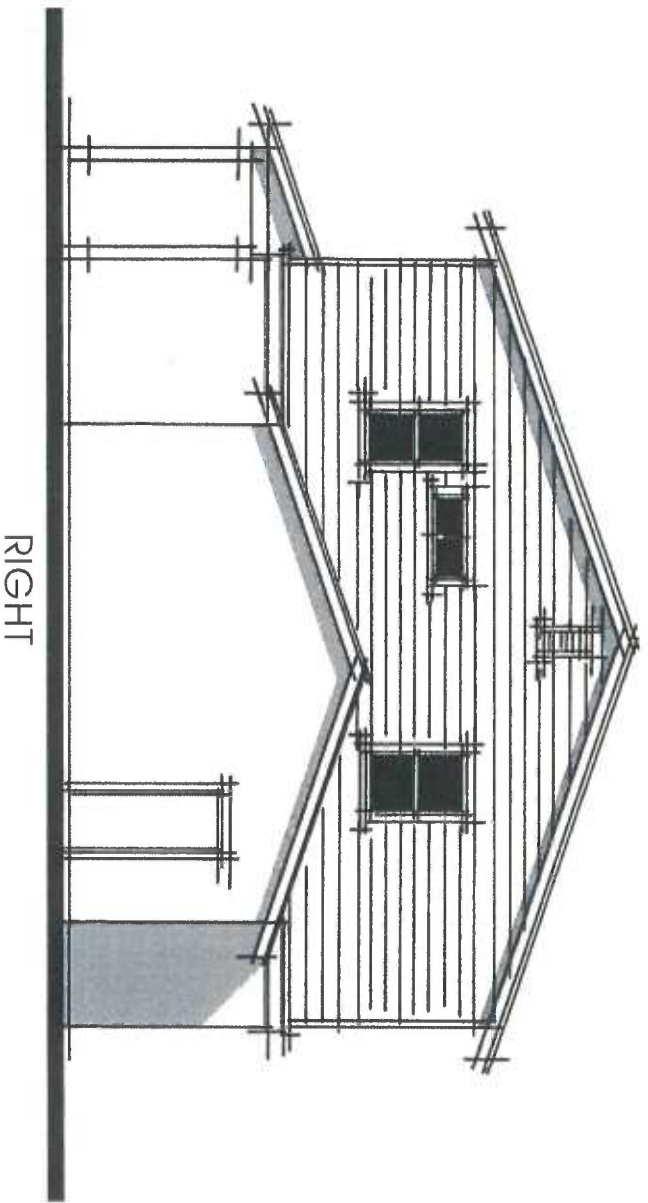
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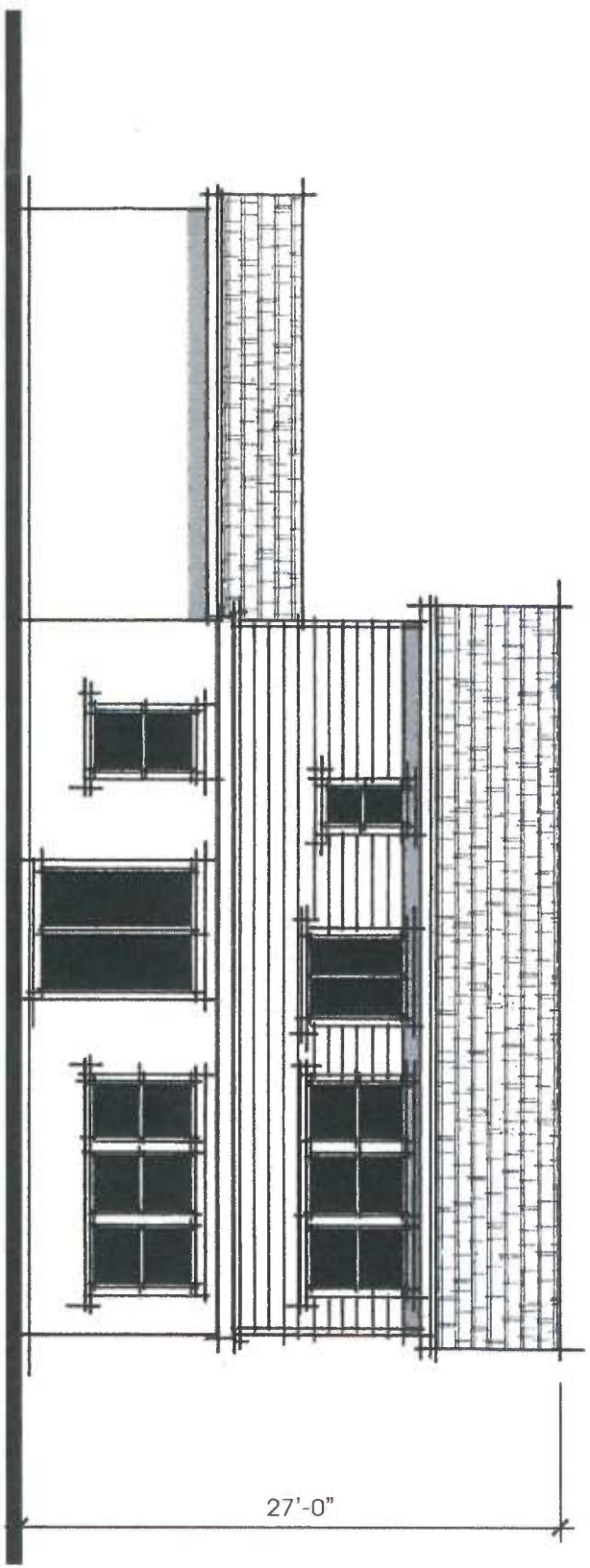
LEFT



FRONT



RIGHT



REAR

27'-0"

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Plan 4B - Exterior Elevations



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Los Angeles, California

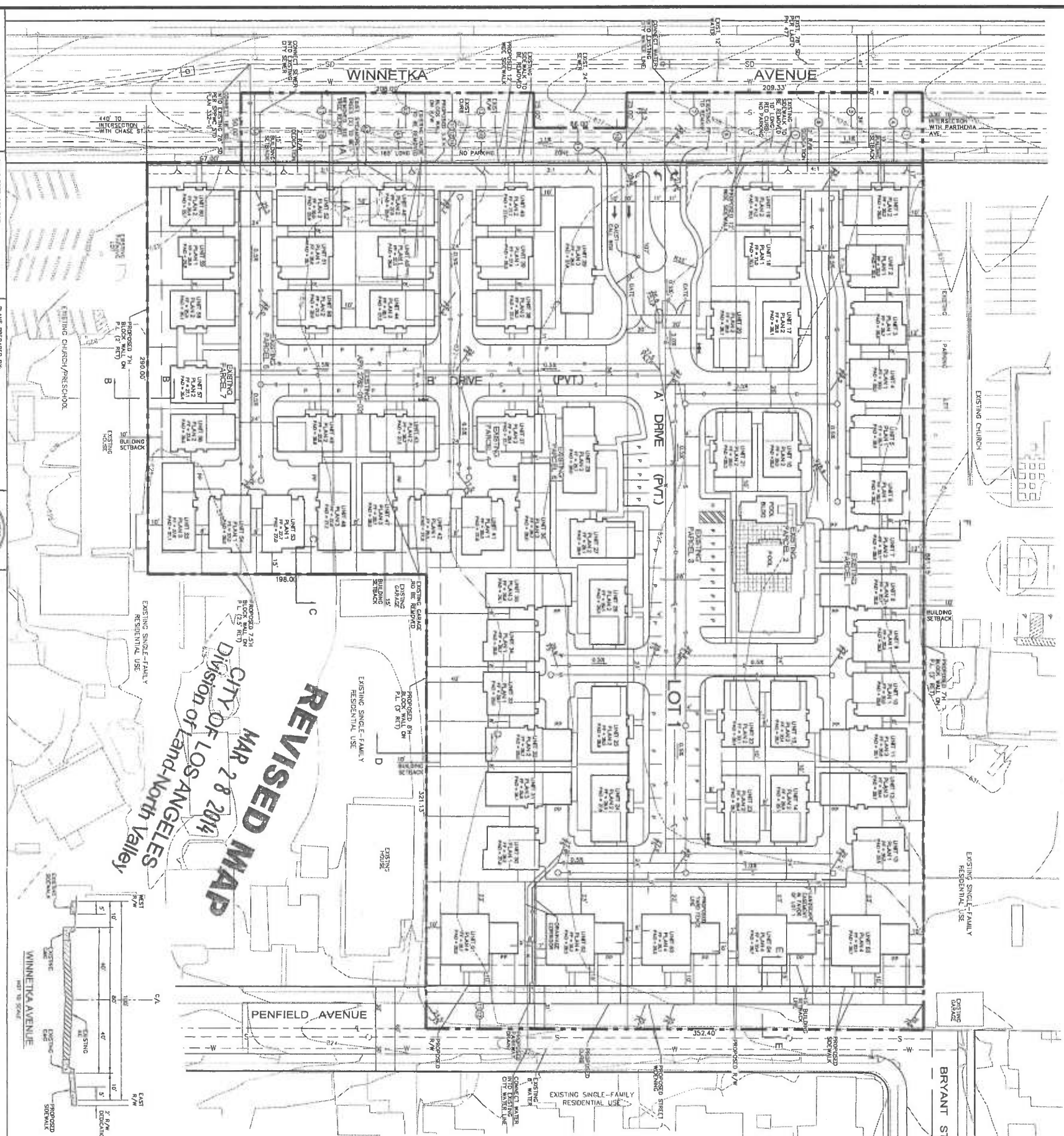
WILLIAM HEZMALHALCH ARCHITECTS, INC.
2350 REDHILL AVENUE SUITE 200 SANTA ANA, CA 92705-5543
949 259 0507 www.hezmalhalch.com fax 949 260 1529

A4.2
0" 4" 8"
2012298 | 04-10-14

TENTATIVE TRACT NO. 72271

FOR CONDOMINIUM PURPOSES

IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA



PROJECT SUMMARY

GROSS AREA	6.0 ACRES
NET AREA	6.0 ACRES
DEVELOPING UNITS	65 DU
PRODUCT 1	65 DU/64C-R-58
PRODUCT 2	20
PRODUCT 3	13
PRODUCT 4	5
TOTAL	65

PARKING SUMMARY

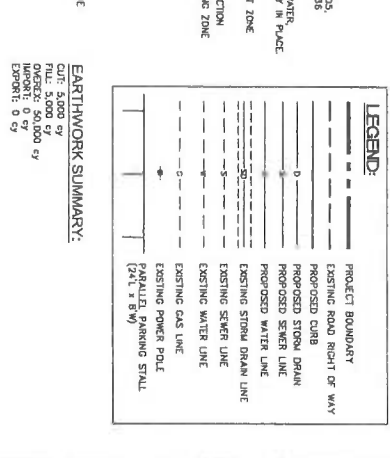
RESIDENT PARKING REQUIRED	65/2-130
TOTAL PARKING REQUIRED	65/2-130
RESIDENT PARKING PROVIDED	150
GUEST PARKING PROVIDED	20
GUEST PARKING (Pvt. Use) PROVIDED	14
GUEST PARKING (OTHER USE) PROVIDED	32
TOTAL PARKING PROVIDED	196



SITE ADDRESS:
 2248 PENFIELD AVENUE
 LOS ANGELES, CA 90008

APPLICANT:
 M. VANETTA CO. LLC
 2100 CENTRE POINT PKWY.
 SUITE 100, TORRANCE, CA 91300
 TEL: (661) 222-2977

ENGINEER:
 ALLIANCE LAND PLANNING & ENGINEERING INC.
 2248 PENFIELD AVENUE
 LOS ANGELES, CA 90008
 TEL: (781) 511-8986



LEGAL DESCRIPTION

THE LAND SHOWN TO BE THIS TRACT IS SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS FOLLOWS:

PARCEL 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

SECTION AA

SECTION BB

SECTION CC

SECTION DD

SECTION EE

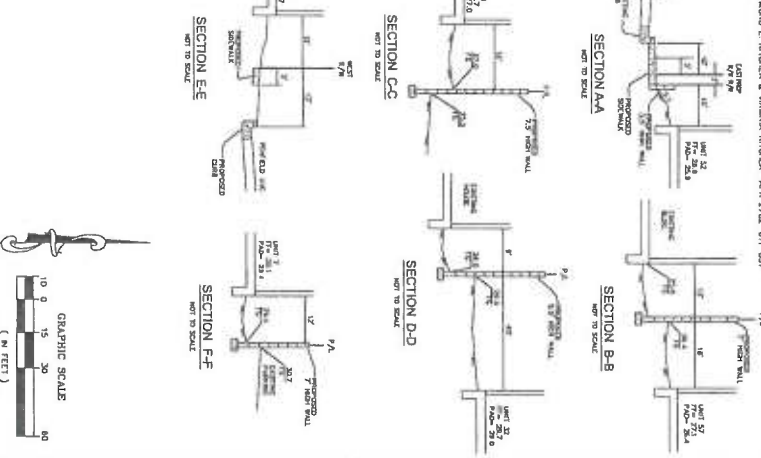
SECTION FF

REVISIONS

DATE: 3/27/14

EASEMENT NOTES

THE FOLLOWING LIST OF EASEMENTS IS SHOWN FOR THE COMPANY (OWNER) TO BE CONSIDERED AND SHALL BE CONSIDERED TO BE THE PROPERTY OF THE COMPANY (OWNER) AND SHALL BE CONSIDERED TO BE THE PROPERTY OF THE COMPANY (OWNER).



ALLIANCE

ENGINEERING, ARCHITECTURE, PLANNING & CONSTRUCTION

2100 CENTRE POINT PKWY
 TORRANCE, CA 91300
 (661) 222-2977

PLANS PREPARED BY:

WILLIAMS HOMES
 2100 CENTRE POINT PKWY
 SANI CLAYTON, CA 91350
 (661) 222-2977

PLANS PREPARED BY:

ALLIANCE LAND PLANNING & ENGINEERING INC.
 2248 PENFIELD AVENUE, CARLSBAD, CA 92008
 (760) 431-8986

DATE: 3/27/14

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

LEAD CITY AGENCY: City of Los Angeles		COUNCIL DISTRICT: 3
PROJECT TITLE: Winnetka Williams Homes	ENVIRONMENTAL CASE: ENV-2013-2079-MND	CASE NO. CPC-2013-2078-GPA-ZC-BL-ZV-SPR TT-72271-CN

PROJECT LOCATION: 8544, 8600, 8612, 8620, 8630, 8640, 8642, 8646, and 8654 Winnetka Avenue, Northridge, CA 91306

PROJECT DESCRIPTION: WH Winnetka, 60, LLC, (the "Applicant") proposes to develop a residential project on an approximately 6.8 gross acres (296,208 square feet) site bounded by Winnetka Avenue to the west and Penfield Avenue to the east. The Applicant proposes the demolition of the existing single family home (8612 Winnetka Avenue) on the Project Site and the construction of 68 detached residential dwelling units.

The Applicant requests the following discretionary approvals: 1) A General Plan Amendment from Very Low I Residential to Low Medium I Residential; 2) A Zone Change from RA-1 to RD3-1; 3) Building Line Removal on 8544, 8600, and 8612 Winnetka Avenue; 4) Zone Variance to permit individual sanitation bins in lieu of a recycling room; and 5) Site Plan Review for over 50 dwelling units. The Applicant requests that Site Plan Review Findings be made as part of the discretionary approvals for the Project Site. The Applicant will also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities including, but not limited to, the following: demolition, grading and foundations, and building and tenant improvements for the Project Site.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
WH Winnetka, 60, LLC, C/O Elisabeth Berg
21080 Centre Pointe Pkwy. Suite 101
Santa Clarita, CA 91350

FINDING: The Department of City Planning of the City of Los Angeles has proposed that a mitigated negative declaration be adopted for this project. The mitigation measures outlined on the attached pages will reduce any potentially significant adverse effects to a level of insignificance.

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED

Any written comment 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 FORM Jae H. Kim	TITLE City Senior Planner	TELEPHONE NUMBER (213) 978-1383
ADDRESS 200 North Spring Street, 7 th Floor Los Angeles, CA 90012	SIGNATURE (Official)	DATE 2/27/2014

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

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 3 – BOB BLUMENFIELD	DATE: February 27, 2014
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2013-2079-MND	RELATED CASES: CPC-2013-2078-GPA-ZC-BL-ZV-SPR TT-72271-CN	
PREVIOUS ACTIONS CASE NO. CPC-26794/ Ordinance No. 150,279 CPC-26795-BL	<input checked="" type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.	
<p>PROJECT DESCRIPTION: WH Winnetka, 60, LLC, (the "Applicant") proposes to develop a residential project on an approximately 6.8 gross acres (296,208 square feet) site bounded by Winnetka Avenue to the west and Penfield Avenue to the east. The Applicant proposes the demolition of the existing single family home (8612 Winnetka Avenue) on the Project Site and the construction of 68 detached residential dwelling units.</p> <p>The Applicant requests the following discretionary approvals: 1) A General Plan Amendment from Very Low I Residential to Low Medium I Residential; 2) A Zone Change from RA-1 to RD3-1; 3) Building Line Removal on 8544, 8600, and 8612 Winnetka Avenue; 4) Zone Variance to permit individual sanitation bins in lieu of a recycling room; and 5) Site Plan Review for over 50 dwelling units. The Applicant requests that Site Plan Review Findings be made as part of the discretionary approvals for the Project Site. The Applicant will also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities including, but not limited to, the following: demolition, excavation, shoring, grading, foundations, and building and tenant improvements for the Project Site.</p>		
ENV PROJECT DESCRIPTION: See above and supporting exhibits and tables in the attached expanded Initial Study Mitigated Negative Declaration (IS/MND).		
<p>ENVIRONMENTAL SETTING:</p> <p>The Project Site is located in Chatsworth-Porter Ranch Community Plan Area of Los Angeles. The Project Site includes approximately 272,250 gross square feet of lot area (i.e., 6.8 acres) and is currently occupied by vacant space and one single-family residence. Further details and photographs of the existing Project Site and surrounding area are provided in the expanded Initial Study/Mitigated Negative Declaration (IS/MND) (attached).</p>		
PROJECT LOCATION: 8544, 8600, 8612, 8620, 8630, 8640, 8642, 8646, and 8654 Winnetka Avenue, Northridge, CA 91306		
COMMUNITY PLAN AREA: Chatsworth-Porter Ranch STATUS: <input type="checkbox"/> Preliminary <input type="checkbox"/> Proposed <input checked="" type="checkbox"/> ADOPTED in 2003	<input type="checkbox"/> Does Conform to Plan <input checked="" type="checkbox"/> Does NOT Conform to Plan	AREA PLANNING COMMISSION: North Valley CERTIFIED NEIGHBORHOOD COUNCIL: Winnetka
EXISTING ZONING: RA-1	MAX DENSITY ZONING: 3:1	LA River Adjacent: No
GENERAL PLAN LAND USE: Very Low I Residential	MAX. DENSITY PLAN: 3:1	PROPOSED PROJECT DENSITY: 11.3 Homes per Acre

Determination (To be completed by Lead Agency)

On the basis of this initial evaluation:

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

City Planning Associate

(818) 374-9909

Signature

Title

Phone

Evaluation of Environmental Impacts:

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

- b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whichever format is selected.
- 9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Environmental Factors Potentially Affected:

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

<input checked="" type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input checked="" type="checkbox"/> AIR QUALITY <input checked="" type="checkbox"/> BIOLOGICAL RESOURCES <input checked="" type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> GREENHOUSE GAS EMISSIONS <input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input checked="" type="checkbox"/> HYDROLOGY AND WATER QUALITY <input checked="" type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> PUBLIC SERVICES <input checked="" type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION/CIRCULATION <input checked="" type="checkbox"/> UTILITIES <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
<p>INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)</p> <p><i>Background</i></p> <p>PROPONENT NAME: WH Winnetka, 60, LLC C/O Elisabeth Berg</p> <p>APPLICANT ADDRESS: 21080 Centre Pointe Pkwy. Suite 101 Santa Clarita, CA 91350</p> <p>AGENCY REQUIRING CHECKLIST: City of Los Angeles Department of City Planning</p> <p>PROPOSAL NAME (If Applicable): Winnetka Williams Homes</p>		
<p>PHONE NUMBER: (661) 222-9209</p> <p>DATE SUBMITTED: February 27, 2014</p>		

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN ATTACHEMENT B, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN ATTACHMENT B FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.</p>					
I. AESTHETICS					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURE AND FOREST RESOURCES					
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 1220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
III. AIR QUALITY					
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IV. BIOLOGICAL RESOURCES					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND GAME OR U.S. FISH AND WILDLIFE SERVICE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA SECTION 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA SECTION 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VI. GEOLOGY AND SOILS					
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING:				
i.	RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.				
ii.	STRONG SEISMIC GROUND SHAKING?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii.	SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv.	LANDSLIDES?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. GREENHOUSE GAS EMISSIONS					
a.	GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IX. HYDROLOGY AND WATER QUALITY					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING					
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. MINERAL RESOURCES					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. NOISE					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. POPULATION AND HOUSING					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIV. PUBLIC SERVICES					
a.	FIRE PROTECTION?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	POLICE PROTECTION?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	SCHOOLS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	PARKS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	OTHER PUBLIC FACILITIES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XV. RECREATION					
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XVI. TRANSPORTATION/CIRCULATION					
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVII. UTILITIES					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h.	OTHER UTILITY SYSTEMS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 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-2013-2079-MND** and the associated case(s), **CPC-2013-2078-GPA-ZC-BL-ZV-SPR, and TT-72271-CN**. 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 impacts(s) on the environment (after mitigation) **will not**:

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

ADDITIONAL INFORMATION:

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

For City information, addresses, and phone numbers: visit the City’s website at <http://www.lacity.org>; City Planning- and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps – <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information – <http://boemaps.eng.ci.la.ca.us/index0.1htm> or City’s main website under the heading “Navigate LA.”

<p>PREPARED BY: Jae H. Kim</p>	<p>TITLE: City Senior Planner</p>	<p>TELEPHONE NO.: (213) 978-1383</p>	<p>DATE: February 27, 2014</p>
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APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

	Impact	Explanation	Mitigation Measures
I. AESTHETICS			
a.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
b.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	IV-20, IV-50, IV-60, IV-70, IV-80
c.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	I-10, I-90, I-110
d.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	I-120, I-130
II. AGRICULTURAL RESOURCES			
a.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
b.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
c.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
d.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
e.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
III. AIR QUALITY			
a.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
b.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	III-10
c.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
d.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
IV. BIOLOGICAL RESOURCES			
a.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	IV-20, IV-80
b.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
c.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
d.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
e.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	IV-50, IV-60, IV-70
f.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.

	Impact	Explanation	Mitigation Measures
V. CULTURAL RESOURCES			
a.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
b.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	V-20
c.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	V-30
d.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	V-40
VI. GEOLOGY AND SOILS			
a.i.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	VI-10, VI-50
a.ii.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	VI-10, VI-50
a.iii.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	VI-10, VI-50
a.iv.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	VI-10, VI-50
b.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	VI-20
c.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	VI-10, VI-50
d.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	VI-50
e.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
VII. GREENHOUSE GAS EMISSIONS			
a.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	VII-10
b.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	VII-10
VIII. HAZARDS AND HAZARDOUS MATERIALS			
a.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
d.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	VI-50
e.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
f.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
g.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
h.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.

	Impact	Explanation	Mitigation Measures
IX. HYDROLOGY AND WATER QUALITY			
a.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
b.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
c.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
d.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
e.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
f.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
g.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
h.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
i.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
j.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
X. LAND USE AND PLANNING			
a.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
b.	Potentially Significant Impact Unless Mitigated.	See environmental analysis provided in the expanded IS/MND (attached).	X-10.
c.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
XI. MINERAL RESOURCES			
a.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
b.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
XII. NOISE			
a.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	XII-20
b.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
c.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
d.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	XII-20
e.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
f.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
XIII. POPULATION AND HOUSING			
a.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.

	Impact	Explanation	Mitigation Measures
b.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
c.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
XIV. PUBLIC SERVICES			
a.i.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	XVI-10
a.ii.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	XIV-20, XIV-30
a.iii.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	XIV-60, XIV-40
a.iv.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	XV-10
a.v.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
XV. RECREATION			
a.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	XV-10
b.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
XVI. TRANSPORTATION/CIRCULATION			
a.	Potentially Significant Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	XVI-10
b.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
c.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
d.	Potentially Significant Impact Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
e.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
f.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
XVII. UTILITIES			
a.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
c.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
d.	Potentially Significant Impact Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	XVII-10, XVII-20, XVII-40
e.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
f.	Potentially Significant Impact Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	XVII-90
g.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.

	Impact	Explanation	Mitigation Measures
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	No Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
b.	Less Than Significant Impact.	See environmental analysis provided in the expanded IS/MND (attached).	No mitigation measures are required.
c.	Potentially Significant Impact Unless Mitigation Incorporated.	See environmental analysis provided in the expanded IS/MND (attached).	XVIII-30

MITIGATION MEASURES

I. AESTHETICS

I-10 Aesthetics (Landscape Plan)

- All open areas not used for buildings, driveways, parking areas, recreational facilities or sidewalks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.

I-90 Aesthetics (Vandalism)

- 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.

I-110 Aesthetics (Signage on Construction Barriers)

- 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.

I-120 Aesthetics (Light)

- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

I-130 (Aesthetics (Glare)

- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

II. AGRICULTURE AND FORESTRY RESOURCES

No mitigation measures are required.

III. AIR QUALITY

III-10 Air Pollution (Demolition, Grading, and Construction Activities)

- 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 would 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.
- Subcontractors 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.

IV. BIOLOGICAL RESOURCES

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

- Proposed Project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
 - a) Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - b) If a protected native bird nest is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
 - c) Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - d) The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the Project.

IV-70 Tree Removal (Non-Protected Trees)

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

IV-80 Tree Removal (Locally Protected Species)

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

- All protected tree removals require approval from the Board of Public Works.
- A Tree Report shall be submitted to the Urban Forestry Division of the Bureau of Street Services, Department of Public Works, for review and approval (213-847-3077), prior to implementation of the Report's recommended measures.
- A minimum of two trees (a minimum of 48-inch box in size if available) shall be planted for each protected tree that is removed. The canopy of the replacement trees, at the time they are planted, shall be in proportion to the canopies of the protected tree(s) removed and shall be to the satisfaction of the Urban Forestry Division.
- The location of trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.
- Bonding (Tree Survival):
 - a) The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new oak tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be exonerated.
 - b) The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

V. CULTURAL RESOURCES**V-20 Cultural Resources (Archaeological)**

- If any archaeological materials are encountered during the course of the Project development, all further development activity shall halt and:
 - a) The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact.
 - b) The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - c) The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
 - d) Project development activities may resume once copies of the archaeological survey, study or report are submitted to:
 - SCCIC Department of Anthropology
 - McCarthy Hall 477
 - CSU Fullerton
 - 800 North State College Boulevard
 - Fullerton, CA 92834
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

V-30 Cultural Resources (Paleontological)

- If any paleontological materials are encountered during the course of the Project development, all further development activities shall halt and:
 - a) The services of a paleontologist shall be secured by contacting the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the County Natural History Museum – who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
 - b) The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - c) The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
 - d) Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

V-40 Cultural Resources (Human Remains)

- In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - a) 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)
 - b) The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
 - c) The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
 - d) 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.
 - e) If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
 - f) If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
 - *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party.

VI. GEOLOGY AND SOILS**VI-10 Seismic**

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

VI-20 Erosion/Grading/Short-Term Construction Impacts

- The Project Applicant shall provide staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
 - a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
 - b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

VI-50 Geotechnical Report

- The Project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Proposed Project, and as it may be subsequently amended or modified.

VII. GREENHOUSE GAS EMISSIONS**VII-10 Green House Gas Emissions**

- Install a demand (tankless or instantaneous) water heater system or high efficiency central boiler system, sufficient to serve the anticipated needs of the dwelling(s).
- Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the Project.

VIII. HAZARDS AND HAZARDOUS MATERIALS

No mitigation measures are required.

IX. HYDROLOGY AND WATER QUALITY

No mitigation measures are required.

X. LAND USE AND PLANNING**X-10 General Plan Designation/Zoning**

- The Proposed Project would permit intensities and or densities exceeding those permitted by the existing Community Plan. However, this potential impact will be mitigated to a level of insignificance by adoption of the proposed General Plan Amendment and compliance with the mitigation measures required by this mitigated negative declaration (MND).

XI. MINERAL RESOURCES

No mitigation measures are required.

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

- The Project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday. No construction or demolition shall occur on Sundays or federal holidays.

XIII. POPULATION AND HOUSING

No mitigation measures are required.

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

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, as noted in the written correspondence from the City of Los Angeles Fire Department, dated October 11, 2013:
 - a) Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - b) No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
 - c) The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
 - d) The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
 - e) Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
 - f) Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department.
 - g) Construction of public or private roadway in the proposed development shall not exceed 15 percent in grade.
 - h) Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.
 - i) Standard cut-corners will be used on all turns.
 - j) Submit plot plans indicating access road and turning area for Fire Department approval.
 - k) All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
 - l) Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
 - m) Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
 - n) Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
 - o) No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.
 - p) Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of
 - q) No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
 - r) Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
 - s) Site plans shall include all overhead utility lines adjacent to the site.
 - t) Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
 - u) The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished by appointment only, in order to assure that you receive service with a

minimum amount of waiting please call (213) 482-6507. The applicant should advise any consultant representing the applicant of this requirement as well.

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

- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

XIV-30 Public Services (Police)

- The plans shall incorporate the Design Guidelines (defined in the following sentence) 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.

XIV-40 Public Services (Construction Activity Near Schools)

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

XIV-60 Public Services (Schools)

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

XV. RECREATION

XV-10 Recreation (Increased Demand For Parks Or Recreational Facilities)

- (Subdivision) Pursuant to Section 17.12 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.

XVI. TRANSPORTATION AND TRAFFIC**XVI-10 Increased Vehicle Trips/Congestion**

- Implementing measure(s) detailed in the Department of Transportation's communication to the Planning Department dated September 26, 2013 and October 20, 2013 shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.

XVI-80 Increased Vehicle Trips/Congestion

- A Construction Work Site Traffic Control Plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties.
- All construction related traffic shall be restricted to off-peak hours.

XVII. UTILITIES AND SERVICE SYSTEMS**XVII-10 Utilities (Local Water Supplies - Landscaping)**

- 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).
- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
 - Weather-based irrigation controller with rain shutoff
 - Matched precipitation (flow) rates for sprinkler heads
 - Drip/microspray/subsurface irrigation where appropriate
 - Minimum irrigation system distribution uniformity of 75 percent
 - Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
 - Use of landscape contouring to minimize precipitation runoff.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 sf. and greater.

XVII-20 Utilities (Local Water Supplies - All New Construction)

- If conditions dictate pursuant to the LAMC, the Department of Water and Power may postpone new water connections for this Project until water supply capacity is adequate.
- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease

agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

XVII-40 Utilities (Local Water Supplies - New Residential)

- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the Project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the Project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

XVII-90 Utilities (Solid Waste Recycling)

- *(Operational)* 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 Project's regular solid waste disposal program.
- *(Construction/Demolition)* Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction related wastes.
- *(Construction/Demolition)* To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

XVIII-30 End

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

Cumulative Impacts

As discussed in the expanded Initial Study/Mitigated Negative Declaration (IS/MND) prepared by Parker Environmental Consultants dated February 27, 2014, there may be environmental impacts which are individually limited, but significant when viewed in connection with the effects of past projects, other current project, and probably future projects. However, these cumulative impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

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Design Studios, Winnetka Site Existing Tree Location Plan and Written Correspondence, June 24, 2013.

APPENDIX C: Geotechnical Report

Geo Concepts, Inc., Preliminary Geotechnical Engineering Investigation, February 6, 2013.

City of Los Angeles, Department of Building and Safety, Soil Report Correction Letter, January 8, 2014.

APPENDIX D: Greenhouse Gas Emissions Calculations Worksheets**APPENDIX E: Environmental Site Assessment**

E-1: Rincon Consultants Inc., Phase I Environmental Site Assessment 8544-8654 Winnetka Avenue, Los Angeles, California, February 4, 2013.

E-2: Rincon Consultants Inc., Phase II Environmental Site Assessment 8544-8654 Winnetka Avenue, Los Angeles, California, February 26, 2013.

APPENDIX F: Infiltration Test Report

Geo Concepts, Inc., Infiltration Test Report, 8640 Winnetka Avenue, Northridge, California, April 19, 2013.

APPENDIX G: Noise Monitoring Data**APPENDIX H: Traffic Study**

Crain & Associates, Traffic Impact Study for the Proposed Winnetka-Williams Homes Project, in the Chatsworth-Porter Ranch Community of the City of Los Angeles, June 21, 2013.

City of Los Angeles, Department of Transportation, Traffic Assessment For The Proposed Winnetka Williams Homes At 8544 Winnetka Avenue, September 26, 2013.

City of Los Angeles, Department of Transportation, Tentative Tract Map No. 72271, October 20, 2013.

APPENDIX I: Utility Service Response Letters

City of Los Angeles, Bureau of Engineering, Sewer Capacity Availability Request (SCAR), May 28, 2013.

City of Los Angeles Department of Water and Power – Water System, Fire Service Pressure Flow Report, June 13, 2013.

City of Los Angeles, Fire Department, Tract Map No. 72271 (8544-8654 N. Winnetka Avenue) (Expedited), October 11, 2013.

City of Los Angeles, Bureau of Engineering, Vesting Tentative Tract Map No. 72271 – Transmittal of Map, October 30, 2013.

APPENDIX J: Zoning Response Letters

City of Los Angeles, Department of Building and Safety, Tract Map No. 72271-CN, October 10, 2013.

City of Los Angeles, Department of Building and Safety, 8544-8654 N. Winnetka Avenue, November 5, 2013.

I. INTRODUCTION

PROJECT INFORMATION

Project Title: Winnetka-Williams Homes

Project Location: 8544, 8600, 8612, 8620, 8630, 8640, 8642, 8646, and 8654 Winnetka Avenue, Northridge, CA

Project Applicant: WH Winnetka, LLC
C/O Williams Homes
21080 Centre Pointe Pkwy. Suite 101
Santa Clarita, CA 91350

Lead Agency: City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 721
Los Angeles, CA 90012

PROJECT SUMMARY

WH Winnetka, 60, LLC, (the “Applicant”) proposes to develop a residential project on an approximately 6.8 acres (296,208 square foot) site bounded by Winnetka Avenue to the west and Penfield Avenue to the east. The Applicant proposes the demolition of the existing single family home (8612 Winnetka Avenue) on the Project Site and the construction of 68 detached residential dwelling units.

The Proposed Project includes 68 detached residential dwelling units and features three different floor plans. Floor plan one is approximately 1,600 square feet and includes 20 homes. Floor plan two is approximately 1,750 square feet and consists of 30 homes. Floor plan three is 1,958 square feet and consists of 13 homes. Floor Plan four is approximately 2,100 square feet and consists of five homes fronting Penfield Avenue. Each home will include a two-car side-by side garage and there will be a minimum of 8 feet between buildings. A total of 202 parking spaces would be provided, which includes 136 garage spaces for resident parking, 34 spaces for guest parking along the common driveway apron, and 32 driveway spaces for guest parking in front of 32 residential units. With a total of 202 parking spaces provided on site, the project would exceed the 17 guest parking requirement (¼ space per unit) of the City of Los Angeles Municipal Code. Vehicular access to the Project Site would be provided by way of a full-access gated driveway that would intersect the east side of Winnetka Avenue for 63 units and individual driveways for the five homes fronting Penfield Avenue. The Proposed Project would include 82,747 square feet of open space, which would consist of 52,753 square feet of private yard space and 29,721 square feet of common open space.

The Applicant requests the following discretionary approvals: 1) A General Plan Amendment from Very Low I Residential to Low Medium I Residential; 2) A Zone Change from RA-1 to RD3-1; 3) Building Line Removal on 8544, 8600, and 8612 Winnetka Avenue; 4) Zone Variance to permit individual sanitation bins in lieu of a recycling room; and 5) Site Plan Review for over 50 dwelling units.

The Applicant will also request approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities including, but not limited to, the following: demolition, grading, foundation, building and tenant improvements.

ORGANIZATION OF THE INITIAL STUDY

This Draft IS/MND is organized into six sections as follows:

Initial Study Checklist: This Section contains the completed IS/MND Checklist showing the significance level under each environmental impact category.

Introduction: This Section provides introductory information such as the Proposed Project title, the Project Applicant, and the lead agency for the Proposed Project.

Project Description: This Section provides a detailed description of the Proposed Project including the environmental setting, project characteristics, related project information, and environmental clearance requirements.

Environmental Impact Analysis: This Section contains an assessment and discussion of impacts for each environmental issue identified in the Initial Study Checklist. Where the evaluation identifies potentially significant effects, mitigation measures are provided to reduce such impacts to less-than-significant levels.

Preparers of the Initial Study and Persons Consulted: This Section provides a list of consultant team members and governmental agencies that participated in the preparation of the IS/MND.

References, Acronyms and Abbreviations: This Section includes various documents and information used and referenced during the preparation of the IS/MND, along with a list of commonly used acronyms.

This expanded IS/MND is a preliminary analysis prepared by and for the City of Los Angeles as Lead Agency to determine whether an Environmental Impact Report (EIR) or a Negative Declaration (ND) or MND must be prepared for a proposed project. An “MND” is prepared for a project when the initial study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

Implementation of the Proposed Project could cause some potentially significant impacts on the environment, but as shown in the environmental analysis contained in this IS/MND, all of the Project’s potentially significant impacts would be reduced to less than significant levels through the implementation of mitigation measures. Consequently, the analysis contained herein concludes that an MND shall be prepared for the Proposed Project.

II. PROJECT DESCRIPTION

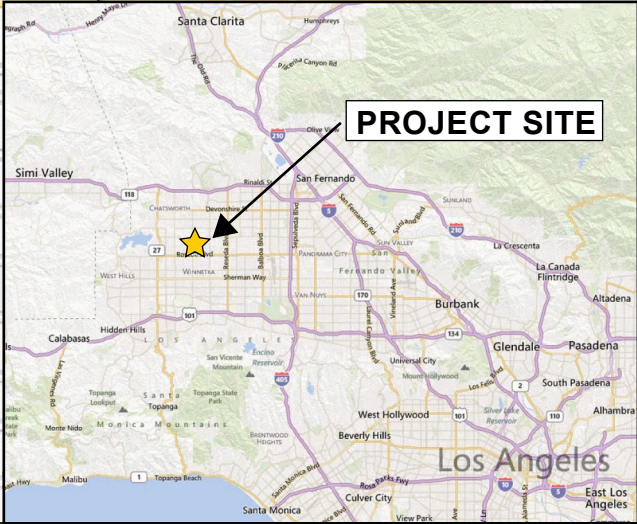
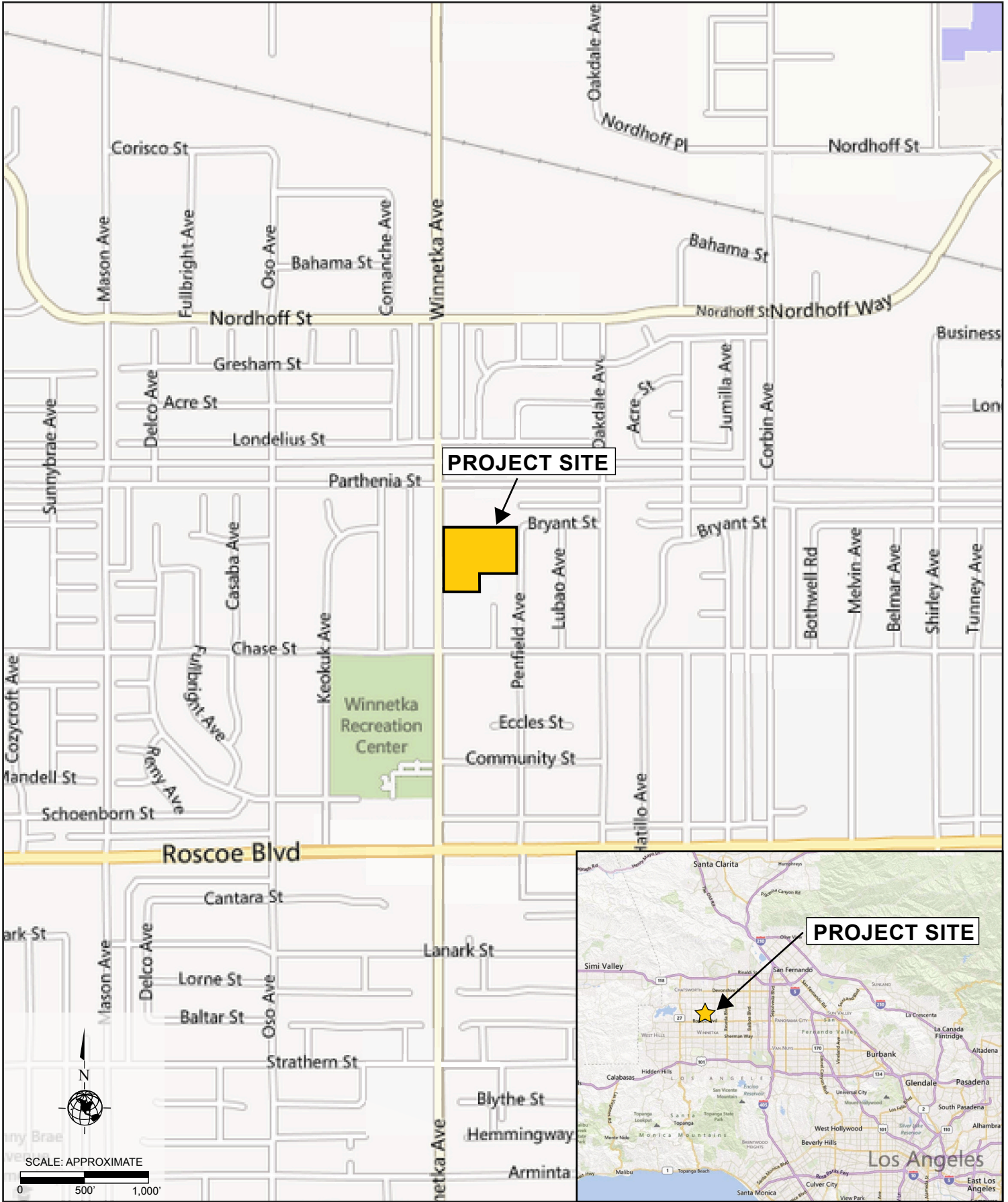
A. PROJECT LOCATION

PROJECT LOCATION

The Project Site is located within the boundaries of the Chatsworth-Porter Ranch Community Plan area in the City of Los Angeles. The Project Site is located approximately 30 miles northwest of downtown Los Angeles. As shown in Figure II-1, Project Location Map, the Project Site is bounded by Cornerstone Christian Church and the former James Jordan Middle School to the north in the RS-1 Zone, a residential property and Our Redeemer Lutheran School and Church to the south, Winnetka Avenue and residential properties to the west, and Penfield Avenue and residential properties to the east in the RS-1 Zone. The Project Site includes eight rectangular parcels, which total approximately 296,208 square feet of gross lot area (6.8 acres) and approximately 261,360 square feet of net lot area (6 acres). A summary of the Project Site's property addresses, Assessor's Parcel Numbers (APN), and net lot area is summarized in Table II-1, Project Site Summary, below:

**Table II-1
Summary of Project Site Area**

Property Address	APNs	Existing Use	Lot Area (Square Feet)
8544 Winnetka Avenue	APN 2782-011-036	Vacant lot	261,360
8600 Winnetka Avenue	APN 2782-011-022	Vacant lot	
8612 Winnetka Avenue	APN 2782-011-031	One-story single family residence	
8620 Winnetka Avenue	APN 2782-011-005	Vacant lot	
8630 Winnetka Avenue	APN 2782-011-026	Vacant lot	
8640 & 8642 Winnetka Avenue	APN 2782-011-003	Vacant lot	
8646 Winnetka Avenue	APN 2782-011-002	Vacant lot	
8654 Winnetka Avenue	APN 2782-011-001	Vacant lot	
TOTAL GROSS LOT AREA			296,208
<i>Sources: Alliance Land Planning and Engineering Inc. Tentative Tract No. 72271, dated July 8, 2013, and City of Los Angeles Department of City Planning, Parcel Profile Reports, Zoning Information and Map Access System (ZIMAS), http://www.zimas.lacity.org, accessed May 2013.</i>			



Source: Bing Maps, 2013



Figure II-1
Project Location Map

REGIONAL AND LOCAL ACCESS

Primary regional access to the Project Site is provided by the Ronald Reagan (CA-118) freeway to the north, the San Diego (I-405) freeway to the east and the Hollywood (US-101) freeway to south. The Ronald Reagan freeway runs in an east-west direction of the Project, the San Diego freeway runs in a north-south direction of the Project Site and the Hollywood freeway runs in an east-west direction of the Project Site. These freeways also provide access to the Golden State (I-5) freeway to the east of the Project Site.

Local street access is provided by the roadway system surrounding the Project Site and surrounding area. Winnetka Avenue, which borders the Project Site to the west, is a two-way north and southbound street providing two travel lanes in each direction. It is classified as a Modified Major Class Highway II. On-street parking is provided with some restrictions. Penfield Avenue, which borders the Project Site to the east, is a two-way north and southbound street providing one lane of travel in each direction. It is classified as a local street and on-street parking is provided on the east side of the Project Site.

The Los Angeles County Metropolitan Transportation Authority (Metro) provides several bus lines in and around the Project Site. There is one north-south bus route within a reasonable walking distance of the Project Site, and this route intersects several nearby east-west bus routes to provide public transportation access for the residents of the Proposed Project.

ZONING AND LAND USE DESIGNATIONS

Chatsworth- Porter Ranch Community Plan

The Project Site is located within the Chatsworth-Porter Ranch Community Plan (“Community Plan”) area of the City of Los Angeles. The Community Plan encourages the preservation of low-density single-family residential areas, the conservation of open space lands, and the preservation and strengthening of the Chatsworth Community Business District. The Project Site is designated Low Density Residential by the Community Plan and is zoned RA-1 which allows for low density residential uses. Height District No. 1 permits a building height of 36 feet above grade and a FAR of 3 to 1. The Applicant requests a General Plan Amendment from Very Low I Residential to Low Medium I Residential and a Zone Change from RA-1 to RD3-1, which allows for a building height of 45 feet above grade and a FAR of 3:1. The Project Site consists of 261,360 square feet of lot area (6 acres). With an allowable 3:1 FAR, the maximum allowable development for the entire Project Site is approximately 784,890 square feet. The Applicant is proposing 68 detached residential dwelling units, resulting in a density of 11.3 homes per acre.

EXISTING CONDITIONS

As shown in Figure II-2, Aerial Photograph of the Project Site, the majority of the Project Site is occupied by a vacant undeveloped lot, with the exception of an existing one-story single-family residence and a detached garage. Vehicular access to the Project Site is provided via a driveway off Winnetka Avenue.

the Project Site is regularly disked for fire suppression purposes. Photographs depicting the current conditions of the Project Site are provided in Figure II-3, Photographs of the Project Site.

Based on research conducted as part of the Phase I ESA¹, the site was historically in use as an orchard in at least 1928 until sometime before 1938. The site was developed with the existing residence (8612 Winnetka Avenue) in 1933 (and likely the other former residences were constructed about this time). Remnants of the orchard trees are apparent on the lots from 1938 through 1976. The site has been undeveloped in the northern portion and developed with residential structures in the southern portion from 1976 until 2005, and vacant land with the one existing residential structure from 2005 through the present day. A portion of the site was in use as an egg farm from at least 1965 through at least 1970.

SURROUNDING LAND USES

The properties surrounding the Project Site include low and multi-density residential, commercial, religious and school uses, generally ranging in height from one to two stories. Photographs of the land uses immediately surrounding the Project Site are provided in Figure II-4, Photographs of Surrounding Uses. To the west of the Project Site, across Winnetka Avenue, are single-family residential homes (See Figure II-4, View 9 and 10). Properties to the west are zoned RA-1. To the east of the Project Site, across Penfield Avenue, are single-family residential homes (See Figure II-4, View 11 and 12). Properties to the east are zoned RS-1. Adjoining the Project Site to the immediate north is James Jordan Middle School, Cornerstone Christian Church and single-family residential homes facing on to Parthenia Street (See Figure II-4, View 7). Properties to the north are zoned RA-1. Adjoining the Project Site to the immediate south is Our Redeemer Lutheran Church and preschool and single-family residential homes, facing on to Penfield Avenue (See Figure II-4, View 8). Properties to the south are zoned RA-1 and RS-1.

¹ *Rincon Consultants, Inc., Phase I Environmental Site Assessment, 2013.*



Source: Google Earth, Aerial View, 2013



Figure II-2
Aerial Photograph of the Project Site



View 1: From the west side of Winnetka Avenue looking east at the Project Site.



View 2: From the west side of Winnetka Avenue looking northeast at the Project Site.



View 3: From the west side of Winnetka Avenue looking east at the Project Site.



View 4: From the west side of Winnetka Avenue looking southeast at the Project Site.



View 5: From the north corner of Penfield Avenue and Bryant Street looking southwest at the Project Site.



View 6: From the west side of Penfield Avenue looking northwest at the Project Site.

Source: Parker Environmental Consultants, 2013



Figure II-3
Photographs of the Project Site



View 7: From the west side of Winnetka Avenue looking south-east.



View 8: From the west side of Winnetka Avenue looking south-east.



View 9: From the east side of Winnetka Avenue looking south-west.



View 10: From the east side of Winnetka Avenue looking northwest.



View 11: From the north corner of Penfield Avenue and Bryant Street looking south.



View 12: From the north side of Penfield Avenue and Bryant Street looking east.

Source: Parker Environmental Consultants, 2013



Figure II-4
Photographs of Surrounding Land Uses

II. PROJECT DESCRIPTION

B. PROJECT CHARACTERISTICS

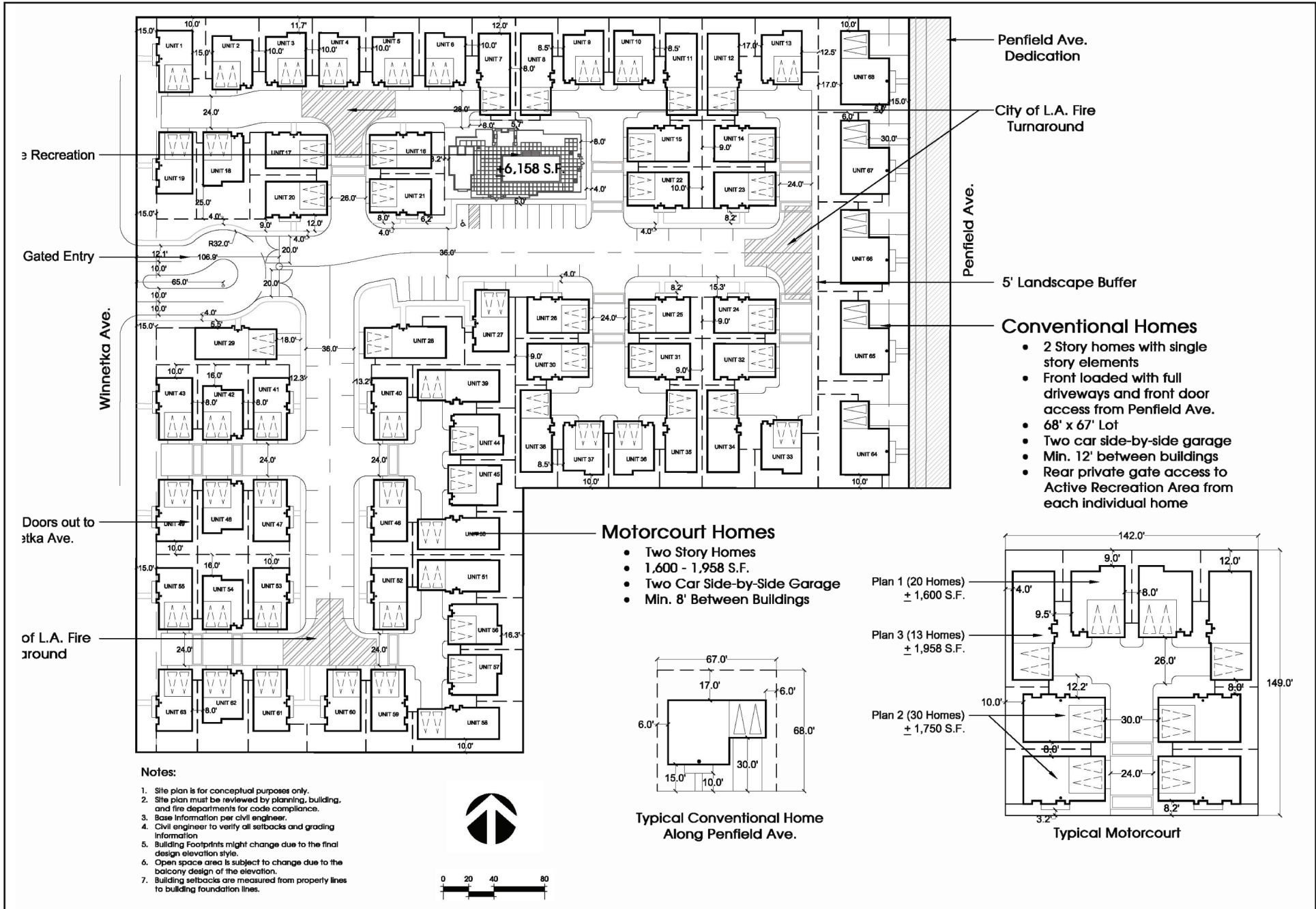
1. PROPOSED DEVELOPMENT

The Proposed Project includes the demolition of the existing one-story residence on the Project Site and the construction of 68 two-story (approximately 28 feet above grade) detached residential dwelling units. The proposed General Plan land use designation of Low Medium I Residential and proposed RD3-1 zoning, allows for a building height of 45 feet above grade and a FAR of 3:1. A summary of the Proposed Project with the proposed unit mix and floor area for the Project Site is provided in Table II-2, Proposed Development Program, below.

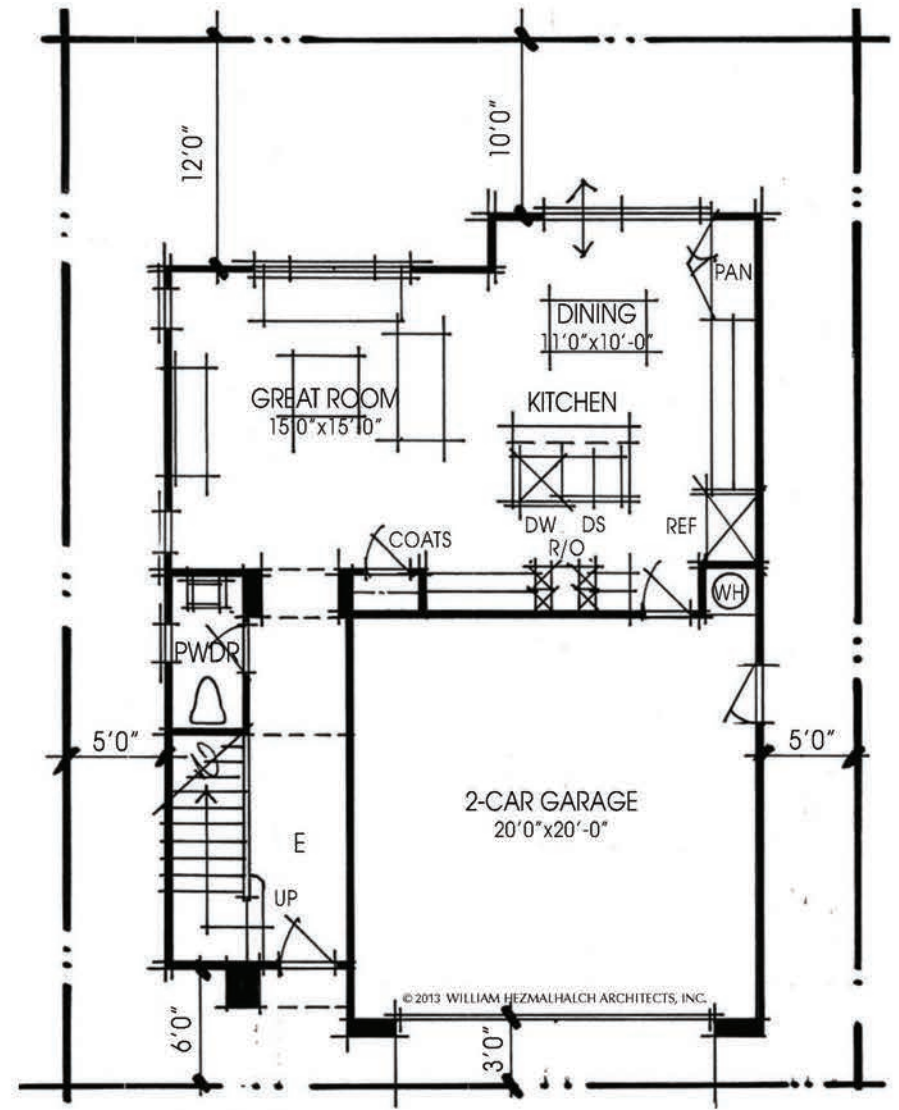
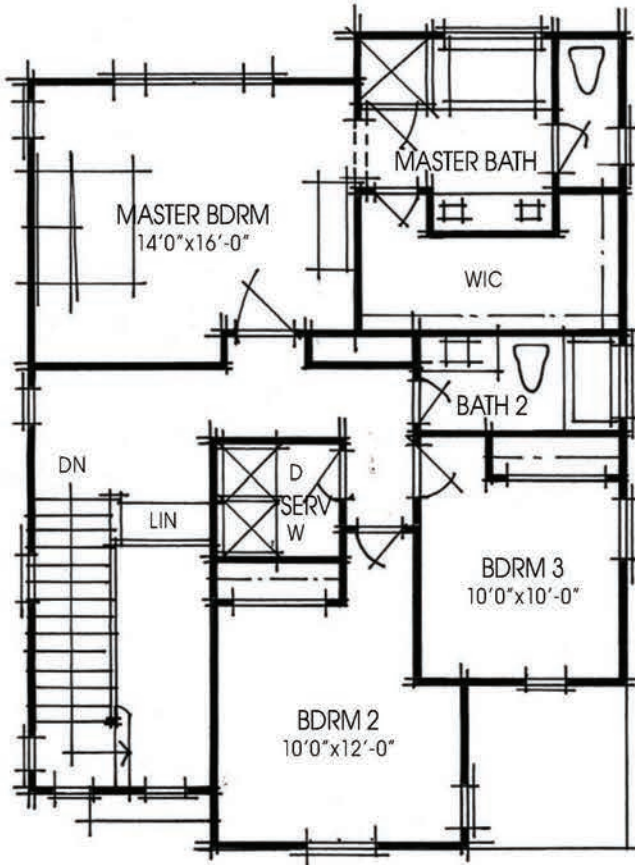
**Table II-2
Proposed Development Program**

Land Uses	Dwelling Units	Floor Area per Dwelling Unit (Square Feet)
Detached Residential Dwelling Units		
Plan 1	20	+/- 1,600 sf
Plan 2	30	+/- 1,750 sf
Plan 3	13	+/- 1,958 sf
Plan 4	5	+/- 2,100 sf
TOTAL	68 (11.3 dwelling unit/acre)	+/- 121,522 sf (0.46 FAR)
<i>Sources: William Hezmalhalch Architects Inc., January 20, 2014.</i>		

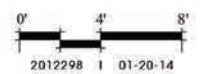
The Proposed Project features four different floor plans. Floor plan one is approximately 1,600 square feet and would be provided on 20 home sites. Floor plan two is approximately 1,750 square feet and would be provided on 30 home sites. Floor plan three is 1,958 square feet and would be provided on 13 home sites. Floor Plan four is approximately 2,100 square feet and would provide five home sites, all fronting Penfield Avenue. Each home will include a two-car side-by side garage and there will be a minimum of 8 feet between buildings. A total of 202 parking spaces would be provided, which includes 146 garage spaces for resident parking, 32 on street spaces for guest parking and 24 driveway spaces for guest parking. The plan layout of the Proposed Project is depicted in Figure II-5, Conceptual Site Plan. As shown in Figure II-5, access to the Proposed Project and parking is proposed via Winnetka Avenue. Floor plans for Plan 1, Plan 2, and Plan 3 are depicted in Figures II-6 through II-8, respectively.



Source: William Hezmalhalch Architects, Inc., January 20, 2014



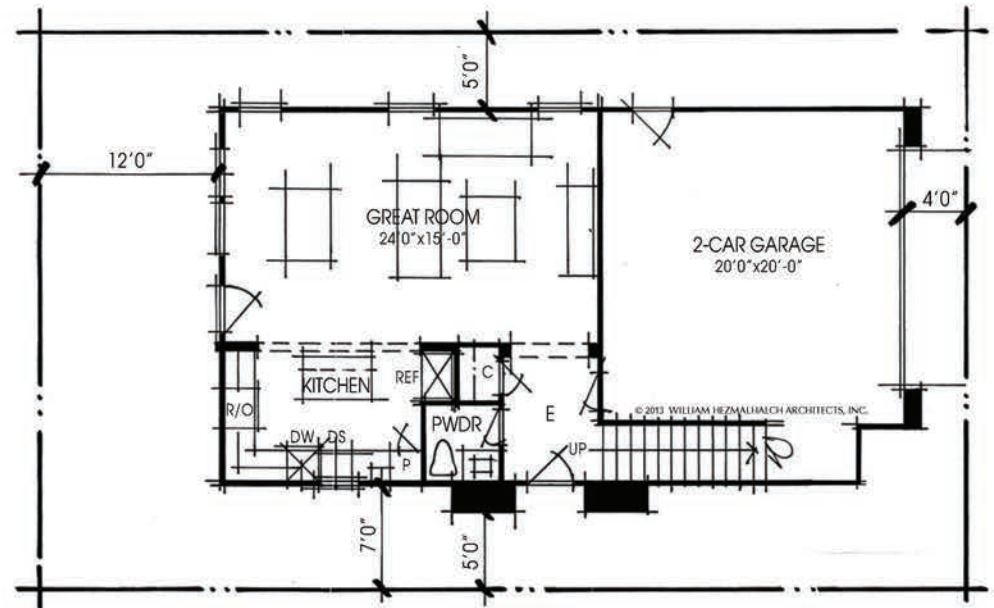
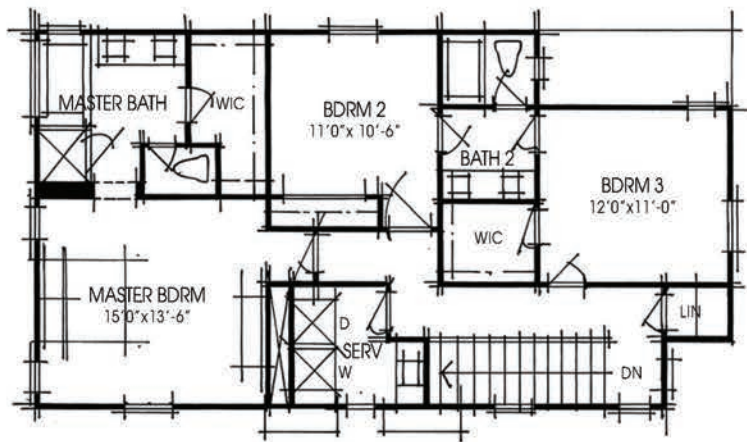
1600 S.F.
 3 BDRM/2.5 BA
 2-CAR GARAGE



Source: William Hezmalhalch Architects, Inc., January 20, 2014



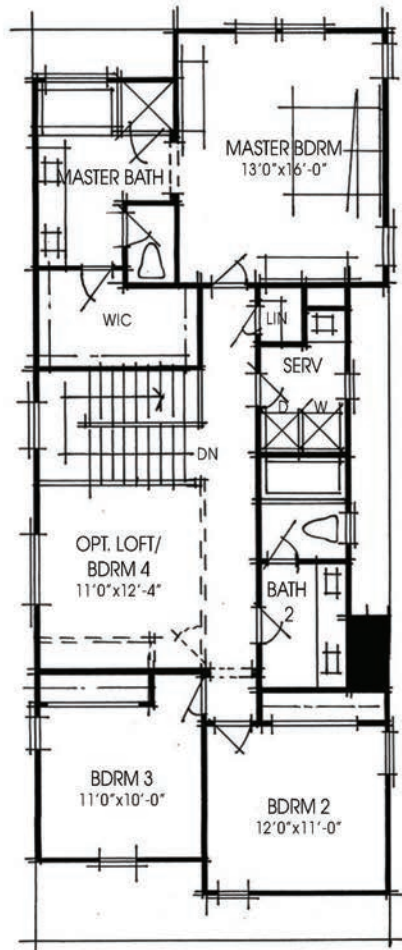
Figure II-6
 Plan 1 - Floor Plans



1,750 S.F.
3 BDRM/2.5 BA
2-CAR GARAGE

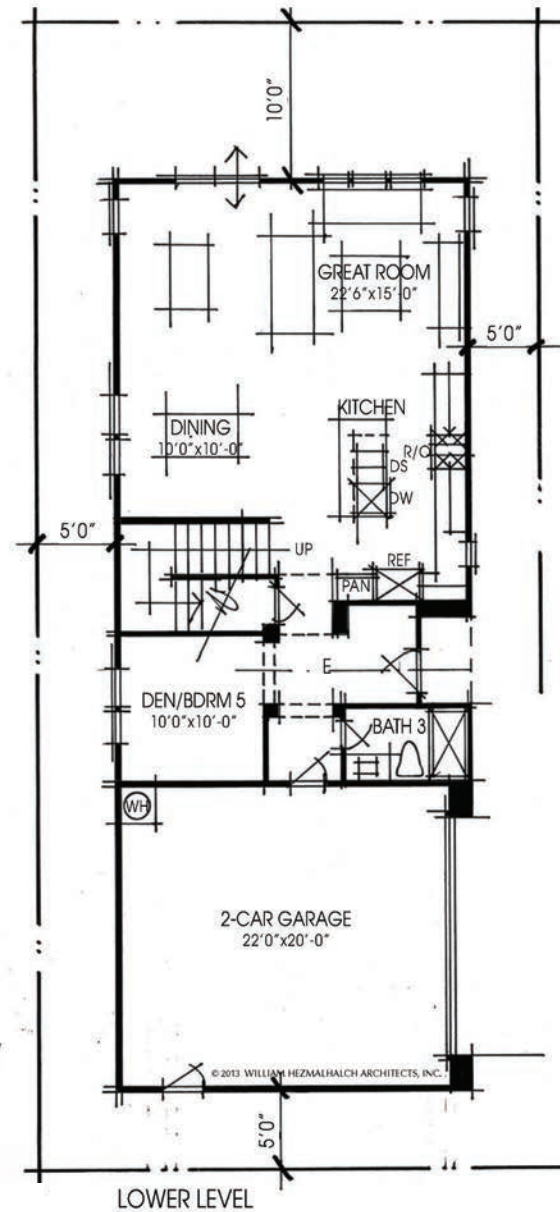


Source: William Hezmalhalch Architects, Inc., January 20, 2014



UPPER LEVEL

1,958 S.F.
 4 BDRM/3 BA/LOFT/DEN/
 OPT. BDRM 5
 2-CAR GARAGE



LOWER LEVEL

0' 4' 8'
 2012298 1 01-20-14

Source: William Hezmalhalch Architects, Inc., January 20, 2014

ARCHITECTURAL FEATURES

The Proposed Project consists of 68 two-story (approximately 28 feet above grade) detached residential dwelling units. Building elevations depicting the scale and massing of the front of the proposed structures are shown in Figures II-9 through II-11. Building elevations depicting the exterior of the proposed structures are shown in Figures II-12 through II-14. Conceptual street scenes depicting the Proposed Project from Winnetka Avenue and Penfield Avenue are shown in Figures II-15 and II-16, respectively.

OPEN SPACE AND LANDSCAPING

The Proposed Project will include 82,474 square feet of open space including 52,753 square feet of private open space in private yards and 29,721 square feet of common open space area throughout the development. The Project includes an approximately 6,158 square-foot central common open space area will feature attractively landscaped areas, a swimming pool, a pool building (i.e. bathrooms and changing area), lounge chairs, tables and seating around the perimeter of the pool. The open space requirements and amount of open space proposed for the Proposed Project are summarized in Table II-3 below:

**Table II-3
Required and Proposed Open Space Calculations**

Open Space Code Requirements			
	Number of Units	Square Feet Required	Total Square Feet Required
> 3 Habitable Rooms	68	175 sf. ^a	11,900 sf.
TOTAL			11,900 sf
Open Space / Landscaping Features		Area Proposed (Square Feet)	
Private Yards		52,753 ^b	
Common Open Space		6,158	
Winnetka Ave. Setback		6,758	
Internal Parkways		13,331	
Penfield Setback		3,474	
TOTAL OPEN SPACE PROPOSED		82,474	
TOTAL OPEN SPACE PER CODE CALCULATIONS		36,521^b	
^a Per LAMC 12.21G.8 ^b Of the 52,753 sf of open space proposed in private yards only 6,800 sf (e.g., 100 sf per unit) is allowed to be counted towards meeting the open space requirements of the LAMC. Source: William Hezmalhalch Architects Inc., January 20, 2014.			

As illustrated in the Conceptual Landscape Plan, depicted in Figure II-17, the Proposed Project will feature a variety of ornamental street trees, entry theme trees, and front yards trees. The two existing Western Sycamore trees that exist on site are protected under the City's Protective Tree Ordinance (Ord. 177,404) and will either be relocated or replaced in consultation with the City of Los Angeles Division of Urban Forestry and approved by the Board of Public Works. Proposed landscaping will also feature a variety of ornamental streetscape, front yard and common area shrubs and private homeowner landscaping.

landscaping.

PARKING AND ACCESS

A total of 202 parking spaces would be provided, which includes 136 garage spaces for resident parking, 34 spaces for guest parking along the common driveway apron, and 32 driveway spaces for guest parking fronting 16 residential units. With a total of 202 parking spaces provided on site, the project would be in full compliance with the parking requirements of the City of Los Angeles Municipal Code. Each home will include a two-car side-by-side garage. Vehicular access to the Project Site would be provided by way of a full-access gated driveway that would intersect the east side of Winnetka Avenue for 63 units and individual driveways for the five homes fronting Penfield Avenue. A summary of the Project's required and proposed parking spaces is provided in Table II-4, below.

**Table II-4
Summary of Required and Proposed Parking Spaces**

Description	Quantity	Parking Required by Code ^[a]		Parking Provided
		Rate	Spaces	
Residential				
> 3 Habitable Rooms	68 DUs	2/DU	136	136
Guest Parking Spaces	68 DUs	.25/DU ^[b]	17	66
TOTAL			164	202 ^[c]
<i>Notes:</i> <i>du = dwelling unit, sf = square feet</i> ^[a] <i>Parking requirements pursuant to LAMC Section 12.21 A.4.</i> ^[b] <i>City of Los Angeles Planning Department Residential Parking Policy for Division of Land – No AA 2000-1.</i> ^[c] <i>Includes one space in compliance with the American's for Disability Act (ADA) parking standards.</i> <i>Source: Alliance Land Planning and Engineering, Inc., July 2013</i>				

CONSTRUCTION

Construction Schedule/Phasing

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 16 months. This assumption is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in three main steps: (1) demolition/site clearing, (2) grading and site preparation and (3) building construction. The building construction phase includes the construction of the proposed buildings, connection of utilities to the buildings, laying irrigation for landscaping, architectural coatings, paving, and landscaping the Project Site.

Demolition/Site Clearing Phase

This phase would include the demolition of one existing single family home totaling approximately 976 sf and detached garage. In addition, this phase would include the removal of trees, shrubs, walls/fences, and

other existing debris. The demolition/site clearing would be completed in approximately two weeks. In addition, this analysis assumes daily on-site demolition activities would require the following equipment: one concrete/industrial saw, one rubber tired dozer, and three tractors/loaders/backhoes. For purposes of modeling the emissions associated with this equipment fleet, it was conservatively estimated that each piece of equipment would be operated for 8 hours each day.



Note: Artist's conception; colors, materials and application may vary.

Elevation 'B'



© 2013 WILLIAM HEZMALHALCH ARCHITECTS, INC.

Elevation 'A'



Source: William Hezmalhalch Architects, Inc., January 20, 2014



Elevation 'A'



Elevation 'C'



Elevation 'B'

Note: Artist's conception; colors, materials and application may vary.

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Source: William Hezmalhalch Architects, Inc., January 20, 2014



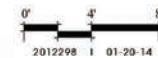
Elevation 'A'



Elevation 'B'

Note: Artist's conception; colors, materials and application may vary.

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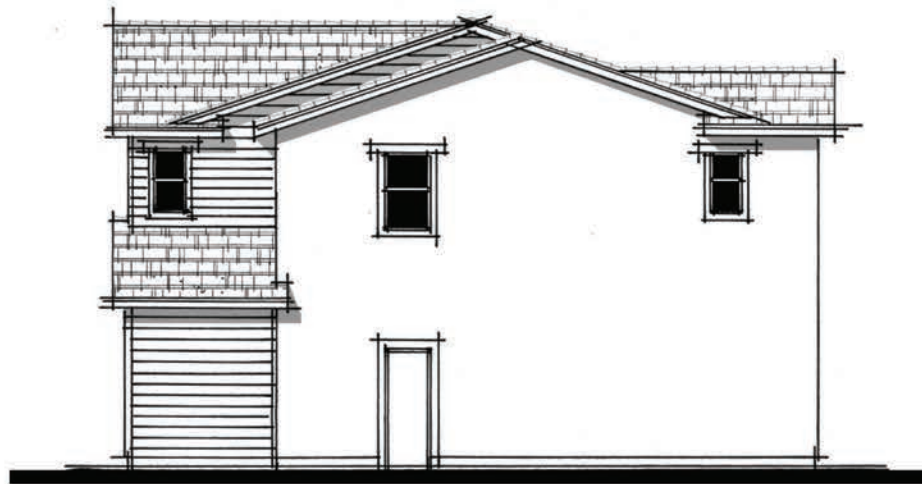
Source: William Hezmalhalch Architects, Inc., January 20, 2014



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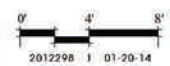


RIGHT



REAR

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Source: William Hezmalhalch Architects, Inc., January 20, 2014



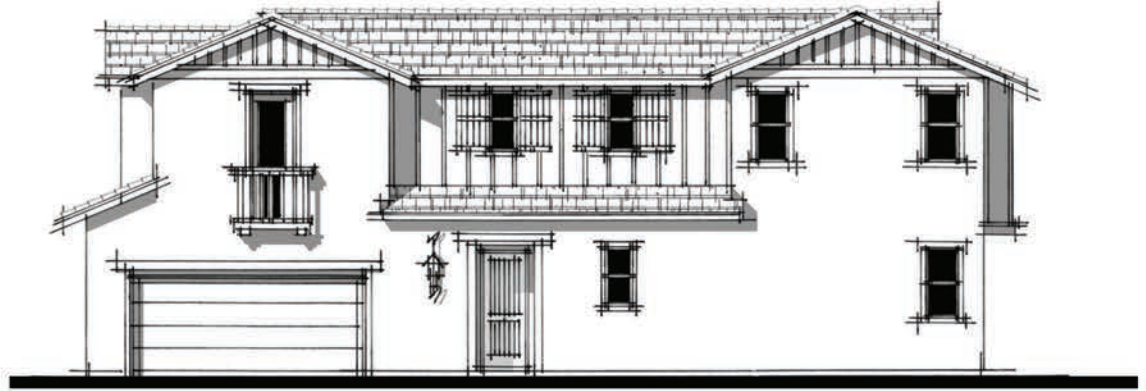
Figure II-12
Plan 1B - Exterior Elevations



Source: William Hezmalhalch Architects, Inc., January 20, 2014



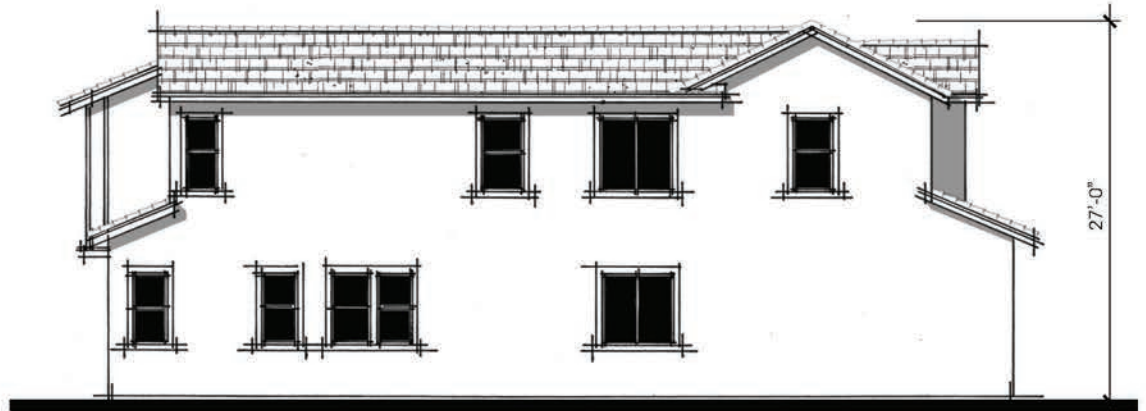
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FRONT



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REAR

© 2013 WILLIAM HEZMALHALCH ARCHITECTS, INC.



Source: William Hezmalhalch Architects, Inc., January 20, 2014



Figure II-14
Plan 3B - Exterior Elevations



Source: William Hezmalhalch Architects, Inc., January 20, 2014



Figure II-15
Conceptual Street Scene from Winnetka Avenue



Site Plan Key Map



Note: Artist's conception; colors, materials and application may vary.

Elevation 'B'

© 2013 WILLIAM HEZMALHALCH ARCHITECTS, INC.



Source: William Hezmalhalch Architects, Inc., January 20, 2014



Figure II-16
Conceptual Street Scene from Penfield Avenue



Source: Design Studios, January 20, 2014

Figure II-17
Conceptual Landscape Plan

Grading and Site Preparation Phase

After the completion of demolition/site clearing, the grading and site preparation phase for the Proposed Project would occur for approximately 3 months and would involve the cut and fill of land to ensure the proper base and slope for the building pads and foundations. This analysis assumes daily grading and site preparation activities would require the following equipment: one grader, one excavator, one rubber tired dozer and three tractors/loaders/backhoes. For purposes of modeling the emissions associated with this equipment fleet, it was conservatively estimated that each piece of equipment would be operated for 8 hours each day.

Building Construction Phase

The building construction phase consists of below grade and above grade structures and is expected to occur for approximately 12 months. Upon completion of the structures, architectural coating, finishing, and paving would occur. It is estimated that architectural coatings would occur over the final 4 months of the building construction phase, and paving would occur during the final month of construction. This analysis assumes that the maximum daily construction building activities would require the following equipment: two cement/mortar mixers, two forklifts, one generator set, two tractors/loaders/backhoes, one welder, one air compressor, one paver, one piece of paving equipment, and one roller. For purposes of modeling the emissions associated with this equipment fleet, it was conservatively estimated that each piece of equipment would be operated for 8 hours each day.

Construction activities may necessitate temporary lane closures on streets adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities as may be required. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on-site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Construction equipment would be staged on-site for the duration of construction activities. Traffic lane and right-of-way closures, if required, will be properly permitted by the City agencies and will conform to City standards.

Unless stated otherwise, all construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 a.m. to 6:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on any Saturday or national holiday. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.

Construction Debris and Earthwork

All construction and demolition debris would be recycled to the maximum extent feasible. Demolition debris and soil materials from the site that cannot be recycled or diverted would be hauled to the Sunshine or Chiquita Canyon landfills, which accept construction and demolition debris and inert waste from areas within the City of Los Angeles. The Sunshine Canyon Landfill is approximately 11 miles northeast of the

Project Site (approx. 22-miles round trip). The Chiquita Canyon landfill is approximately 28 miles to the north of the Project Site (approx. 56-miles round trip). For recycling efforts, the Central L.A. Recycling Center and Transfer Station (Browning Ferris Industries) accepts construction waste for recycling and is located approximately 33 miles southeast from the Project Site (approx. 66-miles round trip).

For purposes of analyzing the construction-related impacts, it is anticipated that the excavation and grading of soil would involve approximately 5,000 cubic yards (cy) of cut, approximately 5,000 cy of fill, and approximately 50,000 cy of over excavation. The grading and earthwork is expected to balance on site so there would be no import or export of soil.

RELATED PROJECTS

In accordance with CEQA Guidelines Section 15064(h), this IS/MND includes an evaluation of the Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

“(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.

(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial

evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.

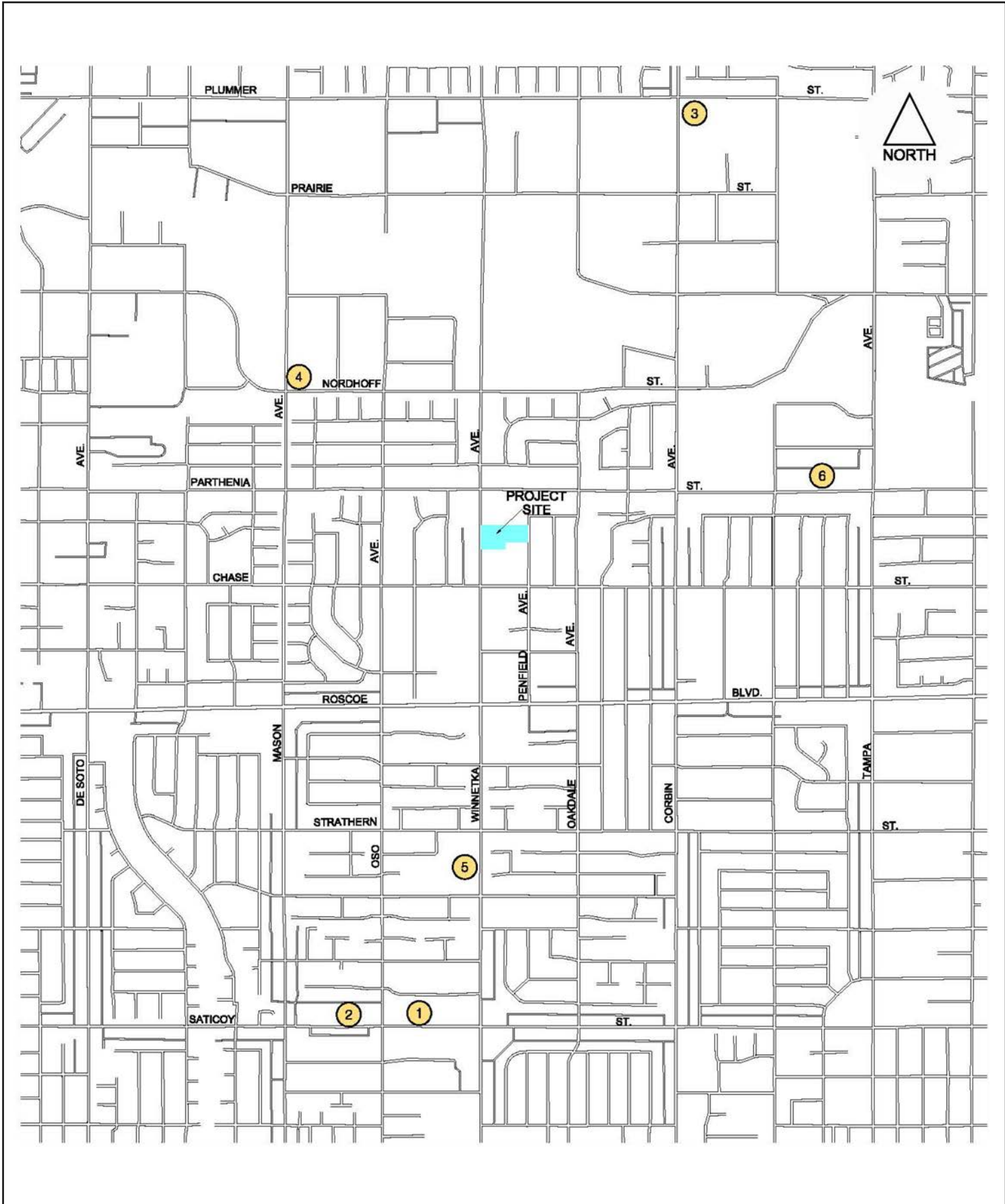
(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."

In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

The related projects identified are included in Table II-5, Related Projects List, below. A total of six related projects were identified within the affected Project area. An analysis of the cumulative impacts associated with these related projects and the Project are provided under each individual environmental impact category in Section III of this IS/MND. The locations of the related projects are shown in Figure II-18, Related Projects Location Map.

**Table II-5
Related Projects List**

Project Number	Project Name	Location/Address	Project Description	Number	Units
1	Saticoy Village (now Villa Touran Apartments)	20223 Saticoy Street	Apartments	100	du
2	Saticoy Courtyard	20327 Saticoy Street	Condominiums	103	du
3	Fairfield Residential Mixed-Use Project	19600 Plummer Street	Condominiums Retail	368 15,000	du sf
4	Social Security Administrative Office	20439 Nordhoff Street	Government Office Warehouse Spaces	13,000 10,400	sf sf
5	James Jordan Middle School Expansion	7911 Winnetka Avenue	Pre-Kindergarten and Kindergarten	375	students
6	1940 Parthenia Street	1940 Parthenia Street	Apartments Retail	392 15,400	du sf



Source: Crain & Associates, Traffic Impact Study Winnetka-Williams Homes Project, April 2013



Figure II-18
Related Project Location Map

II. PROJECT DESCRIPTION

C. ENTITLEMENT REQUESTS

Necessary project entitlements would be granted by the City of Los Angeles. The Applicant is seeking approval of the following entitlement requests:

1. Pursuant to Los Angeles Municipal Code (“LAMC”) Section 17.01., the Applicant requests approval of a Tentative Tract Map (Tract No. 72271) for condominium purposes and specifically for the merger of the subject parcels and creation of a single ground lot.
 - a. Pursuant to LAMC Section 17.03, the Applicant requests that the Deputy Advisory Agency consider and approve a request for reduced building separations and passageways from LAMC 12.21 C.2 (a) and

(b), to allow a minimum of 8 ft. building separations and passageways in lieu of the 10 ft. required.
2. Pursuant to LAMC Section 11.5.6, a General Plan Amendment to the Chatsworth – Porter Ranch Community Plan’s designation of the Project Site parcels from Low I Residential to Low Medium I Residential.
3. Pursuant to LAMC Section 12.32 F, a Zone Change From RA-1 to RD3 to permit the construction of 68 detached residential dwelling units on 6.0 net acres.
4. Pursuant to LAMC Section 16.05, the Applicant requests the approval of Site Plan Review for the proposed 68 detached residential dwelling units.
5. Pursuant to LAMC Section 12.27, the Applicant is requesting a Variance for deviation from LAMC Sec. 12.21 A.19(C) to provide individual recycling receptacles for each detached dwelling unit in lieu of the required common recycling area/room.
6. Pursuant to LAMC Section 12.32 R, the Applicant is requesting the removal of a building line incidental to a subdivision and a zone change on three of the subject lots: 8544, 8600 and 8612 Winnetka Ave.

Other approvals (as needed), ministerial or otherwise, may be necessary, as the City finds appropriate in order to execute and implement the Proposed Project. Other responsible governmental agencies may also serve as a responsible agency for certain discretionary approvals associated with the construction process, which include, but are not limited to the South Coast Air Quality Management District (construction-related air quality emissions) and the Regional Water Quality Control Board, Los Angeles Region (construction- related water quality).

III. ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines, (C.C.R. Title 14, Chapter 3, 15000-15387). The thresholds of significance are based on the LA CEQA Thresholds Guide.

IMPACT ANALYSIS

I. AESTHETICS

a) **Would the project have a substantial adverse effect on a scenic vista?**

No Impact. A significant impact may occur if the Proposed Project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). The Project Site is currently occupied by undeveloped vacant space and a one-story single-family home. The Project Site is not located within or along a designated scenic corridor and no scenic views exist from or through the Project Site. Views in the vicinity of the Project Site are largely constrained by adjacent structures and the area's relatively flat topography. The Proposed Project would improve the Project Site with the development of 68 detached residential dwelling units. The Proposed Project would alter the existing views and character of the Project Site and immediately surrounding area in a manner that is compatible with the surrounding residential neighborhood in the Chatsworth - Porter Ranch Community Plan Area. The Proposed Project would be visually compatible with the surrounding neighborhood and is consistent with the low-density residential land use designation. Therefore, no impact to any recognized or valued scenic view would occur.

b) **Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a city-designated scenic highway?**

Potentially Significant Unless Mitigation Incorporated. Based on the LA CEQA Thresholds Guide, a significant impact would occur if scenic resources would be damaged and/or removed by development of a project. The Project Site is currently occupied by a one-story single-family home and an undeveloped vacant lot with minimal vegetation. The Project Site is not bordered by or within the viewshed of a designated scenic highway. The existing one-story single-family home is not designated as a local, state or federally listed historic resource, thus no listed historic resources would be impacted by the redevelopment of the Project Site. The structure is not known to be associated with any important events, historical patterns, or persons to be considered significant resources. Thus, there is no evidence to

suggest that any historic structures would be impacted by the redevelopment of the Project Site and no impact would occur. Additionally, there are approximately eleven trees on the Project Site that may be removed, trimmed, or otherwise disturbed during construction. According to the Tree Report (See Appendix B of this MND), these trees include two Western Sycamore (*Platanus racemosa*), six blue elderberry (*Sambucus mexicana*), one Fremont Cottonwood (*Populus fremontii*), one Pōhutukawa (*Metrosideros excels*), and one white mulberry (*Morus alba*). The two Western Sycamore trees are protected tree species under the City of Los Angeles Protected Tree Ordinance, 177,404. Thus, the removal and/or replacement of these trees at a 2:1 ratio would be subject to the review and approval of the Board of Public Works, Urban Forestry Division. Therefore, with implementation of the mitigation measures IV-20, IV-70, and IV-80 from Section IV. Biological Resources, the Proposed Project would not have the potential to conflict with any tree preservation ordinance and any potential impacts associated with the removal of street trees would be mitigated to less than significant levels.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Unless Mitigation Incorporated. Based on the LA CEQA Thresholds Guide, a significant impact would occur if the Proposed Project were to introduce incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the area surrounding the Project Site.

Building Heights and Massing

With respect to building mass and height, land uses in the Project vicinity consist primarily of single-family residential and institutional uses ranging in height from one to two stories above grade. The Project Site is located in Height District No. 1, which specifies a height restriction of 45 feet above grade for low-density residential land uses. The proposed residential structures would be two stories high (approximately 28 feet above grade), with parking provided in garages, on driveways and on street throughout the Project Site. The massing and height of the proposed buildings would be consistent with the height of the residential and institutional buildings within the immediate viewshed of the Project Site. Thus, the Proposed Project's impacts with respect to building height and massing would therefore be less than significant.

Signage

Environmental impacts may result from project implementation if on-site signage were to exceed that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact will be mitigated to a less than significant level by the implementation of mitigation measure I-110. With mitigation impacts associated with signage would be less than significant.

Landscape Plan

Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation if the site is not kept up in an attractive manner with respect to landscaping and grounds maintenance. However, the potential impacts will be mitigated to a less than significant level by the implementation of mitigation measure I-10, below. With mitigation impacts associated with landscaping and maintenance would be less than significant.

Vandalism

Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a less than significant level by the implementation of mitigation measure I-90, below. With mitigation impacts associated with vandalism would be less than significant.

Shade/Shadow

The Proposed Project will be developed with structures that are approximately 28 feet above grade. As such, the shade and shadow impacts of the project would be minimal. As a result of the relatively short shadow lengths that would result, and the orientation and setbacks of structure and yards within each developed lot, no shade-sensitive land uses would be adversely impacted by the Proposed Project's projected shadow patterns to the immediate north, east or west of the Project Site. Therefore, with respect to shade/shadow no impact would occur.

Mitigation Measures:**I-10 Aesthetics (Landscape Plan)**

- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.

I-90 Aesthetics (Vandalism)

- 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.

I-110 Aesthetics (Signage on Construction Barriers)

- 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.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project introduces new sources of light or glare on or from the Project Site which would be incompatible with the areas surrounding the Project Site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. Based on the LA CEQA Thresholds Guide, the determination of whether the Proposed Project results in a significant nighttime illumination impact shall be made considering the following factors: (a) the change in ambient illumination levels as a result of Proposed Project sources; and (b) the extent to which Proposed Project lighting would spill off the Project Site and affect adjacent light-sensitive areas.

Light

Night lighting for the Proposed Project would be provided in order to illuminate the building entrances, common open space areas, and parking areas, largely to provide adequate night visibility for residents and visitors and to provide a measure of security. It should be noted that a moderate degree of illumination already exists in the project vicinity along Winnetka and Penfield Avenues. The Proposed Project would not generate a substantial increase in ambient lighting. In addition, the majority of lighting would be directed towards the interior of the Project Site and away from any nearby land uses. The Proposed Project would not introduce any new sources of substantial light that are incompatible with the surrounding area. Vehicular access to the project parking would be provided by way of a full-access driveway that would intersect the east side of Winnetka Avenue. As such, vehicle headlights would be directed towards the adjacent land uses on the west side of Winnetka Avenue. Properties fronting the west side of Winnetka Avenue consist of single-family homes. These properties would be partially shielded from the additional lighting by existing landscaping, trees and fences. Additionally, as noted in Mitigation Measure I-120, below, the Proposed Project will include directional lighting with shielding to ensure outdoor parking areas and security lights do not cast excessive light on adjacent properties. Therefore, with mitigation the Proposed Project's impacts would be less than significant.

Glare

Potential reflective surfaces in the Project vicinity include automobiles traveling and parked on streets, and exterior building windows. Excessive glare not only restricts visibility, but increases the ambient heat reflectivity in a given area. The Proposed Project's architectural materials would prevent unnecessary glare. Landscaping in the form of parkway and street trees would be provided along all street edges of the Proposed Project to buffer and partially screen the buildings from public view. The Proposed Project would not introduce any new sources of glare that are incompatible with the

surrounding areas. Additionally, as noted in Mitigation Measure I-130, below, the architectural materials to be used will be limited to such materials that do not cause excessive glare. Therefore, with mitigation the Proposed Project's impacts would be less than significant.

Mitigation Measures:

I-120 Aesthetics (Light)

- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

I-130 Aesthetics (Glare)

- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the six related projects would result in an intensification of existing prevailing land uses in an urbanized area of Los Angeles. Development of related projects is expected to occur in accordance with adopted plans and regulations. With respect to the overall visual quality of the surrounding neighborhood, each of the related projects would be required to submit a landscape plan and signage plan (if proposed) to the Los Angeles Department of City Planning for review and approval prior to the issuance of grading permits. Therefore, cumulative aesthetic impacts would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project Site is currently occupied by an undeveloped vacant space and a one-story single-family home. The Project Site is located in a low-density residential area in the City of Los Angeles. No farmland or agricultural activity exists on or in the vicinity of the Project Site. According to the Soil Candidate Listing for Prime Farmland of Statewide Importance, Los Angeles County, which was prepared by the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS), the soils at the Project Site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the Project Site has not been mapped pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no impact to agricultural lands would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the LAMC. The Project Site is zoned RA-1 and has a land use designation of Low Density Residential in the Chatsworth -Porter Ranch Community Plan. Based on research conducted as part of the Phase I ESA¹, the site was historically in use as an orchard in at least 1928 until sometime before 1938. The Project Site has not been used for any agricultural uses for several decades. However, the Project Site was developed with the existing single-family residence (8612 Winnetka Avenue) in 1933. The Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site.² Therefore no impact would occur.

c) Would the project 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))?

No Impact. The Project Site is zoned RA-1 and has a land use designation of Low Density Residential in the Chatsworth - Porter Ranch Community Plan. The Project Site is not zoned as forest land or timberland, and there is no Timberland Production at the Project Site. Therefore, no impact would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project Site is occupied by an undeveloped vacant space and a one-story single family home. No forested lands exist on or in the vicinity of the Project Site. Therefore no impact would occur.

e) Would the project 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?

No Impact. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses and, as discussed above (Section 2(a)), the Project Site is not classified in any “Farmland” category designated by the State of California. According to the City General Plan Conservation Element (Exhibit B), the Project Site is not located near or in any significant farmland area (i.e., a significant commercial crop or animal producing site). Therefore, no impact would occur.

Cumulative Impacts

No Impact. Development of the Proposed Project in combination with the related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of forest land or conversion of forest land to non-forest use. The Extent of Important Farmland Map Coverage maintained by the Division of Land Protection indicates that the

¹ Rincon Consultants, Inc., *Phase I Environmental Site Assessment*, 2013.

² *Williamson Act Program*, California Division of Land Resource Protection, website ftp://ftp.consrv.ca.gov/pub/dlrp/wa/2012%20Statewide%20Map/WA_2012.pdf, accessed May 2013.

Project Site and the surrounding area are not included in the Important Farmland category.³ The Project Site is located in an urbanized area in the City and does not include any State-designated agricultural lands or forest uses. Therefore, no cumulative impact would occur.

III. AIR QUALITY

a) **Would the project conflict with or obstruct implementation of the applicable air quality plan?**

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

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of AQMPs. The most recent AQMP was adopted by the Governing Board of the SCAQMD on December 7, 2012. The 2012 AQMP was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. It builds on the approaches taken from the 2007 AQMP for the attainment of the federal ozone air quality standard. These planning efforts have substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the Regional Comprehensive Plan (RCP) are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP. As discussed in Question 13(a), the project is consistent with the regional growth projections for the Los Angeles Subregion. In addition, as discussed in Question 3(b) below, the Project would not have the potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation. Thus, the Proposed Project would not impair implementation of the AQMP, and this impact would be less than significant.

³ *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program.*

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Unless Mitigation Incorporated. Based on the City of Los Angeles CEQA Thresholds Guide, a project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation.

Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 16 months. This assumption is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in three main steps: (1) demolition/site clearing, (2) grading and site preparation and (3) building construction. The building construction phase includes the construction of the proposed buildings, connection of utilities to the buildings, laying irrigation for landscaping, architectural coatings, paving, and landscaping the Project Site.

These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Earthwork activities involving grading and site preparation would primarily generate PM_{2.5} and PM₁₀ emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. Each construction phase is described in more detail below.

Demolition/Site Clearing Phase

This phase would include the demolition of one existing single-family home totaling approximately 976 sf of structural floor area. In addition, this phase would include the removal of trees, shrubs, walls/fences, and other existing debris. The demolition/site clearing would be completed in approximately two weeks. In addition, this analysis assumes daily on-site demolition activities would require the following equipment: one concrete/industrial saw, one rubber tired dozer, and three tractors/loaders/backhoes. For purposes of modeling the emissions associated with this equipment fleet, it was conservatively estimated that each piece of equipment would be operated for 8 hours each day.

Grading and Site Preparation Phase

After the completion of demolition/site clearing, the grading and site preparation phase for the Proposed Project would occur for approximately 3 months and would involve the cut and fill of land to ensure the proper base and slope for the building pads and foundations. This analysis assumes daily grading and site preparation activities would require the following equipment: one grader, one excavator, one rubber tired dozer and three tractors/loaders/backhoes. For purposes of modeling the emissions associated with this equipment fleet, it was conservatively estimated that each piece of equipment would be operated for 8 hours each day.

Building Construction Phase

The building construction phase consists of below grade and above grade structures and is expected to occur for approximately 12 months. Upon completion of the structures, architectural coating, finishing, and paving would occur. It is estimated that architectural coatings would occur over the final 4 months of the building construction phase, and paving would occur during the final month of construction. This analysis assumes that the maximum daily construction building activities would require the following equipment: two cement/mortar mixers, two forklifts, one generator set, two tractors/loaders/backhoes, one welder, one air compressor, one paver, one piece of paving equipment, and one roller. For purposes of modeling the emissions associated with this equipment fleet, it was conservatively estimated that each piece of equipment would be operated for 8 hours each day.

The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table III-1, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each construction phase. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required by SCAQMD Rule 403 - 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. To ensure compliance with these applicable rules, the following mitigation measures will apply to the Proposed Project:

Mitigation Measures:**III-10 Air Pollution (Demolition, Grading, and Construction Activities)**

- 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.

As shown in Table III-1, construction-related daily emissions associated with the Proposed Project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, construction impacts are considered to be less than significant.

**Table III-1
Estimated Peak Daily Construction Emissions**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Demolition/Site Clearing Phase						
Fugitive Dust	--	--	--	--	0.04	0.00
Off-Road Diesel Equipment	5.68	44.80	29.98	0.05	2.28	2.03
On-Road Diesel (Hauling)	0.02	0.21	0.12	0.00	0.10	0.01
Worker Trips	0.09	0.09	0.88	0.00	0.21	0.01
Total Emissions	5.79	45.10	30.98	0.05	2.63	2.05
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Grading & Site Preparation Phase						
Fugitive Dust	--	--	--	--	2.40	1.29
Off-Road Diesel Equipment	5.98	45.66	30.18	0.05	2.47	2.20
Worker Trips	0.10	0.11	1.02	0.00	0.24	0.02
Total Emissions	6.08	45.77	31.20	0.05	5.11	3.51
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Construction Phase						
Building Construction Off-Road Diesel Equipment	3.14	19.45	17.32	0.03	1.33	1.18
Building Construction Vendor Trips	0.11	1.16	0.82	0.00	0.11	0.05
Building Construction Worker Trips	0.16	0.17	1.62	0.00	0.41	0.03
Architectural Coatings	11.67	--	--	--	--	--
Architectural Coating Off-Road Diesel Equipment	0.54	3.42	2.53	0.00	0.29	0.26
Architectural Coatings Worker Trips	0.03	0.03	0.31	0.00	0.08	0.01
Paving Off-Road Diesel Equipment	2.44	15.05	10.27	0.02	1.27	1.13
Paving Worker Trips	0.05	0.05	0.50	0.00	0.13	0.01
Total Emissions	18.14	39.33	33.37	0.05	3.62	2.67
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
<i>Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.</i>						
<i>Source: Parker Environmental Consultants, May 2013. Calculation sheets are provided in Appendix A to this Draft IS/MND.</i>						

**Table III-2
Existing Daily Operational Emissions at Project Site**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summertime (Smog Season) Emissions						
Natural Gas Usage	0.00	0.01	0.00	0.00	0.00	0.00
Architectural Coating	0.00	-	-	-	-	-
Consumer Products	0.02	-	-	-	-	-
Landscaping	0.00	0.00	0.09	0.00	0.00	0.00
Motor Vehicles	0.06	0.15	0.61	0.00	0.11	0.01
Total Emissions	0.08	0.16	0.70	0.00	0.11	0.01
Wintertime (Non-Smog Season) Emissions						
Natural Gas Usage	0.00	0.01	0.00	0.00	0.00	0.00
Architectural Coating	0.00	-	-	-	-	-
Consumer Products	0.02	-	-	-	-	-
Landscaping	0.00	0.00	0.09	0.00	0.00	0.00
Motor Vehicles	0.06	0.16	0.60	0.00	0.11	0.01
Total Emissions	0.08	0.17	0.69	0.00	0.11	0.01
<i>Source: Parker Environmental Consultants, May 2013. Calculation data are provided in Appendix A.</i>						

Operational Emissions

Air pollutant emissions are currently generated at the Project Site by one existing single-family home. This use generates air pollutant emissions from stationary sources, such as space and water heating, architectural coatings (paint), and mobile vehicle traffic traveling to and from the Project Site. The average daily emissions generated by the existing uses at the Project Site have been estimated utilizing the California Emissions Estimator Model (CalEEMod) Version 2011.1.1 recommended by the SCAQMD. As shown in Table III-2, motor vehicles are the primary source of air pollutant emissions associated with existing uses at the Project Site.

Similar to existing conditions, operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the Proposed Project. Area source emissions would be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site. The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod recommended by the SCAQMD. The results of these calculations are presented in Table III-3, Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Proposed Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

**Table III-3
Estimated Daily Operational Emissions**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summertime (Smog Season) Emissions						
Project Emissions						
Mobile (Vehicle) Sources	3.64	8.99	36.18	0.07	8.10	0.70
Energy (Natural Gas)	0.09	0.76	0.32	0.00	0.06	0.06
Architectural Coatings	0.28	--	--	--	--	--
Consumer Products	2.60	--	--	--	--	--
Hearth ^a	0.13	0.00	0.01	0.00	0.09	0.09
Landscape Maintenance Equipment	0.19	0.07	6.18	0.00	0.03	0.03
Total Project Emissions	6.93	9.82	42.69	0.07	8.28	0.88
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Project Emissions						
Mobile (Vehicle) Sources	3.91	9.64	35.44	0.07	8.10	0.70
Energy (Natural Gas)	0.09	0.76	0.32	0.00	0.06	0.06
Architectural Coatings	0.28	--	--	--	--	--
Consumer Products	2.60	--	--	--	--	--
Hearth ^a	0.13	0.00	0.01	0.00	0.09	0.09
Landscape Maintenance Equipment	0.19	0.07	6.18	0.00	0.03	0.03
Total Project Emissions	7.20	10.47	41.95	0.07	8.28	0.88
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
^a Assumes all hearth would be natural gas.						
Source: Parker Environmental Consultants, May 2013. Calculation sheets are provided in Appendix A.						

- c) **Would the project 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 threshold for ozone precursors)?**

Less Than Significant Impact. Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a project adds a considerable cumulative contribution to federal or State non-attainment pollutants. As the Basin is currently in State non-attainment for ozone, NO₂, PM₁₀ and PM_{2.5}, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. In regards to determining the significance of the Proposed Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed under Question 3(b) above, the Proposed Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. Therefore, the Proposed Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in nonattainment, and impacts would be less than significant.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. 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. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities.⁴ As illustrated in Figure III-1, Air Quality Sensitive Receptor Location Map, the nearest sensitive receptors identified within proximity to the project area include single-family residences, multi-family residences, a middle school, a childcare center, and a park.

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD,⁵ apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each SRA. For PM₁₀, the LSTs were derived based on requirements in SCAQMD Rule 403 — Fugitive Dust. For PM_{2.5}, the LSTs were derived based on a general ratio of PM_{2.5} to PM₁₀ for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 source receptor areas (SRA) at various distances from the source of emissions. The Project Site is located within SRA 6, which covers the West San Fernando Valley area. Given the proximity of the sensitive receptors identified within proximity to the Project Site, the LSTs with receptors located within 25 meters (82.02 feet) are used to address the potential localized air quality impacts associated with the construction-related NO_x, CO, PM₁₀, and PM_{2.5} emissions for each construction phase.

⁴ *South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, page 5-1.*

⁵ *South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*

Localized Construction Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. However, as shown in Table III-4, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for a 5-acre site in SRA 6.⁶ Therefore, localized air quality impacts from construction activities on the off-site sensitive receptors would be less than significant.

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) to any level below C, and for any intersection rated D or worse where the project would increase the V/C ratio by two percent or more. Based on a review of the Project's Traffic Impact Study, the Proposed Project would not meet these criteria for any of the studied intersections. As such, the Proposed Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard, or 0.45 ppm for the eight-hour CO standard at any local intersection. Therefore, impacts with respect to localized CO concentrations would be less than significant.

Table III-4
Localized On-Site Peak Daily Construction Emissions

Construction Phase ^a	Total On-site Emissions (Pounds per Day)			
	NO _x ^b	CO	PM ₁₀	PM _{2.5}
Demolition/Site Clearing Emissions	44.80	29.98	2.32	2.03
<i>SCAQMD Localized Thresholds</i>	<i>122.78</i>	<i>1,158</i>	<i>11</i>	<i>6</i>
Potentially Significant Impact?	No	No	No	No
Grading & Site Preparation Emissions	45.66	30.18	4.87	3.49
<i>SCAQMD Localized Thresholds</i>	<i>122.78</i>	<i>1,158</i>	<i>11</i>	<i>6</i>
Potentially Significant Impact?	No	No	No	No
Building Construction Emissions	37.92	30.12	2.89	2.57
<i>SCAQMD Localized Thresholds</i>	<i>122.78</i>	<i>1,158</i>	<i>11</i>	<i>6</i>
Potentially Significant Impact?	No	No	No	No

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.

^a *The localized thresholds for all phases are based on a receptor distance of 82 feet in SCAQMD's SRA 6. Thresholds were based on a 5-acre site in SRA 6.*

^b *The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO₂, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO₂ levels as they are associated with adverse health effects.*

Source: Parker Environmental Consultants, May 2013. Calculation sheets are provided in Appendix A.

⁶ *Although the Project Site is 6.8 acres, the construction activities would not disturb more than 5 acres on the worst-case construction day.*

Toxic Air Contaminants (TAC)

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 Proposed Project implementation. In addition, construction activities associated with the Proposed Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

e) Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the Proposed Project involves no elements related to these types of activities, no odors from these types of uses are anticipated. Therefore, potential operational odor impacts would be less than significant.

During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. Such odors would be a temporary source of nuisance to adjacent uses. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Thus, based on mandatory compliance with SCAQMD Rules, no construction activities or materials that would create a significant level of objectionable odors are proposed. Therefore, impacts associated with objectionable odors would be less than significant.

Cumulative Impacts

Less than Significant Impact. Development of the Proposed Project in conjunction with the related projects in the Project Site vicinity would result in an increase in construction and operational emissions in the already urbanized area of the City of Los Angeles.

AQMP Consistency

Cumulative development can affect implementation of the 2012 AQMP. The 2012 AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth considered to be consistent with the 2012 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2012 AQMP will not be obstructed by such growth and cumulative impacts would be less than significant. Since the Proposed Project is consistent with SCAG's growth projections, it would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the

applicable air quality plan. Thus, cumulative impacts related to conformance with the 2012 AQMP would be less than significant.

Construction and Operational Emissions

Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed in Question 3(c) above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Proposed Project would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

IV. BIOLOGICAL RESOURCES

- a) Would the project 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 regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

Potentially Significant Impact Unless Mitigation Incorporated. Based upon the criteria established in the LA CEQA Thresholds Guide, a project would normally have a significant impact on biological resources if it could result in: (a) 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; (b) 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 (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is occupied by a one-story single-family home and an undeveloped vacant lot. Based on the findings in the project Tree Report (See Appendix B of this MND), a total of eleven trees were identified within the Project Site, including: two Western Sycamore (*Platanus racemosa*), six blue elderberry (*Sambucus mexicana*), one Fremont Cottonwood (*Populus fremontii*), one Pōhutukawa (*Metrosideros excels*), and one white mulberry (*Morus alba*). The two Western Sycamore trees are protected tree species under the City of Los Angeles Protected Tree Ordinance, 177,404. The removal and replacement of non-protected tree species would be at a 1:1 ratio. The removal and replacement of the two protected trees would be at a 2:1 ratio subject to the review and approval of the Board of Public Works, Urban Forestry Division. Therefore, with implementation of the mitigation measures IV-20, IV-70, and IV-80, the Proposed Project would not have the potential to conflict with any tree preservation ordinance and any potential impacts associated with the removal of street trees would be mitigated to less than significant levels.

Aside from the trees identified above, the Project Site is regularly disked for fire suppression purposes and does not contain any wetlands and/or critical habitat or support any species identified as a candidate, sensitive, or special status species by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The removal and placement of trees would be subject to the review and approval of the Board of Public Works, Urban Forestry Division. Therefore, with implementation of the mitigation measures listed below, the Proposed Project would not have the potential to conflict with any tree preservation ordinance and any potential impacts associated with the removal of street trees would be mitigated to less than significant levels. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (*Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10*) and Section 3503 of the California Department of Fish and Game Code. Thus, the Project Applicant shall comply with the measures listed below as part of the Proposed Project to ensure that no significant impacts to nesting birds would occur. Therefore, with mitigation the Proposed Project would have no impact on sensitive biological species or habitat.

Mitigation Measures:

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

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
 - a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
 - b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
 - c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
 - d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the

protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

IV-70 Tree Removal (Non-Protected Trees)

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

IV-80 Tree Removal (Locally Protected Species)

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

- All protected tree removals require approval from the Board of Public Works.
- A Tree Report shall be submitted to the Urban Forestry Division of the Bureau of Street Services, Department of Public Works, for review and approval (213-847-3077), prior to implementation of the Report's recommended measures.
- A minimum of two trees (a minimum of 48-inch box in size if available) shall be planted for each protected tree that is removed. The canopy of the replacement trees, at the time they are planted, shall be in proportion to the canopies of the protected tree(s) removed and shall be to the satisfaction of the Urban Forestry Division.
- The location of trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.
- Bonding (Tree Survival):
 - a. The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three

years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new oak tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be exonerated.

- b. The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and processing. Prior to exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. Based upon the criteria established in the LA CEQA Thresholds Guide, a project would normally have a significant impact on biological resources if it could result in: (a) 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; (b) 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; (c) the alternation of an existing wetland habitat; or (d) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is occupied by a one-story residential home and vacant lot. No riparian or other sensitive natural community is located on or adjacent to the Project Site. Nesting bird species that may be present on site could potentially be impacted by the removal of on site trees; however, implementation of mitigation measure IV-20 (identified above) would reduce impacts to less than significant levels. Therefore, implementation of the Proposed Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities.

c) Would the project 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?

No Impact. Based upon the criteria established in the LA CEQA Thresholds Guide, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat. The Project Site is entirely developed and does not contain any wetlands or natural drainage channels. Therefore, the Project Site does not have the potential to support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act (see Section 4(b), above) and no impacts to riparian or wetland habitats would occur with implementation of the Proposed Project.

d) Would the project 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?

No Impact. Based upon the criteria established in the LA CEQA Thresholds Guide, a project would normally have a significant impact on biological resources if it could result in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project Site is located in an area that has been previously developed in a heavily urbanized area of the City of Los Angeles. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Proposed Project vicinity. Therefore, the Proposed Project would not interfere with the movement of any resident or migratory fish or wildlife species.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the LA CEQA Thresholds Guide, a project-related significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance, 177,404. As discussed above, there are approximately eleven trees on the Project Site that are proposed to be removed during construction. The removal and placement of these trees would be subject to the review and approval of the Board of Public Works, Urban Forestry Division. Therefore, with implementation of the mitigation measures listed above, the Proposed Project would not have the potential to conflict with any tree preservation ordinance and any potential impacts associated with the removal of street trees would be mitigated to less than significant levels.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. A significant impact would occur if the Proposed Project would be inconsistent with mapping or policies in any conservation plans of the types cited. 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, no impact would occur with implementation of the Proposed Project.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project would have a less than significant impact upon biological resources with mitigation. Development of the Proposed Project in combination with the related projects identified in Section II, Project Description, would not significantly impact wildlife corridors or habitat for any candidate, sensitive, or special status species identified in local plans, policies,

or regulations, or by the CDFG or the USFWS. No such habitat occurs in the vicinity of the Project Site or related projects due to the existing urban development. Development of any of the related projects would be subject to the City of Los Angeles Protected Tree Ordinance. Thus, cumulative impacts to biological resources would be considered less than significant.

V. CULTURAL RESOURCES

a) **Would the project cause a substantial adverse change in the significance of an historic resource pursuant to §15064.5?**

No Impact. Based upon the criteria established in the LA CEQA Thresholds Guide, a significant impact may occur if the Proposed Project would disturb historic resources which presently exist within the Proposed Project Site. The Project Site includes an existing one-story single-family home which is not designated as a local, state or federally listed historic resource, thus no listed historic resources would be impacted by the redevelopment of the Project Site. Furthermore, the structure is not known to be associated with any important events, historical patterns, or persons to be considered significant resources. Thus, there is no evidence to suggest that any historic resources would be impacted by the redevelopment of the Project Site. Therefore, the Proposed Project would not cause an adverse change in the significance of an historic resource and no impact would occur.

b) **Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the LA CEQA Thresholds Guide, a significant impact may occur if grading or excavation activities associated with the Proposed Project would disturb archaeological resources which presently exist within the Project Site. The Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas.⁷ The Proposed Project includes the demolition of one existing single-family home totaling approximately 976 square feet and the removal of trees, shrubs, walls/fences, and other existing debris. The grading and site preparation phase for the Proposed Project would involve the cut and fill of land to ensure the proper base and slope for the building pads and foundations for the proposed home sites. Thus, the potential exists for the accidental discovery of archaeological materials. Because the presence or absence of such materials cannot be determined until the site is excavated, no further evaluation of this issue is warranted at this time. However, as a precautionary measure, the Department of City Planning recommends the following mitigation measure be implemented to ensure that if any archaeological resources are encountered during construction, impacts to such resources would be mitigated to a less than significant level.

⁷ *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996.*

Mitigation Measures:**V-20 Cultural Resources (Archaeological)**

- If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
 - a. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
 - b. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

SCCIC Department of Anthropology
 McCarthy Hall 477
 CSU Fullerton
 800 North State College Boulevard
 Fullerton, CA 92834
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the LA CEQA Thresholds Guide, a significant impact may occur if grading or excavation activities associated with the Proposed Project were to disturb paleontological resources or geologic features which presently exist within the Project Site. The Project Site has been previously graded and is currently improved with a one-story single-family home and undeveloped vacant lot. The Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources.⁸ Although no paleontological resources are known to exist on site, there is a possibility that paleontological resources exist at sub-surface levels on the Project Site and may be uncovered during excavation. Implementation of the

⁸ *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Vertebrate Paleontological Resources in the City of Los Angeles, September 1996.*

following mitigation measure will ensure that if any such resources are found during construction of the Proposed Project, they would be handled according to the proper regulations and any potential impacts would be reduced to less than significant levels.

Mitigation Measures:

V-30 Cultural Resources (Paleontological)

- If any paleontological materials are encountered during the course of project development, all further development activities shall halt and:
 - a. The services of a paleontologist shall then be secured by contacting the Center for Public Paleontology - USC, UCLA, California State University Los Angeles, California State University Long Beach, or the Los Angeles County Natural History Museum - who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
 - b. The paleontologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
 - c. The applicant shall comply with the recommendations of the evaluating paleontologist, as contained in the survey, study or report.
 - d. Project development activities may resume once copies of the paleontological survey, study or report are submitted to the Los Angeles County Natural History Museum.
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, paleontological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact Unless Mitigation Incorporated. A Project-related significant adverse effect could occur if grading or excavation activities associated with the Proposed Project would disturb previously interred human remains. No known human burials have been identified on the Proposed Project site or its vicinity. However, it is possible that unknown human remains could occur on the Proposed Project site, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur. The following mitigation measure is recommended to reduce potential impacts related to the disturbance of unknown human remains to a less than significant level.

Mitigation Measures:

V-40 Cultural Resources (Human Remains)

- In the event that human remains are discovered during excavation activities, the following procedure shall be observed:
 - a. 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)

- b. The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
 - c. The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
 - d. 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.
 - e. If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
 - f. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
- *Discuss and confer* means the meaningful and timely discussion careful consideration of the views of each party.

Cumulative Impacts

Less Than Significant Impact. Implementation of the Proposed Project, in combination with the other six related projects in the Project Site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Proposed Project's impacts to cultural resources concluded that the Proposed Project would have no significant impacts with respect to cultural resources following appropriate mitigation. Therefore, the Proposed Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to cultural resources would be less than significant.

VI. GEOLOGY AND SOILS

The following section summarizes and incorporates by reference information from the Preliminary Geotechnical Engineering Investigation, dated February 6, 2013 (Geotechnical Report), prepared by Geo Concepts, Inc. The Geotechnical Report is included as Appendix C to this Initial Study.

- a) **Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - (i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology**

Potentially Significant Unless Mitigation Incorporated. Based on the information contained in the Geotechnical Report, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone and there are no known faults (active, potentially active, or inactive) onsite. The Geotechnical Report found 37 faults within a search radius of 50 miles of the Project Site.⁹ The Santa Susana fault is the closest to the Project Site, which is approximately 7.3 miles away. Evidence of active fault rupture was not exhibited within the subsurface explorations on the Project Site. Therefore, based on the Geotechnical Report's findings, it is believed that no known active faults occur within the limits of the Proposed Project. Based on the State of California Seismic Hazard Zone Map, the Project Site is located within a liquefaction induced hazard zone but it is not located within a landslide hazard zone. Based on the liquefaction analysis of the Geotechnical Report, liquefaction induced settlement is estimated to be 2.38 inch and differential settlement of 1.2 inch. Liquefaction induced ground deformations would have an effect on the Proposed Project that could result in significant structural damage, collapse or partial collapse of a structure, especially if there is significant differential settlement or lateral spreading between adjacent structural elements. However, ground rupture due to fault movement is not anticipated at the Project Site and the geotechnical conditions are favorable for foundations, as well as permanent retaining structures, provided that the recommendations specified in the Geotechnical Report are included in the design and construction of the Proposed Project to the satisfaction of the Department of Building and Safety. Accordingly, the following mitigation measures are recommended to reduce impacts associated with seismic hazards to a less than significant level.

Mitigation Measures:

VI-10 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.

VI-50 Geotechnical Report

- The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Proposed Project, and as it may be subsequently amended or modified.

(ii) Strong seismic ground shaking?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California. The Project Site is located within a seismically active region, as is all of Southern California. The intensity of ground shaking depends primarily upon

⁹ For a list of these faults and their distance to the Project Site see the EQFault Summary on pg. 94 of the Geotechnical Report contained in Appendix C to this MND.

the earthquake magnitude, the distance from the source, and the site response characteristics. As previously discussed, the Project Site is located within a seismic hazard zone for liquefaction, but not for landsliding or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act. The primary seismic hazard for this project is the potential for strong ground motion from future earthquakes within the Los Angeles Basin. However, the potential for strong ground motion at this site is not unusual for Southern California.

Seismically induced settlement is often caused when loose to medium-dense granular soils are densified during ground shaking. Based on the Geotechnical Report's subsurface evaluation, site soils consist of alluvial deposits, which is weathered bedrock material and sediments that have been eroded from natural slopes and deposited in generally flat lying areas. Alluvium primarily consist of light yellow brown to light brown, moderately dense silty sand and sand to stiff, sandy silt. These deposits were encountered within all of the exploratory borings. Although the magnitude of the seismically induced settlement is not readily predictable, the Geotechnical Report concludes that seismically induced settlement is not anticipated to pose any significant hazard to the Proposed Project, as the soils encountered at the Project Site consist of dense silty sand and sand with clay binder. Therefore, potential for seismically induced settlement at the Project Site is considered small and the geotechnical conditions are favorable for foundations, as well as the permanent retaining structure, provided that the recommendations specified in the Geotechnical Report are included in the design and construction of the Proposed Project to the satisfaction of the Department of Building and Safety. Accordingly, mitigation measures VI-10 and VI-50, listed above, are recommended to reduce impacts associated with seismic hazards to a less than significant level.

(iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the LA CEQA Thresholds Guide, a significant impact may occur if a 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. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. The Geotechnical Report finds that the Project Site is located within a liquefaction induced hazard zone according to the State of California Seismic Hazard Zone Map. Based on the liquefaction analysis of the Geotechnical Report, liquefaction induced settlement is estimated to be 2.38 inch and differential settlement of 1.2 inch. Liquefaction induced ground deformations would have an effect on the Proposed Project that could result in significant structural damage, collapse or partial collapse of a structure, especially if there is significant differential settlement or lateral spreading between adjacent structural elements. Even without collapse, significant settlement or lateral spreading could result in significant structural damage including, but not limited to, blocked doors and windows that could trap occupants.

No active surface groundwater seeps or springs were observed on the Project Site. The subsurface exploration did not encounter groundwater to a depth of 51.5 feet. Based on the State of California Seismic Hazard Report of the Canoga Park Quadrangle, the depth to historical high groundwater level is approximately 25 to 35 feet below the surface. Due to the elevated nature of the property, groundwater is not anticipated to pose a problem to the Proposed Project. Seasonal fluctuations of groundwater may

occur by varying amounts of rainfall irrigation and recharge. As discussed above, the Geotechnical Report concludes that seismically induced settlement is not anticipated to pose any significant hazard to the Proposed Project, as the soils encountered at the Project Site consist of dense silty sand and sand with clay binder. Therefore, potential for seismically induced settlement at the Project Site is considered small. With implementation of Mitigation Measure VI-10 and VI-50, listed above, a less-than-significant impact would occur with respect to liquefaction.

(iv) Landslides?

Less Than Significant Impact. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. The Project Site is not located within a seismic hazard zone for landsliding or faulting, as delineated by the State of California, in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act. Therefore, impacts associated with landslides would be considered less than significant.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Potentially Significant Unless Mitigation Incorporated. A project would normally have significant sedimentation or erosion impact if it would: (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site. Although development of the Proposed Project has the potential to result in the erosion of soils during site preparation and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed by the City of Los Angeles through grading and building permit regulations. Minor amounts of erosion and siltation could occur during grading. The potential for soil erosion during the ongoing operation of the Proposed Project is extremely low due to the generally level topography of the Project Site and the fact that the Project Site would be mostly paved-over or built upon, so little soil would be exposed. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. With implementation of Mitigation Measure VI-20, a less-than-significant impact would occur with respect to erosion or loss of topsoil. These measures are in addition to any conditions that may be imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter.

Mitigation Measures:

VI-20 Erosion/Grading/Short-Term Construction Impacts

- The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety.

Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:

- a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
 - b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.
- c) Would the project 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?**

Potentially Significant Unless Mitigation Incorporated. A project would normally have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. The Project Site is located within a liquefaction induced hazard zone according to the State of California Seismic Hazard Zone Map. Based on the liquefaction analysis of the Geotechnical Report, liquefaction induced settlement is estimated to be 2.38 inch and differential settlement of 1.2 inch. Liquefaction induced ground deformations would have an effect on the Proposed Project that could result in significant structural damage, collapse or partial collapse of a structure, especially if there is significant differential settlement or lateral spreading between adjacent structural elements. Even without collapse, significant settlement or lateral spreading could result in significant structural damage including, but not limited to, blocked doors and windows that could trap occupants. However, the Geotechnical Report concluded that the potential for seismically induced settlement at the Project Site is considered small and the geotechnical conditions are favorable for foundations, as well as the permanent retaining structure, provided that the recommendations specified in the Geotechnical Report are included in the design and construction of the Proposed Project to the satisfaction of the Department of Building and Safety. Construction of the Proposed Project would comply with the City of Los Angeles Uniform Building Code (Building Code), which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of Building Code requirements and Mitigation Measures VI-10 and VI-50, above, the potential for landslide, lateral spreading, subsidence, liquefaction, or collapse would be reduced to a less-than-significant level.

- d) Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

Potentially Significant Unless Mitigation Incorporated. A project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and which shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result. Soils within the Project Site consist of alluvial deposits, which is weathered bedrock

material and sediments that have been eroded from natural slopes and deposited in generally flat lying areas. Alluvium primarily consist of light yellow brown to light brown, moderately dense silty sand and sand to stiff, sandy silt. These deposits were encountered within all of the exploratory borings as reported by GeoConcepts Inc. (See Appendix C). Although the magnitude of the seismically induced settlement is not readily predictable, the Geotechnical Report concludes that seismically induced settlement is not anticipated to pose any significant hazard to the Proposed Project, as the soils encountered at the Project Site consist of dense silty sand and sand with clay binder. No active surface groundwater seeps or springs were observed on the Project Site and the subsurface exploration did not encounter groundwater to a depth of 51.5 feet. Based on the State of California Seismic Hazard Report of the Canoga Park Quadrangle, the depth to historical high groundwater level is approximately 25 to 35 feet below the surface. Due to the elevated nature of the property, groundwater is not anticipated to pose a problem to the Proposed Project. Seasonal fluctuations of groundwater may occur by varying amounts of rainfall irrigation and recharge. Construction of the Proposed Project would be required to comply with the City of Los Angeles Uniform Building Code, which includes building foundation requirements appropriate to site-specific conditions, as recommended in the Geotechnical Report. Therefore, impacts related to expansive soil would be reduced to less-than-significant levels with adherence to the geotechnical recommendations in the Project Geotechnical Investigation (see mitigation measure VI-50, above).

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. This question would apply to the Proposed Project only if it was located in an area not served by an existing sewer system. The Project Site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems neither are necessary, nor are they proposed. Thus, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Proposed Project and any of the related projects. Similar to the Proposed Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the Proposed Project's geology and soils impacts concluded that, through the implementation of the mitigation measures recommended above, Proposed Project impacts would be reduced to less than significant levels. Therefore, the Proposed Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.

VII. GREENHOUSE GAS EMISSIONS

a) **Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

Potentially Significant Unless Mitigation Incorporated. Although not specified in the City of Los Angeles CEQA Thresholds Guide, a significant impact would occur if the Project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased emission of GHGs and long-term global temperature. What GHGs have in common is that they allow sunlight to enter the atmosphere, but trap a portion of the outward-bound infrared radiation and warm up the air. The process is similar to the effect greenhouses have in raising the internal temperature, hence the name greenhouse gases. Both natural processes and human activities emit GHGs. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature; however, emissions from human activities such as electricity generation and motor vehicle operations have elevated the concentration of GHGs in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to global climate change.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H₂O). CO₂ is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e).

The City of Los Angeles LA CEQA Thresholds Guide does not provide guidance as to how climate change issues are to be addressed in CEQA documents. Furthermore, neither the SCAQMD nor the CEQA Guidelines Amendments adopted by the Natural Resources Agency on December 30, 2009 provide any adopted thresholds of significance for addressing a residential project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a residential project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines. As required in Section 15604.4 of the CEQA Guidelines, this analysis includes an impact determination based on the following: (1) an estimate of the amount of greenhouse gas emissions resulting from the Proposed Project; (2) a qualitative analysis or performance based standards; (3) a quantification of the extent to which the Proposed Project increases greenhouse gas emissions as compared to the existing environmental setting; and (4) the extent to which the Proposed Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

In addition, as a central component of the CEQA Guidelines, there is substantial evidence to support that compliance with the LA Green Building Code is qualitatively consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. The City 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 greenhouse gas emissions. In order to further implement the LA Green Plan's 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 applicable to new development projects. As it relates to new development, the City adopted the LA Green Building Code (Ordinance No. 181480) which incorporates applicable provisions of the CALGreen Code, and in some cases outlines more strict GHG reduction measures available to development projects in the City of Los Angeles. Among the many GHG reduction measures outlined later in this Section, the LA Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission on December 17, 2008, and meet 50 percent construction waste recycling levels. Accordingly, as the LA Green Building Code meets and exceeds applicable provisions of the CALGreen Code, a new development Project that can demonstrate it complies with the LA Green Building Code is considered consistent with statewide GHG-reduction goals and policies, including AB 32, and does not make a cumulatively considerable contribution to global warming.

Construction

Construction emissions represent an episodic, temporary source of GHG emissions. Emissions are generally associated with the operation of construction equipment and the disposal of construction waste. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from on-site construction activities and off-site hauling and construction worker commuting are considered as Project-generated. As explained by California Air Pollution Controls Officers Association (CAPCOA) in its 2008 white paper, the information needed to characterize GHG emissions from manufacture, transport, and end-of-life of construction materials would be speculative at the CEQA analysis level. CEQA does not require an evaluation of speculative impacts (*CEQA Guidelines* §15145). Therefore, the construction analysis does not consider such GHG emissions, but does consider non-speculative on-site construction activities and off-site hauling and construction worker trips. All GHG emissions are reported on an annual basis.

Emissions of GHGs were calculated using CalEEMod for each year of construction of the Proposed Project and the results of this analysis are presented in Table III-5, Predicted Proposed Project Construction-Related Greenhouse Gas Emissions. As shown in Table III-5, the greatest annual increase in GHG emissions from Project construction activities would be 410.64 metric tons per year (CO₂e MTY) in 2015. The total construction emissions are estimated to be 628.13 metric tons (CO₂e MT).

Table III-5
Proposed Project Construction-Related Greenhouse Gas Emissions

Year	CO₂e Emissions (Metric Tons per Year) ^a
2014	217.49
2015	410.64
Total Construction GHG Emissions	628.13
<i>^a Construction CO₂ values were derived using CalEEMod Version 2011.1.1 Source: Parker Environmental Consultants, May 2013. Calculation data and results are provided in Appendix D.</i>	

Operation

The average daily GHG emissions generated by the existing single-family home at the Project Site have been estimated utilizing the CalEEMod computer model recommended by the SCAQMD. Table III-6, Existing Project Site Greenhouse Gas Emissions, presents the GHG emissions associated with existing operations at the Project Site. As shown in Table III-6, the existing operations on the Project Site generate approximately 23.98 CO₂e MTY.

Table III-6
Existing Project Site Greenhouse Gas Emissions

Emissions Source	CO₂e Emissions (Metric Tons per Year)
Natural Gas Consumption	2.20
Electricity Demand	3.61
Hearth	0.65
Landscaping	0.03
Solid Waste Generation	0.56
Water Consumption	0.79
Motor Vehicles ^a	16.14
Total	23.98
<i>Source: Parker Environmental Consultants, May 2013. Calculation data and results provided in Appendix D.</i>	

The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment, hearth combustion, and generation of solid waste and wastewater, were calculated assuming compliance with the LA Green Building Code. Emissions of operational GHGs are shown in Table III-7, Proposed Project Operational Greenhouse Gas Emissions. As shown, the increase in GHG emissions generated by the Proposed Project with incorporation of the mandatory LA Green Building Code measures would be 1,691.41 CO₂e MTY.

As discussed previously in this Section, a project's GHG emissions typically would be relatively very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG from

more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many regulatory agencies, including the SCAQMD, concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project direct impact. Accordingly, the GHG analysis presented in this Section analyzes whether the Proposed Project's impact would be cumulatively considerable using a plan-based approach (and quantitative and qualitative analysis) to determine the Proposed Project's contributing effect on global warming.

Table III-7
Proposed Project Operational Greenhouse Gas Emissions

Emissions Source	Estimated Project Generated CO₂e Emissions (Metric Tons per Year)
Natural Gas Consumption	160.62
Electricity Demand	254.97
Hearth	47.62
Landscaping Equipment	1.85
Solid Waste Generation	38.98
Water Consumption	50.07
Motor Vehicles	1,116.36
Construction Emissions ^a	20.94
Project Total	1,691.41

^a The total construction GHG emissions were amortized over 30 years and added to the operation of the Project. Source: Parker Environmental Consultants, May 2013. Calculation data and results provided in Appendix D.

As noted above, there is substantial evidence to support that compliance with the LA Green Building Code is qualitatively consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. As discussed previously, the City 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 greenhouse gas emissions. In order to further implement the LA Green Plan's 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 applicable to new development projects. As it relates to new development, the City adopted the LA Green Building Code (Ordinance No. 181480) which incorporates applicable provisions of the CALGreen Code, and in some cases outlines more strict GHG reduction measures available to development projects in the City of Los Angeles. The LA Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission on December 17, 2008, and meet 50 percent construction waste recycling levels. The Scoping Plan encourages communities to adopt building codes that go beyond the state code. Accordingly, as the LA Green Building Code meets and exceeds applicable provisions of the CALGreen Code, a new development project that can demonstrate it complies with the LA Green Building Code is considered consistent with statewide GHG-reduction goals and policies, including AB 32.

Through required implementation of the LA Green Building Code, the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. Therefore, the Proposed Project's generation of GHG emissions would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant. Nevertheless, the Department of City Planning recommends the following mitigation measures to further reduce the Proposed Project's greenhouse gas emissions.

Mitigation Measures:

VII-10 Green House Gas Emissions

- Install a demand (tankless or instantaneous) water heater system or high efficiency central boiler system, sufficient to serve the anticipated needs of the dwelling(s).
- Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Unless Mitigation Incorporated. Although not specified in the City of Los Angeles CEQA Thresholds Guide, a significant impact would occur if the Proposed Project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As described in Question 7(a), through required implementation of the LA Green Building Code, the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. Therefore, the Proposed Project's generation of GHG emissions would not make a cumulatively considerable contribution to conflicting with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gasses and with the incorporation of Mitigation Measure VII-10 the Proposed Project's impact would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The Proposed Project would not result in the routine transport, use, or disposal of hazardous materials. No hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would routinely be transported to the site and use of these substances would comply with State Health Codes and Regulations. Therefore, the Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and a less than significant impact would occur.

b) Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accidental conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. A significant impact may occur if a project utilizes quantities of hazardous materials as part of its routine operations and could potentially pose a hazard to nearby sensitive receptors under accident or upset conditions. The proposed project is not anticipated to result in a substantial release of hazardous materials into the environment. In addition, the project site does not contain any oil or gas wells and is not located in a City-designated Methane Zone.¹⁰ The project would utilize limited quantities of common cleaning and maintenance materials, which would be shipped, stored, used, and disposed of in accordance with applicable statutes. All land uses and materials would be in accordance with City zoning, and local, state, and federal regulations. Based on the amount stored, nature of packaging, materials involved, and the proposed project's required compliance with applicable regulations, the risk from the use of these materials is considered to be low. Therefore, accidental conditions involving the release of hazardous materials into the environment during project operation is considered to be less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. A project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or (b) the project involved the creation of any health hazard or potential health hazard. According to the LA CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the regulatory framework for the health hazard; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance; (c) the degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance; (d) the probable frequency and severity of consequences to people from exposure to the health hazard; and (e) the degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

The closest school to the Project Site is Our Redeemer Lutheran Church & Pre-School, located at 8520 Winnetka Avenue, approximately 0.1 miles south of the Project Site. No hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes would be present at the Project Site and use of these substances would comply with State Health Codes and Regulations. Therefore, the Proposed Project would not create a significant hazard through hazardous emissions or the handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and a less than significant impact would occur.

¹⁰ *City of Los Angeles Department of City Planning, Parcel Profile Report for 8544 Winnetka Avenue, Los Angeles, California, website: www.zimas.lacity.org, May 14, 2013.*

d) Would the project 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?

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

Rincon Consultants, Inc., conducted a Phase I Environmental Site Assessment (Phase I ESA) of the Project Site on February 4, 2013 and a Phase II Environmental Site Assessment (Phase II ESA) on February 26, 2013 (See Appendix E, E-1 and E-2 respectively, to this Initial Study). The purpose of this Phase I ESA was to assess the environmental conditions of a property, taking into account commonly and reasonably ascertainable information and to qualify for Landowner Liability Protections under the Brownfields Amendments to CERCLA Liability. The purpose of the Phase II ESA (soil gas and groundwater assessment) was to determine if the soil or groundwater beneath the site has been adversely affected by the contaminated groundwater plume identified in the vicinity of the site.

Based on research conducted as part of the Phase I ESA, the site was historically in use as an orchard in at least 1928 until sometime before 1938. The site was developed with the existing residence (8612 Winnetka Avenue) in 1933 (and likely the other former residences were constructed about this time). Remnants of the orchard trees are apparent on the lots from 1938 through 1976. The site has been undeveloped in the northern portion and developed with residential structures in the southern portion from 1976 until 2005, and vacant land with the one existing residential structure from 2005 through the present day. A portion of the site was in use as an egg farm from at least 1965 through at least 1970. Because the subject property has not been in use as an orchard since the mid-1930s, it is likely that levels of pesticides in the soil (if any) have diminished over time. Therefore, the historic agricultural use of the property as an orchard is considered a de minimis condition.

Rincon Consultants performed a reconnaissance of the site on January 23, 2013 for the Phase I ESA. The purpose of the reconnaissance was to observe existing site conditions and to obtain information indicating the possible presence of recognized environmental conditions in connection with the property. During the site reconnaissance, the use, storage or disposal of hazardous materials on the site was not observed.

Environmental Data Search (EDR) was contracted to provide a database search of public lists of sites that generate, store, treat or dispose of hazardous materials or sites for which a release or incident has occurred. The EDR search was conducted for the subject property and included data from surrounding sites within a specified radius of the property. The subject property and adjacent properties were not listed in any of the databases searched by EDR. Based on a review of GeoTracker, one nearby property (3M Pharmaceuticals site -19901 Nordhoff Street) located approximately 1,700 feet to the northnortheast of the subject property, is potentially affecting groundwater beneath the subject property. As a follow-up to the database search and the site reconnaissance, Rincon reviewed files located on the State of California

RWQCB's online GeoTracker database for the 3M Pharmaceuticals property located about 1,700 feet to the north of the subject property. Based on Rincon's review of a recent groundwater monitoring report prepared for the 3M site, a release of trichloroethylene (TCE) originating from the 3M site has affected groundwater in the vicinity of the 3M site. Groundwater monitoring wells have been installed by 3M at various locations downgradient (south and southeast) of the 3M site. Based on the groundwater flow direction, several groundwater monitoring wells are located upgradient, downgradient and cross gradient of the subject property. Recent laboratory analysis of groundwater samples collected from these nearby groundwater monitoring wells indicates that groundwater in the vicinity of the subject property is impacted with elevated concentrations of TCE and cis-1,2-dichloroethene (cis-1,2-DCE). Depth to groundwater in a monitoring well near located near the subject property is about 30 feet below grade. Based on the groundwater flow direction to the southeast, there is the potential that impacted groundwater originating from an offsite source is adversely affecting the groundwater beneath the site.

A recognized environmental condition (REC) is defined pursuant to ASTM E 1527-05 as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. Based on the findings of this Phase I ESA, the presence of contaminated groundwater in groundwater monitoring wells located hydrologically upgradient and downgradient of the site is a potential recognized environmental condition (REC). Based on the groundwater flow direction, there is the potential that impacted groundwater originating from an offsite source is adversely affecting the groundwater beneath the site. Contaminated groundwater, if present, could pose a vapor intrusion health risk to occupants of buildings constructed over contaminated groundwater.

According to the Phase II ESA, the soil gas and groundwater assessment was performed to determine if the soil or groundwater beneath the site has been adversely affected by the contaminated groundwater plume identified in the vicinity of the site. Volatile organic compounds (VOCs) have been detected in groundwater near the subject property. Based on the findings of the Phase II ESA, groundwater beneath the site has been adversely affected with VOCs originating from an upgradient offsite source. The VOCs in groundwater beneath the site appear to be originating from an offsite source. It is unlikely that previous and current uses of the site are contributing to the impacted groundwater plume identified beneath and surrounding the site. Based on the findings of the HHRA, the detected concentrations of VOCs in shallow soil gas beneath the site collected during this assessment do not pose a human health risk at this time. The Phase II ESA notes that groundwater conditions may change over time, and depending on whether VOCs in groundwater increase beneath the site, the human health risk at the site may be underestimated.

Potential impacts associated with various site and REC's identified above would be mitigated to a less than significant level provided that the recommendations specified in the Phase I ESA are included in the design and construction of the Proposed Project to the satisfaction of the Department of Building and Safety, and with the incorporation of the following Mitigation Measure VI-50 above, which requires compliance with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Proposed Project, and as it may be subsequently amended or modified.

- 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?**

No Impact. A significant project-related impact may occur if the Proposed Project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The closest public airports to the Project Site are the Burbank Airport and the Los Angeles International Airport (LAX). However, neither airport is located within two miles of the Project Site. Furthermore, the Project Site is not in an airport hazard area. Therefore, no impact would occur.

- 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?**

No Impact. This question would apply to the Proposed Project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard.

- g) **Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant Impact. A project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved possible interference with an emergency response plan or emergency evacuation plan. According to the LA CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis considering the degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences. The Proposed Project is not located on or near an adopted emergency response or evacuation plan.¹¹ Development of the Project Site may require temporary and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access or travel upon public rights-of-way. Additionally, development of the Proposed Project would not adversely affect access on Winnetka Avenue either temporarily during construction or long-term during operation. Therefore, the Proposed Project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan, and no significant impacts would occur.

- h) **Would the project 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?**

¹¹ *City of Los Angeles Safety Element Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, April 1995.*

No Impact. The Project Site is located in an urbanized area of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Fire High Fire Hazard Severity Zone (VHFHSZ).¹² Therefore, no impacts from wildland fires would occur.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with the six related projects has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials in the city of Los Angeles. However, the potential impact associated with the Proposed Project would be less than significant and, therefore, not cumulatively considerable. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of those properties. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials, which would further reduce impacts associated with related projects. Therefore, with compliance with local, state and federal laws pertaining to hazardous materials, the Proposed Project in conjunction with related projects would be expected to result in less-than-significant cumulative impacts with respect to hazardous materials.

IX. HYDROLOGY AND WATER QUALITY

a) Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. A project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

Construction

Three general sources of potential short-term, construction-related stormwater pollution associated with the Proposed Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. As

¹² *City of Los Angeles Department of City Planning, Parcel Profile Report for 8544 Winnetka Avenue, Los Angeles, California, website: www.zimas.lacity.org, May 14, 2013.*

required under the National Pollution Discharge Elimination System (NPDES), the Project Applicant is responsible for preparing a Storm Water Pollution Prevention Plan (SWPPP) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. Surface water runoff from the Project Site currently is and would continue to be collected on the site and directed towards existing storm drains in the Project vicinity that have adequate capacity. Pursuant to local practice and City policy storm water retention will be required as part of the LID/SUSMP implementation features. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable Low Impact Development (LID) Ordinance. Accordingly, the Proposed Project will be required to demonstrate compliance with Low Impact Development Ordinance standards and retain or treat the first $\frac{3}{4}$ inch of rainfall in a 24-hour period, which will reduce the Proposed Project's impact to the stormwater infrastructure. Therefore, the Proposed Project would not 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 and potential impacts to surface water quality would be less than significant.

Operation

A majority of the Project Site is not developed, and as such, most of the surface water runoff from the Project Site percolates into the groundwater table beneath the Project Site. According to the Infiltration Test Report, conducted by Geo Concepts, Inc. (See Appendix F of this MND), there is no evidence of near-surface groundwater and the subsurface exploration did not encounter groundwater. Highest historic groundwater onsite obtained from the State of California Seismic Hazard Zone maps is about (28) feet deep. Three test pits were excavated to a depth of (5) feet on April 16, 2013. The test pits generally encountered alluvium deposits, which consist predominately of silty sand. The Infiltration Test Report concluded that the introduction of water at or below a depth of (5) feet will not create perched water conditions. Resulting settlements from storm water infiltration are anticipated to be less than $\frac{1}{4}$ inch and are not expected to affect an existing or proposed structures, provided the recommendation contained in the Infiltration Test Report are followed and maintained.

While the Proposed Project would generate surface water runoff, potential impacts to surface water runoff would be mitigated to a level of insignificance by incorporating stormwater pollution control measures. The Proposed Project will be required to demonstrate compliance with the City's LID Ordinance standards and retain or treat the first $\frac{3}{4}$ inch of rainfall in a 24-hour period. Compliance with this Ordinance would reduce the amount of surface water runoff leaving the Project Site. City of Los Angeles Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which require the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the LAMC addresses grading, excavations, and fills. The Proposed Project would also comply with water quality standards and wastewater discharge requirements set forth by the Standard Urban Stormwater Mitigation Plan (SUSMP) for Los Angeles County and Cities in Los Angeles County and approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). Full compliance with the LID Ordinance and implementation of design-related BMPs, including the applicable requirements in the mitigation measures below, would ensure that the operation of the Proposed Project would not violate any

water quality standards or discharge requirements or otherwise substantially degrade water quality. Therefore, operational water quality impacts would be less than significant.

- b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

No Impact. A project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to: (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity. As discussed above, the Infiltration Test Report (See Appendix F of this MND), concludes there is no evidence of near-surface groundwater and the subsurface exploration did not encounter groundwater. Highest historic groundwater onsite obtained from the State of California Seismic Hazard Zone maps is about (28) feet deep. The Proposed Project would not excavate soils beneath the Project Site to a depth that would impact the groundwater table. Thus, construction of the Proposed Project would not deplete groundwater supplies or interfere substantially with groundwater recharge and no impact would occur.

- c) Would the project 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?**

Less Than Significant Impact. A project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. The Project Site is located in a highly urbanized area of Los Angeles, and no streams or river courses are located on or within the Project vicinity. The majority of the Project Site is undeveloped. However, implementation of the Proposed Project would not substantially increase site runoff or result in changes in the local drainage patterns, as implementation of the SWPPP would reduce the amount of surface water runoff after storm events. The Proposed Project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing $\frac{3}{4}$ inch of rainfall in a 24-hour period. Therefore, impacts to surface water hydrology or substantial erosion or siltation on- or off-site would be mitigated to less than significant levels.

- d) Would the project 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?**

No Impact. The Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Therefore, as the Proposed Project would not substantially increase the rate

or amount of surface runoff in a manner which would result in flooding on- or off-site, no impact would occur.

e) Would the project 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?

Less Than Significant Impact. A project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. The majority of the Project Site is undeveloped and surface water mostly percolates into the soil beneath the Project Site. However, the Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns, as runoff from the Project Site would be collected on the site and directed towards existing storm drains in the Project vicinity which have adequate capacity. Pursuant to local practice and City policy storm water retention will be required as part of the LID/SUSMP implementation features. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable Low Impact Development (LID) Ordinance. Accordingly, the Proposed Project will be required to demonstrate compliance with Low Impact Development Ordinance standards and retain or treat the first $\frac{3}{4}$ inch of rainfall in a 24-hour period, which will reduce the Proposed Project's impact to the stormwater infrastructure. Therefore, the Proposed Project would not 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 and potential impacts to surface water quality would be less than significant.

f) Would the project otherwise substantially degrade water quality?

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 stormwater discharge. Therefore, no impact would occur.

g) Would the project 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?

No Impact. A significant impact would occur if the Proposed Project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood which results from a severe rainstorm with a probability of occurring approximately once every 100 years. According to the Federal Emergency Management Agency (FEMA) flood insurance rate map for the Project Area, the site is not located within a designated flood zone. Therefore, the Proposed Project would not place housing within a 100-year

flood hazard area and no impact would occur.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. A significant impact may occur if the Project was located within a 100-year flood zone, which would impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area. The Project Site is located in a highly urbanized area and, as no changes to the local drainage pattern would occur with implementation of the Proposed Project, the Proposed Project would not have the potential to impede or redirect floodwater flows. No impact would occur.

i) Would the project 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?

No Impact. A significant impact may occur if the Proposed Project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche. Seiches are large waves generated in very large enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement. Based on the lack of such large enclosed water bodies nearby, seiches and tsunami risks are considered nil. Thus, the Proposed Project would not 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 and no impact would occur.

j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

No Impact. The Proposed Project site is not located in a potential seiche or tsunami zone. With respect to the potential impact from a mudflow, the Project Site is relatively flat and is surrounded by urban development; therefore, it does not contain any sources of mudflow. There are no major hills or steep slopes in the Project vicinity. Therefore, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with the six related projects would result in the further infilling of uses in an already dense urbanized area. The Project Site and the surrounding areas are served by the existing City and Los Angeles County storm drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the related projects would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Project Site and the related Project Sites, since this part of the City is already fully developed with impervious surfaces. Under the requirements of the Low Impact Development Ordinance, each related project will be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing $\frac{3}{4}$ inch of rainfall in a 24-hour period. Mandatory structural BMPs in accordance with the NPDES water quality program will therefore result in a cumulative reduction to surface water runoff, as the development in the surrounding area is limited to infill developments and

redevelopment of existing urbanized areas. Therefore, the Proposed Project would not make a cumulative contribution to impacting the volume or quality of surface water runoff and cumulative impacts to the existing or planned stormwater drainage systems would be less than significant. Therefore, cumulative water quality impacts would be less than significant.

X. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. A significant impact may occur if the Proposed Project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to the LA CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Proposed Project.

The Proposed Project Site is located within an urbanized area of the Chatsworth - Porter Ranch Community Plan area and is consistent with the existing physical arrangement of the properties within the vicinity of the Project Site. No separation of uses or disruption of access between land use types would occur as a result of the Proposed Project. Accordingly, implementation of the Proposed Project would not disrupt or divide the physical arrangement of the established community, and no impact would occur.

b) Would the project 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?

Potentially Significant Impact Unless Mitigated. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the Project Site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate.

The Project Site is located within the jurisdiction of the City of Los Angeles, and is therefore subject to the designations and regulations of several local and regional land use and zoning plans. At the regional level, the Project Site is located within the planning area of the Southern California Association of Governments (SCAG), the Southern California region's federally-designated metropolitan planning organization. The Proposed Project is also located within the South Coast Air Basin and, therefore, is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). At the local level, development of the Project Site is guided by the General Plan of the City of Los Angeles, the Chatsworth - Porter Ranch Community Plan, and the LAMC, which are intended to guide local land use decisions and development patterns.

Regional Plans

SCAQMD Air Quality Management Plan. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD's Air Quality Management Plan (AQMP) was updated in 2007 to establish a comprehensive air pollution control program leading to the attainment of State and federal air quality standards in the Basin, which is a non-attainment area. The Proposed Project conforms to the zoning and land use designations for the Project Site as identified in the General Plan, and, as such, would not add emissions to the Basin that were not already accounted for in the approved AQMP. Furthermore, as noted in Checklist Question 2, Air Quality, the Proposed Project would not exceed the daily emission thresholds during the construction or operational phases of the Project. Therefore the Project would be consistent with the AQMP.

SCAG Regional Comprehensive Plan. The Project Site is located within the six-county region that comprises the SCAG planning area. The SCAG Regional Comprehensive Plan (RCP) includes growth management policies that strive to improve the standard of living, maintain the regional quality of life, and provide social, political, and cultural equity. The Proposed Project would be consistent with policies set forth in the RCP, as the Proposed Project would develop a vacant lot and residential property with 68 detached residential dwelling units, which is not likely to cause an adverse environmental impact. Furthermore, as the Proposed Project would add approximately 68 detached residential dwelling units in the Chatsworth – Porter Ranch Community Plan area, generating approximately 225 new residents, the Proposed Project would be consistent with SCAG growth projections.

Local Plans

City of Los Angeles General Plan. The General Plan is a comprehensive, long-range declaration of purposes, policies and programs for the development of the City. The General Plan is a dynamic document consisting of 11 elements, 10 Citywide elements (Air Quality Element, Conservation Element, Historic Preservation and Cultural Resources Element, Housing Element, Infrastructure Systems Element, Noise Element, Open Space Element, Public Facilities and Services Element, Safety Element, and Transportation Element) and the Land Use Element, which provides individual plans for each of the City's 35 Community Planning Areas.

Those elements that would be most applicable to the Proposed Project are the Housing Element and the Land Use Element. Housing Element objectives with which the Proposed Project would conform to include: encouraging production and preservation of an adequate supply of rental and ownership housing to meet the identified needs of persons of all income levels and special needs; encouraging the location of housing, jobs, and services in mutual proximity; and accommodating a diversity of uses that support the needs of the City's existing and future residents. Land Use Element objectives with which the Proposed Project conforms include: ensuring that the character and scale of stable single-family residential neighborhoods is maintained, allowing for infill development provided that it is compatible with and maintains the scale and character of existing development; requiring that new development in single-family neighborhoods maintains its predominant and distinguishing characteristics such as property setbacks and building scale; and promoting the maintenance of existing single-family neighborhoods and support programs for the renovation and rehabilitation of deteriorated and aging housing units.

Chatsworth – Porter Ranch Community Plan. The Project Site is located within the Chatsworth – Porter Ranch Community Plan area. Therefore, all development activity on-site is subject to the land use regulations of the Chatsworth – Porter Ranch Community Plan (Community Plan). The Community Plan goals and objectives related to housing include providing housing to satisfy the varying needs of all economic segments of the Community and encouraging the preservation and enhancement of the varied and distinctive residential character of the Community. Additionally, the Plan encourages the rehabilitation and/or rebuilding of deteriorated single-family areas for the same use. Housing should be made available to all persons regardless of social, economic, and ethnic backgrounds.

The Project Site is currently designated for Very Low I Residential Land Uses. This land use designation restricts density on the site to 1 dwelling unit per 17,500 square feet. Assuming each were individually owned such that a consolidated project such as the current proposal was infeasible, approximately 17 homes on 6.8 gross acres would be possible. The proposed density is 11.3 dwelling units per acre. Thus the Project is not consistent with the allowable density for the current land use designation. As noted in Section II, Project Description, the Applicant is seeking approval of a General Plan Amendment from Very Low I Residential to Low Medium I Residential. The requested General Plan Amendment to Low Medium I Residential and Zone Change to RD3-1 will permit density at a rate of 1 dwelling unit per 3,000 square feet of lot area. However, with 6.8 gross acres and only 68 detached residential dwelling units proposed, the Project only proposes density at a rate of 1 dwelling unit per 4,356 square feet. Due to the large Penfield Avenue dedication area, an RD3 Zone Change is requested as the Project Site net acreage is 6.0, resulting in a proposed density of 1 dwelling unit per 3,844 square feet of lot area. The Proposed Project, would provide 68 detached residential dwelling units (11.3 dwelling units per acre), which would be consistent with the proposed Low Medium I Residential land use designation. Thus, with approval of the proposed General Plan Amendment, the Project would conform to the goals, objectives, and land uses identified in the Community Plan.

LAMC

The General Plan land use designation for the Project Site is Low Density Residential and the zoning designation is RA-1, which allows for single-family residential uses and condominiums. The Project Site is currently occupied by undeveloped vacant space and a one-story single-family home. The Project is seeking a request for a zone change to RD3-1, which also permits detached residential dwellings. The Proposed Project includes the demolition of the existing single-family residential home and the construction of a multi-family subdivision that includes 68 detached residential dwelling units. Therefore, the Proposed Project would conform to the allowable land uses pursuant to the LAMC.

Height and Floor Area

The Project Site is currently zoned RA-1 which allows heights of structures to a maximum of 36 ft.¹³ The proposed zoning of RD3-1 would allow structures to be a maximum of 45 ft. tall. To remain compatible with the surrounding residential neighborhoods, all of the homes proposed will be no more than 30 ft. in height, which is well below that allowed in either the current or proposed zones.

The total gross acreage of the Project Site is approximately 6.8 acres, with each of the current lots ranging from nearly half an acre to nearly an acre and a half. In RA-1 zones that are designated to be subject to the City's Baseline Mansionization Ordinance, the allowed Residential Floor Area for lots of this size in this zone is 5,000 square feet per lot. With certain design features, the allowance could be increased to 6,000 square feet per lot. Most homes in the vicinity are between 1,500 square feet and 3,400 square feet. Therefore, a 6,000 square foot home would be significantly larger and out of scale with that which exists in the surrounding existing neighborhoods. The Applicant is proposing detached residential dwelling units which range between 1,600 – 2,100 square feet in size, which are in keeping and in harmony with the existing surrounding homes.

The current Low I Residential land use designation of the Project Site, which has corresponding zoning of RE9 and RS, allows for a density of 29 residential units and 34 residential units, respectively, after dedication. The proposed Low Medium I Residential land use designation allows for a density of 87 residential units (14.5 units per acre) after dedication. The Proposed Project proposes a density of 68 residential units (11.3 units per acre) after dedication. Therefore, the Applicant is seeking a General Plan Amendment and zone change to change the current Low I Residential land use designation and RA-1 Zone to Low Medium I Residential with a RD3 Zone to permit the density proposed. In the proposed RD3 zone, the allowed Floor Area Ratio is 3:1. The Project Site consists of 261,630 square feet of net lot area (6 acres). The allowed FAR on the site in total would therefore be 784,080 square feet. The Proposed Project totals 121,522 square feet, or an FAR of 0.46:1, which is well below that allowed in an RD3 zone. As shown in Table II-8, the total proposed floor area is 121,522 square feet, which results in a 0.46 FAR. Thus the Project would be consistent with the allowable FAR of the proposed zoning and General Plan land use designation.

Open Space

The Proposed Project will include approximately 82,474 square feet of open space including 52,753 square feet of private open space in private yards and 29,721 square feet of common open space area throughout the development. The Project includes an approximately 6,158 square-foot central common open space area that will feature attractively landscaped areas, a swimming pool, a pool building (i.e. bathrooms and changing area), lounge chairs, tables and seating around the perimeter of the pool. The Project also includes approximately 6,758 square feet of common open space along the Winnetka Avenue setback, approximately 13,331 square feet along internal Parkways, and approximately 3,474 square feet along the Penfield Setback. The Proposed Project's open space features are summarized in Table II-3,

¹³ *Per the Baseline Mansionization Ordinance, heights are limited to 30 ft. if roof slopes are less than 25% and are limited to 36 ft. if roof slopes are 25% or greater.*

Required and Proposed Open Space Calculations, in Section II, Project Description. As summarized in Table II-3, the amount of required open space is 11,900 square feet (175 square feet per dwelling unit). Of the 52,753 square feet of open space proposed in private yards, only 6,800 square feet (e.g., 100 square feet per unit) is allowed to be counted towards meeting the open space requirements of the LAMC. Thus, the Project would provide approximately 36,521 square feet of open space and would therefore be consistent with the open space requirements of the LAMC.

**Table III-8
Proposed Zoning Characteristics**

Project Detail	Required/Allowed (in RD3-1 zone – assumes approval of GPA and Zone Change)	Proposed (in RD3-1 Zone)
FAR/Floor Area	3:1 i.e. 784,080 sf	0.46:1 121,522 sf.
Residential Density (based on lot area after dedications)	1 unit per 3,000 sf of lot area i.e. 87 units	1 unit per 3,843.5 sf of lot area i.e. 68 units
Auto Parking	2 spaces per one-family dwelling unit, plus 0.25 ^[a] guest spaces per DU i.e. 164 spaces (146 for residents and 18 guest spaces)	202 spaces total (136 for residents and 66 guest spaces)
Open Space (OS)	175 sf/dwelling unit for units with more than 3 habitable rooms i.e. 11,900 sf	<ul style="list-style-type: none"> • 6,158 sf common OS • 6,800 sf private OS ^[b] Total Open Space: 12,958 sf
Building Height	45 ft.	30 ft. maximum
Yard Setbacks (note: one lot proposed)	Winnetka front yard: 15 ft. Penfield front yard: 15 ft. Side yards (north & south): 10 ft.	Winnetka: 15 ft. minimum Penfield: 15 ft. minimum Side yards (north & south): 10 ft. minimum
Passageways (i.e. separation between dwelling units)	10 ft.	8 ft. ^[c]
<i>Notes</i> ^[a] At discretion of Advisory Agency. ^[b] 100 sf max/dwelling unit allowable towards total. In actuality, the total amount of open space provided is 82,474 square feet (see Site Plan for details). ^[c] A majority of units have 10 ft. minimum separation. A 2 ft. reduction is being requested as part of the Project's Tentative Tract Map entitlement request. Source: Craig Lawson & Co., LLC. 2014.		

Parking

The Proposed Project would provide parking on the Project Site in the form of garage, driveway, and on-street spaces. 136 parking spaces would be provided by garage, 32 by driveway, and 32 along private access driveways or common access driveways. With a total of 202 parking spaces provided on site and one handicap space, the Proposed Project would exceed the parking requirements of the City of Los Angeles Municipal Code. Pursuant to Section 12.21.A.4 of the LAMC, two parking spaces are required for each single-family dwelling unit (68 x 2 = 136 spaces). In addition, pursuant to the City of Los Angeles Planning Department Residential Parking Policy for Division of Land – No AA 2000-1, 0.25 guest parking spaces are required for every dwelling unit (68 x 0.25 = 17 spaces). Thus the code requires

a minimum of 153 parking spaces (136 + 17 = 153 spaces). The project proposes to provide 202 residential parking spaces (2 spaces in each unit) and 66 guest parking spaces for a total of 202 spaces. As such the project would be consistent with the minimum parking requirements of the LAMC.

Requested Discretionary Actions

The project Applicant is seeking the following entitlement requests: (1) Approval of Tentative Tract Map No. 72271 with a request for reduced building separations and passageways from LAMC 12.21 C.2(a) and an adjustment to allow an 8 foot building separation in lieu of the 10 foot required; (2) Approval of a General Plan Amendment from Very Low I Residential to Low Medium I Residential; (3) Approval of a Zone Change from RA-1 to RD3-1; (4) Approval of a Building Line Removal on 8544, 8600, 8612 Winnetka Ave; (5) Zone Variance for a deviation to provide individual sanitation receptacles for each dwelling unit in lieu of the required common recycle room area; (6) Site Plan Review for over 50 dwelling units proposed. As discussed in Section II, Project Description, the Project will also necessitate approvals and permits from the Department of Building and Safety (and other municipal agencies) for project construction activities including, but not limited to, the following: demolition, grading, foundation, haul route, and building permits. Upon granting these requests, land use impacts would be less than significant.

Mitigation Measure

X-10 General Plan Designation/Zoning

- The Proposed Project would permit intensities and or densities exceeding those permitted by the existing Community Plan. However, this potential impact will be mitigated to a level of insignificance by adoption of the proposed General Plan Amendment and compliance with the mitigation measures required by this mitigated negative declaration (MND).

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. A project-related significant adverse effect could occur if the Project Site were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in Section 4(f) above, no such plans presently exist which govern any portion of the Project Site. Further, the Project Site is located in an area, which is already fully developed with residential uses, and is also within an urbanized area of Los Angeles. Therefore, the Proposed Project would not have the potential to cause such effects.

Cumulative Impacts

Less Than Significant Impact. Development of any related project is expected to occur in accordance with adopted plans and regulations. It is also expected that most of the related projects would be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore,

the Proposed Project's land use impacts would not be cumulatively considerable since the Proposed Project would not conflict with applicable local or regional plans and the Proposed Project's land use impacts are less than significant.

XI. MINERAL RESOURCES

a) Would the project 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?

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the LA CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance. The Project Site is not within a Mineral Resource Zone 2 (MRZ-2) Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area.¹⁴ Therefore, no impact associated with the loss of availability of a known mineral resource would occur.

b) Would the project 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?

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the development would convert an existing or future regionally-important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The Project Site is not located within a Mineral Resource Zone 2 (MRZ-2) Area. Furthermore, the Project Site is not designated as a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Therefore, no impact associated with the loss of availability of a known mineral resource would occur.

Cumulative Impacts

No Impact. As discussed above, the Proposed Project would have no impact on mineral resources. Because the Proposed Project would have no incremental contribution to the potential cumulative impact on mineral resources, the Proposed Project would have no cumulative impact on such resources.

¹⁴ *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, September 1996.*

XII. NOISE

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

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

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

- L_{eq} – An L_{eq} , or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- L_{max} – The maximum instantaneous noise level experienced during a given period of time.
- L_{min} – The minimum instantaneous noise level experienced during a given period of time.
- CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA “weighting” during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA “weighting” added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder

environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically “hard” locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically “soft” locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The normal noise attenuation within residential structures with open windows is about 17 dBA, while the noise attenuation with closed windows is about 25 dBA.¹⁵

a) Would the project result in 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?

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

Construction Noise

Construction-related noise impacts would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source. However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied

¹⁵ *National Cooperative Highway Research Program Report 117, Highway Noise: A Design Guide for Highway Engineers, 1971.*

with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. Additionally, as defined in the LA CEQA Thresholds Guide threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Furthermore, the LA CEQA Thresholds Guide also states that construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact.

Construction of the Proposed Project would require the use of heavy equipment for demolition/site clearing, grading and site preparation, the installation of utilities, paving, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site are presented in Table III-9, Noise Range of Typical Construction Equipment, and Table III-10, Typical Outdoor Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance).

**Table III-9
Noise Range of Typical Construction Equipment**

Construction Equipment	Noise Level in dBA L_{eq} at 50 Feet ^a
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammers	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

^a Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.

Source: United States Environmental Protection Agency, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717, 1971.

The noise levels shown in Table III-9 represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. As shown in Table III-10, construction noise during the heavier initial periods of construction is presented as 86 dBA L_{eq} when measured at a reference distance of 50 feet from the center of construction activity.¹⁶ These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA L_{eq} measured at 50 feet from the noise source to the receptor would reduce to 78 dBA L_{eq} at 100 feet from the source to the receptor, and reduce by another 6 dBA L_{eq} to 72 dBA L_{eq} at 200 feet from the source to the receptor. Construction activities associated with the Proposed Project would be expected to occur and generate noise. These activities include demolition, site preparation/grading and the physical construction and finishing of the proposed structures.

Table III-10
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Land uses on the properties surrounding the Project Site primarily include residences, churches, pre-schools and daycare centers, and a middle school. Among these land uses, several uses have been identified and depicted in Figure III-1, Noise Monitoring and Sensitive Receptor Location Map, as the most likely sensitive receptors to experience noise level increases during construction. To identify the existing ambient noise levels at these nearby off-site sensitive receptors as well as the general vicinity of the Project Site, noise measurements were taken with a Larson Davis 824 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2001) - American National Standard Specification for Sound Level Meters. Additionally, this noise meter meets the requirement specified in LAMC Section 111.01(l) that the instruments be "Type S2A" standard instruments or better. This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above grade. The measured noise levels are shown in Table III-11, Existing Ambient Daytime Noise Levels in Project Site

¹⁶ *Although the peak noise levels generated by certain construction equipment may be greater than 86 dBA at a distance of 50 feet, the equivalent noise level would be approximately 86 dBA L_{eq} (i.e., the equipment does not operate at the peak noise level over the entire duration).*

Vicinity. In addition, the noise measurement locations and the noise sensitive receptors are illustrated in Figure III-1, Noise Monitoring and Sensitive Receptor Location Map.

**Table III-11
Existing Ambient Daytime Noise Levels in Project Site Vicinity**

No.	Location	Primary Noise Sources	Noise Level Statistics ^a		
			L _{eq}	L _{min}	L _{max}
1	Southwest corner of the Project Site along Winnetka Avenue.	Traffic noise along Winnetka Avenue and pedestrian activity.	69.2	46.3	81.2
2	Northwest corner of the Project Site along Winnetka Avenue.	Traffic noise along Winnetka Avenue and pedestrian activity.	66.7	47.8	77.2
3	Northeast corner of the Project Site at Bryant Street and Penfield Avenue.	Traffic noise along Bryant Street and Penfield Avenue, and pedestrian activity.	50.1	40.2	62.6
4	Southeast corner of the Project Site along Penfield Avenue.	Traffic noise along Penfield Avenue and pedestrian activity.	53.4	41.9	77.3

^a Noise measurements were taken on May 15, 2013 at each location for a duration of 15 minutes.
Source: Parker Environmental Consultants, May 2013. See Appendix F for noise monitoring data sheets.

**Table III-12
Estimated Exterior Construction Noise at Nearest Sensitive Receptors**

Sensitive Land Uses ^a	Distance to Project Site (feet)	Existing Monitored Daytime Ambient Noise Levels (dBA L _{eq})	Estimated Peak Construction Noise Levels (dBA L _{eq})	Noise Level Increase
1. Our Redeemer Lutheran Church & Pre-School.	10	69.2	99.9	30.7
2. Got Kids Daycare & Pre-School	150	66.7	76.5	9.8
3. Cornerstone Christian Church	60	66.7	84.4	17.7
4. James Jordan Middle School	10	66.7	99.9	33.2
5. Residential Uses to the west	95	66.7	80.4	13.7
6. Residential Uses to the north, east & south	5	50.1	106.0	55.9

^a See Figure III-1, Noise Monitoring and Sensitive Receptor Location Map.
Calculations based on Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006. It should be noted that the peak noise level increase at the nearby sensitive receptors during Project construction represents the highest composite noise level that would be generated periodically during a worst-case construction activity and does not represent continuous noise levels occurring throughout the construction day or period.
Source: Parker Environmental Consultants, May 2013.

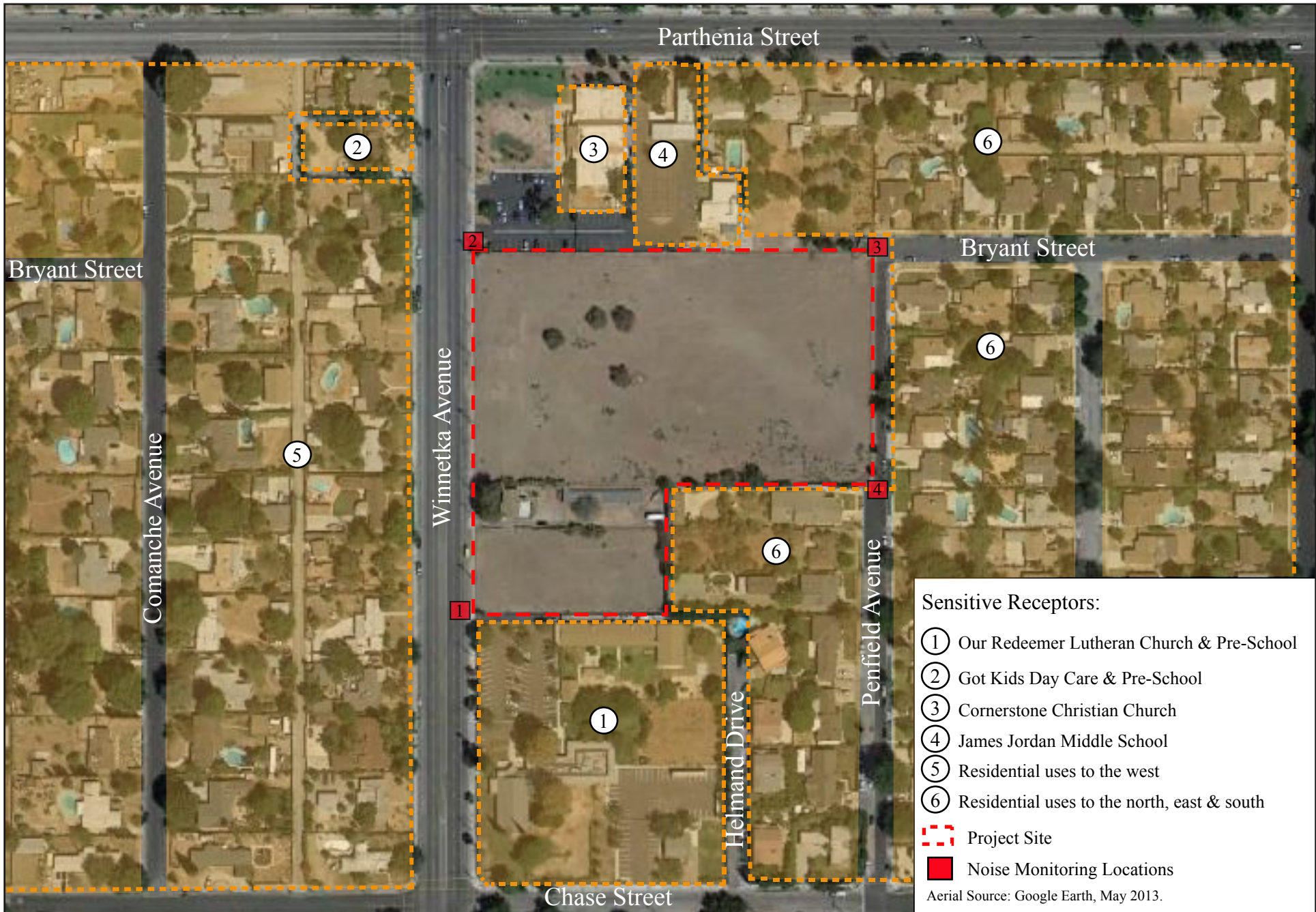
Due to the use of construction equipment during the construction phase, the Proposed Project would expose surrounding off-site receptors to increased ambient exterior noise levels comparable to those listed above in Table III-11. Table III-12, Estimated Exterior Construction Noise at Nearest Sensitive Receptors, shows the estimated construction noise levels that would occur at the nearest sensitive uses during construction of the Proposed Project.

As shown in Table III-12, the construction noise levels forecasted for the proposed construction work during each phase of development associated with the Proposed Project would result in noise increases at the nearest sensitive receptors. It should be noted, however, that any increase in noise levels at off-site

receptors during construction of the Proposed Project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., grading work) would typically be reduced in the later construction phases (i.e., interior building construction at the proposed buildings) as the physical structure of the proposed structure would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors.

As discussed previously, typical construction noise levels associated with the Proposed Project could exceed 75 dBA at 50 feet from the Project Site. However, as defined in the Los Angeles CEQA Thresholds Guide threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Furthermore, the L.A. CEQA Thresholds Guide also states that construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact. Since construction activities associated with each of the proposed developments at the Project Site would last for more than ten days in a three-month period, the Proposed Project would cause a significant noise impact during construction if the ambient exterior noise levels at the identified off-site and on-site sensitive receptors would be increased by 5 dBA or more. Based on the results shown in Table III-12, the ambient exterior noise levels at all 6 of the identified off-site sensitive receptors would be exceeded by 5 dBA or more (Sensitive Receptor Nos. 1-6). Thus, based on criteria established in the L.A. CEQA Threshold Guide, a substantial temporary or periodic increase in ambient noise levels would occur at the identified off-site sensitive receptors.

LAMC Section 41.40 regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturdays. Demolition and construction are prohibited on Sundays and all federal holidays. The construction activities associated with the Proposed Project would comply with these LAMC requirements. In addition, pursuant to the City Noise Ordinance (LAMC Section 112.05), construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. Although the estimated construction-related noise levels associated with the Proposed Project would exceed the numerical noise threshold of 75 dBA at 50 feet from the noise source as outlined in the City Noise Ordinance, and the typical construction noise levels associated with the Proposed Project would exceed the existing ambient noise levels at all of the identified off-site sensitive receptors by more than the 5 dBA threshold established by the L.A. CEQA Thresholds Guide during all construction phases, implementation of the following mitigation measures would reduce the noise levels associated with construction of the Proposed Project to the maximum extent that is technically feasible. Thus, based on the provisions set forth in LAMC 112.05, implementation of Mitigation Measures XII-20 would ensure impacts associated with construction-related noise levels are mitigated to the maximum extent feasible and temporary construction-related noise impacts would be considered less than significant.



Mitigation Measures:**XII-20 Increased Noise Levels (Demolition, Grading, and Construction Activities)**

- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday. No construction or demolition shall occur on Sundays or federal holidays.
- 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.
- Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.
- Barriers such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected around the perimeter of the construction site to minimize the amount of noise during construction on the nearby noise-sensitive uses.
- The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

Operational Noise

Upon completion and operation of the Proposed Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed for the new residences. However, the noise levels generated by these equipment types are not anticipated to be substantially greater than those generated by the current HVAC equipment serving the existing buildings in the Project vicinity. As such, the HVAC equipment associated with the Proposed Project would not represent a new source of noise in the Project Site vicinity. In addition, the operation of this and any other on-site stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, the Proposed Project would not generate excess noise that would cause the ambient noise environment at the Project

Site to exceed noise level standards set forth in the City of Los Noise Element or the City of Los Angeles Noise Ordinance and these impacts would be less than significant.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

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

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

Construction

Construction activities for the Proposed Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. The construction activities associated with the Proposed Project could have an adverse impact on both sensitive structures (i.e., building damage) and populations (i.e., annoyance).

In terms of construction-related impacts on buildings, the City of Los Angeles has not adopted policies or guidelines relative to groundborne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, as both the City of Los Angeles and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the Federal Transit Administration (FTA) and California Department of Transportation's (Caltrans) adopted vibration standards for buildings which are used to evaluate potential impacts related to construction. Based on the FTA and Caltrans criteria, construction

impacts relative to groundborne vibration would be considered significant if the following were to occur.¹⁷

- Project construction activities would cause a PPV groundborne vibration level to exceed 0.5 inches per second at any building that is constructed with reinforced-concrete, steel, or timber;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.3 inches per second at any engineered concrete and masonry buildings;
- Project construction activities would cause a PPV groundborne vibration level to exceed 0.2 inches per second at any non-engineered timber and masonry buildings; or
- Project construction activities would cause a PPV ground-borne vibration level to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage.

In addition, the City of Los Angeles has not adopted any thresholds associated with human annoyance for groundborne vibration impacts. Therefore, this analysis uses the FTA's vibration impact thresholds for human annoyance. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses.

Table III-13, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in Table III-13, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

There are no known historic or otherwise vibration-sensitive structures within 25 feet of the Project Site. As shown in Table III-13, at distances greater than 25 feet from the Project Site boundary, construction related vibration levels would not exceed 0.089 PPV. The most restrictive threshold for building damage from vibration is 0.12 PPV for historic buildings and buildings that are extremely susceptible to vibration damage. As maximum off-site vibration levels would not exceed 0.089 PPV, then there is no potential for construction to result in vibration levels exceeding the most restrictive threshold of significance. As such, impacts with respect to building damage resulting from Project-generated vibration would be less than significant.

¹⁷ *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006; and California Department of Transportation, Transportation- and Construction –Induced Vibration Guidance Manual, June 2004.*

**Table III-13
Vibration Source Levels for Construction Equipment**

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

In terms of human annoyance resulting from vibration generated during construction, the sensitive receptors located in the vicinity of the Project Site could be exposed to increased vibration levels. Table III-14, Estimated Vibration Levels at Nearest Sensitive Receptors, shows that construction-generated vibration levels experienced at the identified sensitive receptors would exceed the 80 VdB threshold for the residential uses (Sensitive Receptor No. 6) and the 83 VdB threshold for schools and churches (Sensitive Receptor Nos. 1 and 4). It should be noted that these vibration levels would be reduced when the construction equipment and activities are located toward the center of the Project Site. Furthermore, consistent with LAMC Section 112.05, construction vibration levels would be considered exempt from the noise threshold if all technically feasible noise attenuation measures are implemented. Mitigation Measures XII-20 would also serve to reduce construction related vibration levels to the maximum extent feasible. As such, human annoyance impacts with respect to construction-generated vibration increases would be less than significant.

Operation

The Proposed Project is a detached residential development and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, the proposed land uses at the Project Site would not result in the increased use of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, these trips would typically only occur once a week and would not be any different than those presently occurring in the vicinity of the Project Site. As such, vibration impacts associated with operation of the Proposed Project would be less than significant.

Table III-14
Estimated Vibration Levels at Nearest Sensitive Receptors

Sensitive Land Uses	Distance to Project Site (feet)	Estimated Vibration Levels (VdB)
1. Our Redeemer Lutheran Church & Pre-School.	10	98.9
2. Got Kids Daycare & Pre-School	150	63.7
3. Cornerstone Christian Church	60	75.6
4. James Jordan Middle School	10	98.9
5. Residential Uses to the west	95	69.6
6. Residential Uses to the north, east & south	5	107.9
<i>Source: Parker Environmental Consultants, May 2013. Calculations based on Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, May 2006.</i>		

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Proposed Project. As defined in the City of Los Angeles CEQA Thresholds Guide threshold for operational noise impacts, a project would normally have a significant impact on noise levels from Proposed Project operations if the Proposed Project causes the ambient noise level measured at the property line of affected uses that are shown in Table III-15, Community Noise Exposure (CNEL), to increase by 3 dBA in CNEL to or within the “normally unacceptable” or “clearly unacceptable” category, or any 5 dBA or greater noise increase. Thus, a significant impact would occur if noise levels associated with operation of the Proposed Project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a L_{eq} standard of 5 dBA over ambient conditions as constituting a LAMC violation.

Traffic Noise

In order for a new noise source to be audible, there would need to be a 3 dBA or greater CNEL noise increase. As discussed above, the traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur. According to the L.A. CEQA Thresholds Guide, if a project would result in traffic that is less than double the existing traffic, then the Proposed Project’s mobile noise impacts can be assumed to be less than significant.

According to the Project's Traffic Impact Study, the proposed development would result in a maximum net increase of 695 daily vehicle trips, including 55 a.m. peak hour trips and 74 p.m. peak hour trips. As shown in greater detail in the Project's Traffic Impact Study, the highest project-related trip increase would occur at intersection number 3 (Winnetka Avenue and Chase Street) during the p.m. peak hour with 44 peak hour trips. When compared to the existing 2,434 vehicle trips occurring at intersection number 3 during the p.m. peak hour, it is clear that the Proposed Project would not have the potential to double the traffic volumes on any roadway segment in the vicinity of the Project Site. As such, the Proposed Project would not have the potential to increase roadway noise levels by 3 dBA, and thus traffic generated noise impacts would be considered less than significant.

**Table III-15
Community Noise Exposure (CNEL)**

Land Use	Normally Acceptable^a	Conditionally Acceptable^b	Normally Unacceptable^c	Clearly Unacceptable^d
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

^a *Normally Acceptable:* Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

^b *Conditionally Acceptable:* New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

^c *Normally Unacceptable:* New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

^d *Clearly Unacceptable:* New construction or development should generally not be undertaken.

Source: Office of Planning and Research, State of California General Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

Operational Noise*Stationary Noise Sources*

New stationary sources of noise, such as mechanical HVAC equipment would be installed for the proposed residences at the Project Site. As discussed in Question 11(a) above, the design of this equipment would be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, because the noise levels generated by the HVAC equipment serving the Proposed Project would not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. This impact would be less than significant.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

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

As discussed above, impacts are expected to be less than significant for construction noise and vibration, and operational noise and vibration. The implementation of Mitigation Measure XII-20 would ensure the Proposed Project would not result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity, and these impacts would be less than significant.

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?

No Impact. A significant impact may occur if the Proposed Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the Project Site. There are no airports within a two-mile radius of the Project Site, and the Project Site is not within any airport land use plan or airport hazard zone. The Proposed Project would not expose people to excessive noise levels associated with airport uses. No impact would occur.

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?

No Impact. This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project Site is not located in the vicinity of a private airstrip. As no such facilities are located in the vicinity of the Project Site, no impact would occur.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources at each respective site. As shown in Figure II-18, Related Project Location Map, the project site is located approximately 0.75 of a mile (approx. 4,000 feet) from the nearest related project. Further, there is no visible line of sight between the project site and any of the related project sites. Thus, cumulative noise impacts from on-site activities occurring at the Project Site and each respective related project site would be less than significant. In addition, each of the related projects would be required to comply with the City's noise ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require potentially significant impacts to be reduced to the extent feasible. With respect to cumulative traffic noise impacts, it should be noted that the Proposed Project's mobile source vehicular noise impacts are based on the predicted traffic volumes as presented in the Project Traffic Study. Thus, the future predicted noise levels include the traffic volumes from the Proposed Project and future traffic levels associated with ambient growth and the related projects. Based on the Proposed Project's estimated trip generation, it is clear that the Project would not have the potential to double the traffic volumes on any roadway segment or study intersection in the vicinity of the Project Site. As such, the Proposed Project's noise volumes would not be cumulatively considerable. Thus, the cumulative impact associated with construction noise would be less than significant.

XIII. POPULATION AND HOUSING

a) Would the project 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)?

Less Than Significant Impact. A significant impact may occur if the Proposed Project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the Proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the LA CEQA Thresholds Guide, the determination of whether the Project results in a significant impact on population and housing growth shall be made considering: (a) the degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment; (b) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and (c) the extent to which growth would occur without implementation of the project.

In October 2008, SCAG approved and adopted the “2008 Regional Comprehensive Plan for the SCAG Region – Helping Communities Achieve A Sustainable Future” (2008 RCP). The 2008 RCP is a long-term comprehensive plan that provides a strategic vision for handling the region’s land use, housing, economic, transportation, environmental, and overall quality-of-life needs. The 2008 RCP is intended to serve as an advisory document for local agencies in the SCAG region. The following vision statement and guiding principles are based on the region’s adopted Compass Growth Vision Principles for Sustaining a Livable Region. These statements further articulate how the RCP can promote and sustain the region’s mobility, livability, and prosperity for future generations.

RCP Vision

To foster a Southern California region that addresses future needs while recognizing the interrelationship between economic prosperity, natural resource sustainability, and quality of life. Through measured performance and tangible outcomes, the RCP serves as both a voluntary action plan with short-term guidance and strategic, long-term initiatives that are guided by the following Guiding Principles for sustaining a livable region.

RCP Guiding Principles

- *Improve mobility for all residents.* Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.
- *Foster livability in all communities.* Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing and equal distribution of environmental benefits.
- *Enable prosperity for all people.* Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.
- *Promote sustainability for future generations.* Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

On a policy level, the Proposed Project is consistent with the goals and strategies of the RCP discussed above, as the Proposed Project will revitalize an underutilized property in an existing predominately residential area. With respect to regional growth forecasts, SCAG forecasts the City of Los Angeles Subregion will experience a population increase to 4.34 million persons by 2030. As shown in Table III-16, SCAG Population/Households Forecast for the City of Los Angeles Subregion, below, the forecast from 2010 through 2030 envisions growth of 290,797 additional persons, yielding an approximate 6.7 percent growth rate.

Table III-16
SCAG's 2008 RTP Growth Forecast
for the City of Los Angeles Subregion

Projection Year	Population	Households	Person/Households
2010	4,057,484	1,386,658	2.92
2030	4,348,281	1,578,850	2.75
<i>Net Change from 2010 to 2030</i>			
No. of Population/Households	290,797	192,192	
Percent Change	6.7%	13.2%	
<i>Source: SCAG, 2008 Regional Transportation Plan (RTP) Update, adopted May 8, 2008.</i>			

Based on the community's current household demographics (e.g., an average of 3.31 persons per single-family household for the Chatsworth – Porter Ranch Community), the construction of 68 additional detached residential dwelling units would result in an increase in approximately 225 net permanent residents in the City of Los Angeles.¹⁸ The proposed increase in housing units and population would be consistent with the SCAG forecast of 192,192 additional households and approximately 290,797 persons in the City of Los Angeles between 2010 and 2030. As such, the Proposed Project would not cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of Proposed Project occupancy/buildout, and that would result in an adverse physical change in the environment; or introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. Therefore, impacts related to housing would be less than significant.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if the Proposed Project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. Based on the LA CEQA Thresholds Guide, the determination of whether the Proposed Project results in a significant impact on population and housing displacement shall be made considering the following factors:

- The total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the project, in terms of net loss of market-rate and affordable units;
- The current and anticipated housing demand and supply of market rate and affordable housing units in the project area;
- The land use and demographic characteristics of the project area and the appropriateness of housing in the area; and

¹⁸ Los Angeles Department of City Planning Demographic Research Unit, *Census 2000 Population by Housing Type, Chatsworth – Porter Ranch Community Plan Area*, website: <http://www.cityplanning.lacity.org/DRU/HOMEDRU.cfm>, accessed May 2013.

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- Whether the project is consistent with adopted City and regional housing policies such as the Framework and Housing Elements, Housing and Urban Development (HUD) Consolidated Plan and Comprehensive Housing Affordability Study (CHAS) policies, redevelopment plan, Rent Stabilization Ordinance, and the RCPG.

The Proposed Project would consist of the development of a multi-family subdivision with 68 detached residential dwelling units on a site that is currently occupied by a one-story residential home and undeveloped vacant space. The Proposed Project would not displace a significant number of existing tenants or require the construction of replacement housing elsewhere. Therefore, no impact would occur with respect to displacement of housing units on the Project Site.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. The Proposed Project would consist of the development of a multi-family subdivision with 68 new detached residential dwelling units on a site that is currently occupied by a one-story residential home and undeveloped vacant space. The Proposed Project would not displace a significant number of existing tenants or require the construction of replacement housing elsewhere. Therefore, no impact would occur with respect to displacement of housing units on the Project Site.

Cumulative Impacts

Less Than Significant Impact. The six related projects would introduce additional residential, retail, office, warehouse and school uses to the City of Los Angeles. Any residential related projects would result in direct population growth in the City of Los Angeles, while other types of related projects could result in indirect population growth. As shown in Table III-17, the Proposed Project and related projects that involve residential developments would cumulatively contribute approximately 1,031 new residential dwelling units to the area, generating approximately 2,333 new residents. As discussed in Question 13(a), the Proposed Project would not exceed the growth projections of SCAG's RCP for the City of Los Angeles subregion. Furthermore, the Proposed Project is the type of project encouraged by SCAG and City policies to accommodate growth in existing urban areas. Because the Proposed Project would not displace a substantial number of residents, and the population growth potentially associated with the Proposed Project has already been anticipated and planned for within the Chatsworth – Porter Ranch Community, the Proposed Project's population growth would not be cumulatively considerable. Therefore, the Proposed Project's cumulative impacts to population and housing would be less than significant.

**Table III-17
Projected Cumulative Housing Units**

Related Projects (By Housing Type)	Total Housing Units	Total Residents
Apartments ^a	492	1,077
Condominiums ^a	471	1,031
Related Projects Total:	963	2,108
Proposed Project Net Total: ^b	68	225
Cumulative Total:	1,031	2,333
<i>Notes:</i> ^a Based on a generation rate of 2.19 residents per multi-family dwelling unit. ^b Based on a generation rate of 3.31 residents per single-family dwelling unit. Source: Los Angeles Department of City Planning Demographic Research Unit, Census 2000 Population by Housing Type, Chatsworth – Porter Ranch Community Plan Area.		

XIV. PUBLIC SERVICES

a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 objective for any of the following public services:**

(i) **Fire protection**

Potentially Significant Unless Mitigation Incorporated. A project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.09.07A, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles. If this distance is exceeded, all structures located in the applicable residential area would be required to install automatic fire sprinkler systems.

The Proposed Project would include a multi-family subdivision with 68 detached residential dwelling units. The Proposed Project would generate approximately 225 new residents. Therefore, the Proposed Project could potentially increase the demand for LAFD services. The Project Site is served by LAFD Station No. 104 located at 8349 Winnetka Avenue, located approximately 0.3 miles south of the Project Site. Station No. 104 is equipped with an engine company and paramedic ambulance. Based on the response distance criteria specified in LAMC 57.09.07A and the relatively short distance from Fire Station No. 104 to the Project Site, fire protection response would be considered adequate.

The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.09.06, City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in

high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing. The overall fire flow requirement for the proposed residential development is 2,000 gpm from three fire hydrants flowing simultaneously. The adequacy of existing water pressure and availability in the Project area with respect to required fire flow would be determined by LAFD during the plan check review process. Impacts related to fire protection would be less than significant with incorporation of Mitigation Measure XIV-10 Public Services (Fire).

Mitigation Measures:

XIV-10 Public Services (Fire)

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, as noted in the written correspondence from the City of Los Angeles Fire Department, dated October 11, 2013:
 - Access for Fire Department apparatus and personnel to and into all structures shall be required.
 - No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
 - The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
 - The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
 - Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
 - Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department.
 - Construction of public or private roadway in the proposed development shall not exceed 15 percent in grade.
 - Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.
 - Standard cut-corners will be used on all turns.
 - Submit plot plans indicating access road and turning area for Fire Department approval.
 - All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
 - Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
 - Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
 - Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

- No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along path of travel.
- Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of
- No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
- Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
- Site plans shall include all overhead utility lines adjacent to the site.
- Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.
- The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished by appointment only, in order to assure that you receive service with a minimum amount of waiting please call (213) 482-6507. The applicant should advise any consultant representing the applicant of this requirement as well.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the six related projects, could increase the demand for fire protection services in the Project area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., property taxes, government funding, and developer fees) to which the Proposed Project and related projects would contribute. Similar to the Proposed Project, each of the related projects would be individually subject to LAFD review and would be required to comply with all applicable fire safety requirements of the LAFD in order to adequately mitigate fire protection impacts. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the citing and development on any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable contribution to fire protection services impacts, and, as such cumulative impacts on fire protection would be less than significant.

(ii) Police Protection

Potentially Significant Unless Mitigation Incorporated. For the purpose of this Initial Study, a significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station, the construction of which may cause significant environmental impacts. Based on the LA CEQA Thresholds Guide, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of

residential units or square footage of non-residential floor area; (b) the demand for police services anticipated at the time of project buildout compared to the expected level of service available, considering, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and (c) whether the project includes security and/or design features that would reduce the demand for police services.

The Project Site is located in the Devonshire division of the LAPD's Valley Bureau. The Devonshire area is approximately 48.31 square miles and includes the communities of Chatsworth, Northridge, Canoga Park, Granada Hills and Winnetka. The Devonshire area is served by the Devonshire Community Police Station, located at 10250 Etiwanda Avenue. Within the Devonshire area, the Proposed Project is located within Reporting District (RD) 1792. RD 1792 is defined by the following boundaries: Parthenia Street to the north, Tampa Avenue to the east, Roscoe Boulevard to the south, and Winnetka Avenue to the west. Table III-18 Devonshire Police Station Crime Statistics, provides crime statistics for the Devonshire area in the City of Los Angeles.

Implementation of the Proposed Project would result in an increase of residents, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to escalate as a result of the increased onsite activity and increased traffic on adjacent streets and arterials. The Proposed Project would implement principles of the City of Los Angeles Crime Prevention through Environmental Design (CPTED) Guidelines. Specifically, the Proposed Project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited and, where possible, security controlled to limit public access. The building and layout design of the Proposed Project would also include nighttime security lighting and secure parking facilities. In addition, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Proposed Project residents would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures would decrease the amount of service calls the LAPD would receive. In light of these features, it is anticipated that any increase in demands upon police services would be relatively low, and not necessitate the construction of a new police station, the construction of which may cause significant environmental impacts. With implementation of mitigation measures XIV-20 and XIV-30, the Proposed Project's potential impact upon LAPD services would be mitigated to a less than significant level.

Mitigation Measures:

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

- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

XIV-30 Public Services (Police)

The plans shall incorporate the Design Guidelines (defined in the following sentence) 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.

**Table III-18
Devonshire Police Station Crime Statistics**

Crimes	2014 ^a (Year to Date)	2013 (Year to Date)	2012 (Year to Date)
<i>Violent Crimes</i>			
Homicide	0	2	0
Rape	4	5	1
Robbery	15	12	18
Aggravated Assault	18	16	23
Total Violent Crimes	37	35	42
<i>Property Crimes</i>			
Burglary	78	133	160
Motor Vehicle Theft	45	63	41
BTFV	127	165	191
Personal / Other Theft	153	166	144
Total Property Crimes	403	527	536
Total Part 1 Crimes	440	562	578
Child / Spousal Abuse (Part I & II) ^b	41	47	39
Shots Fired	2	5	4
Shooting Victims	0	0	1
<i>Notes:</i>			
^a Crime Statistics for week ending February 8, 2014.			
^b Part II Child/Spousal Abuse Simple Assaults not included in Part I Aggravated Assaults above to comply with the FBI's Uniform Crime Reporting guidelines.			
Source: LAPD, COMPSTAT Unit, accessed February 14, 2014.			

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the six related projects, would increase the demand for police protection services in the Project area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which

the Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the citing and development on any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable contribution to police protection services impacts, and cumulative impacts on police protection would be less than significant.

(iii) Schools

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). Based on the LA CEQA Thresholds Guide, the determination of whether the project results in a significant impact on public schools shall be made considering the following factors: (a) the population increase resulting from the project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for school services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and the project's proportional contribution to the demand; (c) whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and (d) whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

The Project area is currently served by the following LAUSD public schools: Winnetka Elementary School, located at 8240 Winnetka Avenue, which serves kindergarten through fifth-grade students; Sutter Middle School, located at 7330 Winnetka Avenue, which serves sixth- through eighth-grade students; Grover Cleveland Senior High, located at 8140 Vanalden Avenue, which serves ninth- through twelfth-grade students; Northridge Academy Senior High, located at 9601 Zelzah Avenue, which serves ninth-through twelfth-grade students; and Valley Academy of Arts and Sciences, located at 10445 Balboa

Boulevard, which serves ninth- through twelfth-grade students.¹⁹ Additionally, James Jordan Charter Middle School is located at 20040 Parthenia Street, approximately 0.2 miles north of the Project Site.

As shown in Table III-19, Proposed Project Estimated Student Generation, the Proposed Project would generate approximately 14 elementary students, 7 middle school students and 7 high school students, for a total of approximately 28 students. It is likely that some of the students generated by the Proposed Project would already reside in areas served by the LAUSD and would already be enrolled in LAUSD schools. However, for a conservative analysis, it is assumed that all students generated by the Proposed Project would be new to the LAUSD. The Project Applicant will be required to pay mandatory developer fees to off set the Proposed Project's demands upon local schools. Senate Bill 50 (SB 50), which passed in 1998, established a process for determining the amount of fees developers may be charged to mitigate the impact of development on school facilities. Under this reform, a school district could charge fees above the statutory cap only under specified conditions, and then only up to the amount of funds that the district would be eligible to receive from the state. Pursuant to Government Code Section 65995, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." Thus, the Proposed Project's potential impact upon public school services will be mitigated to a less than significant level by the following measure:

**Table III-19
Proposed Project Estimated Student Generation**

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total Students
Existing Land Uses					
Single-Family Residential ^a	1 du	0.20	0.10	0.12	0.42
Subtotal Existing		0.20	0.10	0.12	0.42
Proposed Project					
Detached Residential Dwelling Units ^b	68 du	13.88	6.72	6.76	27.36
Total Project Estimated Students		13.88	6.72	6.76	27.36
Less Existing Students		-0.20	-0.10	-0.12	-0.42
Net Additional Students		13.68	6.62	6.64	26.94
<i>Notes: du = dwelling units</i>					
^a Student generation rates are as follows for single-family residential uses: 0.2024 elementary, .0979 middle and 0.119 high school students per 1,000 sf. Source: Los Angeles Unified School District, Student Generation Rate Calculation, August 2006.					
^b Student generation rates are as follows for multi-family residential uses: .2042 elementary, .0988 middle and .0995 high school students per unit. Source: Los Angeles Unified School District, School Fee Justification Study, September 2002.					

¹⁹ Los Angeles Unified School District, Resident School Identifier, website: [http://rsi.lausd.net/ResidentSchool Identifier/](http://rsi.lausd.net/ResidentSchoolIdentifier/), accessed May 2013.

Mitigation Measures:**XIV-60 Public Services (Schools)**

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

XIV-40 Public Services (Construction Activity Near Schools)

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

Cumulative Impacts

Less Than Significant Impact. The Proposed Project, in combination with the six related projects (listed in Table II-5, Related Projects List in Section II, Project Description), is expected to result in a cumulative increase in the demand for school services. One out of the six related projects involves the expansion of kindergarten and pre-kindergarten at James Jordan Charter Middle School (See related project #5). Together, the related projects would have the potential to generate students that would attend the same schools as the Proposed Project.

**Table III-20
Projected Cumulative Student Population**

Land Use	Size	Elementary School Students	Middle School Students	High School Students	Total Students
Multi-Family Residences ^a	963 du	196.65	95.14	95.82	387.61
Office ^b	13,000 sf	0.30	0.14	0.14	0.58
Retail ^c	30,400 sf	0.45	0.21	0.20	0.86
Industrial ^d	10,400 sf	0.19	0.09	0.08	0.36
Related Projects Total:		197.59	95.58	96.24	389.41
Proposed Project Net Total ^e :		13.68	6.62	6.64	26.94
Cumulative Total:		211.27	102.20	102.88	416.35

Notes:
^a *sf = square feet; du = dwelling units*
^a *Student generation rates are as follows for residential uses: 0.2042 elementary, 0.0988 middle and 0.0995 high school students per unit.*
^b *Student generation rates are as follows for office uses: 0.0233 elementary, 0.0108 middle and 0.0104 high school students per 1,000 sf.*
^c *Student generation rates are as follows for retail/commercial uses: 0.0149 elementary, 0.0069 middle and 0.0067 high school students per 1,000 sf.*
^d *Student generation rates are as follows for industrial uses: 0.018 elementary, 0.0083 middle and 0.008 high school students per 1,000 sf.*
^e *Refer to Table III-18 for Proposed Project Net Totals.*
Source: Los Angeles Unified School District, Commercial/Industrial Development School Fee Justification Study, September 2002, and Los Angeles Unified School District, Student Generation Rate Calculation, August 2006.

As shown in Table III-20, Projected Cumulative Student Population, the Proposed Project and related projects would cumulatively contribute approximately 211 elementary school students, 102 middle school students and 103 high school students. This would create an increased cumulative demand on local school districts. However, as discussed in Question 13(a), the Proposed Project would not contribute to population growth either directly or indirectly. Therefore, the Proposed Project would not contribute to any incremental increase to a cumulative demand for public school services. Furthermore, the related projects would be required to pay school developer fees, pursuant to California Education Code Section 17620(a)(1), which would further alleviate cumulative impacts. As such, cumulative impacts associated with the Proposed Project would be less than significant.

(iv) Parks

Potentially Significant Unless Mitigation Incorporated. Based on the LA CEQA Thresholds Guide, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project’s proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks). A significant impact would occur if the Proposed Project resulted in the

construction of new recreation and park facilities that creates significant direct or indirect impacts to the environment.

The Public Recreation Plan, a portion of the Service Systems Element of the City of Los Angeles General Plan, provides standards for the provision of recreational facilities throughout the City and includes Local Recreation Standards. The standard ratio of neighborhood and community parks to population is four acres per 1,000 residents, within a one- to two-mile radius (for neighborhood and community parks, respectively). The Project Site is located within an urbanized area of the Chatsworth – Porter Ranch community and, as shown in Table III-21, Recreation and Park Facilities within the Project Area, has access to approximately 31.08 acres of parkland and public recreation facilities within a 2-mile radius.

**Table III-21
Recreation and Park Facilities within the Project Area**

Park Name	Park Size	Park Amenities	Distance to Project Site
1. Winnetka Recreation Center	15.5 acres	Auditorium, baseball diamond, children's play area, community room, indoor gym and picnic tables.	0.1 miles
2. Runnymede Park	5.93 acres	Children's play area, picnic tables and tennis courts	1.5 miles
3. Parthenia Park	1.42 acres	Children's play area and picnic tables.	1.9 miles
4 Vanaldan Park	8.23 acres	Picnic tables, horseshoe pit and jogging path.	2.0 miles
Total Parkland	31.08 acres		
<i>Source: City of Los Angeles Department of Recreation and Parks, Location Map, website: http://raponline.lacity.org/maplocator, accessed May 2013. Parcel sizes were measured using City of Los Angeles, Department of Public Works, website: NavigateLA.org, accessed May 2013, and Zimas, website: http://zimas.lacity.org/, accessed May 2013. Distances to facilities were measured within a two-mile walking distance from the Project Site using Google Maps, accessed May 2013.</i>			

It is estimated that the development of the Proposed Project would result in an increase of 225 new residents to the Chatsworth – Porter Ranch Community Plan Area. Based on the standard parkland ratio goal of 4 acres per 1,000 residents, the Proposed Project would generate a need for approximately 0.90 acres of public parkland. This demand would be met through a combination of on-site open space proposed within the Project, land dedications or payments of fees for park and recreational purposes pursuant to LAMC section 17.12, and the availability of existing park and recreation facilities within the area. As authorized under the State Quimby Act, the City of Los Angeles has established a local ordinance, LAMC Section 17.12 (Park and Recreation Site Acquisition and Development Provisions), which requires land dedications or payment of fees for park and recreational purposes for projects involving residential subdivisions. The Project involves a subdivision or tract map and thus the State Quimby Act applies to the proposed development. The Proposed Project would provide approximately 6,158 square feet of common open space on-site for a total of 82,414 square feet of overall open space. LAMC Section 17.12 provides standards for land acreage requirements by project density and identifies fees per unit by zoning designation. Pursuant to LAMC Section 17.12(B), the percentage of gross subdivision area required to be dedicated for park and recreation purposes ranges from 0.9 percent (for subdivisions with a net density of one dwelling unit per acre or less) to 32.0 percent (for subdivisions with a net density of 100 dwellings unit per acre or less). Quimby fees are used to acquire land and/or develop new neighborhood and community parks or recreational facilities, which would reasonably serve each residential project. In subdivisions containing more than 50 dwelling units, the City allows developers to

dedicate parkland in lieu of paying fees.. Therefore, the Proposed Project's impact upon parks and recreational facilities would be reduced to a less-than-significant level with mitigation measure XV-10, below.

Mitigation Measure:

XV-10 Recreation (Increased Demand For Parks Or Recreational Facilities)

- (Subdivision) Pursuant to Section 17.12 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the six related projects could result in an increase in permanent residents residing in the Project area. In the absence of mitigation, additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the preferred standard. However, each of the residential related projects are expected to comply with payment of Quimby (for condominium units) and other fees, such as the Parks and Recreation Fee (for apartment units). Each related project would also be required to comply with the on-site open space requirements of the LAMC. Therefore, with payment of the applicable recreation fees on a project-by-project basis, the Proposed Project would not make a cumulatively considerable impact to parks and recreational facilities and cumulative impacts would be less-than-significant.

(v) Other Public Facilities

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site. Based on the LA CEQA Thresholds Guide, the determination of whether the project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to existing library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library).

Within the City of Los Angeles, the Los Angeles Public Library (LAPL) provides library services at the Central Library, seven regional branch libraries, 56 community branches and two bookmobile units, consisting of a total of five individual bookmobiles. Approximately 6.5 million books and other materials comprise the LAPL collection. The LAPL branches currently serving the Project Site include the Northridge Public Library, located at 9051 Darby Avenue, approximately 2.7 miles northeast of the Project Site, Canoga Park Public Library, located at 20939 Sherman Way, approximately 2.8 miles southwest of the Project Site, the Chatsworth Public Library, located at 21052 Devonshire Street, approximately 3.3 miles northwest of the Project Site, and the West Valley Regional Public Library,

located at 19036 Vanowen Street, approximately 3.6 miles southeast of the Project Site.²⁰ The Proposed Project would introduce approximately 225 new residents to the Chatsworth – Porter Ranch Community Plan area. However, as discussed in Question 13(a), the Proposed Project would not cause growth that would result in an adverse physical change in the environment; or introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan. Therefore the Proposed Project's impacts upon library services would be less than significant.

Cumulative Impacts

Less Than Significant Impact. The six related projects that have a residential component could generate additional residents who could increase the demand upon library services. This increase in resident population, combined with the resident population generated by the Proposed Project, would increase demands upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for \$178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Based on this, the Proposed Project would not make a considerable contribution to impacts upon the City's library system. Therefore, the cumulative impacts related to library facilities would be reduced to a less than significant level.

XV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project includes substantial employment or population growth, which would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. Based on the LA CEQA Thresholds Guide, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

²⁰ *City of Los Angeles Public Library, Hours and Locations, website: <http://www.lapl.org/branches>, accessed May 2013.*

The Proposed Project will provide a minimum of 82,474 square feet of open space areas, including private open space in yards and common open space areas which includes attractively landscaped areas, a swimming pool, a pool building (i.e. bathrooms and changing area), and lounge chairs, tables and seating around the perimeter of the pool. The availability of these on-site recreation amenities and opportunities would serve to reduce the demand for off-site park services. Notwithstanding the availability of on-site recreational amenities and open space areas, it is reasonable to assume that the future occupants of the Proposed Project would utilize recreation and park facilities in the surrounding area.

As noted in Table III-21, there are four existing parks within the Project Area totalizing more than 31 acres that are available to serve the future residents of the Project Site. The Proposed Project would not substantially 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. Therefore, under the City's mandatory Park and Recreation Site Acquisition and Development Provisions, and Mitigation Measure XV-10, the Proposed Project's impact upon parks and recreational facilities would be reduced to a less than significant level.

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?

Less Than Significant Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. The Proposed Project will provide approximately 82,474 square feet of open space areas on site, which exceeds the 11,900 square foot open space requirement of the LAMC. As the Code only permits 100 square feet of private open space per unit to be counted towards the open space requirements, the code provided open space is 36,521 square feet, which still exceeds the minimum Code-required open space. As previously discussed in 15a) the Proposed Project would not require the construction or expansion of recreational facilities beyond the limits of the Project Site. As noted above, there are four existing parks within the Project Area totalizing more than 31 acres that are available to serve the future residents 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. The Proposed Project'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.

Cumulative Impacts

Less Than Significant Impact. Section 15355 of the State CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." As discussed above, the Proposed Project would have a less than significant impact on recreational resources. The Proposed Project in combination with the six related projects would be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. Similar to the Proposed Project's requirement to pay the applicable Quimby fees to improve recreation and park facilities, the related projects that include residential units would be required to pay similar recreation taxes and/or applicable Dwelling Unit Construction Tax to

mitigate impacts upon park and recreational facilities. Additionally, each related project would be subject to the provisions of the LAMC for providing on-site open space, which is proportionately based on the amount of new development. Because the Proposed Project would have a less than significant incremental contribution to the potential cumulative impact on recreational resources, the Proposed Project would have a less than significant cumulative impact on such resources.

XVI. TRANSPORTATION AND TRAFFIC

The following section summarizes and incorporates by reference the information provided in the Traffic Impact Study for The Proposed Winnetka-Williams Homes Project in the Chatsworth – Porter Ranch Community of the City of Los Angeles, prepared by Crain and Associates, dated June 21, 2013. The Traffic Study and related correspondence from the Los Angeles Department of Transportation are provided as Appendix H to this Draft IS/MND.

- a) **Would the project 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 Unless Mitigation Incorporated. A significant impact could occur if a project were to result in substantial increases in traffic volumes in the vicinity of the project such that the existing street capacity experiences a decrease in the existing volume to capacity ratios, or experiences increased traffic congestion exceeding LADOT's recommended level of service.

Operational Traffic

A total of five study intersections were identified, in conjunction with LADOT staff, for inclusion in the traffic analysis. The analyzed locations are shown in Figure 2 of the Traffic Study and correspond to locations where potential traffic impacts from the Proposed Project are most likely to occur. The intersections identified for analysis are as follows:

1. Winnetka Avenue and Nordhoff Street
2. Winnetka Avenue and Parthenia Street
3. Winnetka Avenue and Chase Street
4. Winnetka Avenue and Roscoe Boulevard
5. Corbin Avenue and Chase Street

Estimated Trip Generation

The Traffic Study for the Proposed Project was analyzed to include a total of up to 73 single-family dwelling units for a conservative analysis. The Project Site is presently occupied by vacant space and a one-story single-family home that would be demolished and removed in order to construct the Proposed Project. The site is bounded by Cornerstone Christian Church and James Jordan Middle School on the

north, a residential property and Our Redeemer Lutheran School on the south, Winnetka Avenue on the west, and Penfield Avenue and residential properties on the east.

Trip generation from the Proposed Project was estimated using trip rates from Trip Generation Manual – 9th Edition (Institute of Transportation Engineers, 2012). Table III-22 presents the trip generation rates used to generate the daily and peak-hour traffic volumes for the Proposed Project. Table III-23 summarizes the trip generation for the proposed project. As shown in Table III-23, once completed and occupied, the proposed housing project is anticipated to generate a total of 695 trips per day, with 55 trips during the AM peak hour and 74 trips during the PM peak hour. These peak-hour trips were used to analyze project impacts at all of the study intersections.

**Table III-22
Project Trip Generation Rates**

Single-Family Detached Housing, ITE Land Use Code 210 (trips per DU)	
Daily	T = 9.52 (DU)
AM Peak Hour	T = 0.75 (DU); I/B = 25%, O/B = 75%
PM Peak Hour	T = 1.00 (DU); I/B = 63%, O/B = 37%
<i>Notes: Du = Dwelling Unit, I/B = Inbound, O/B = Outbound. Source: The Proposed Winnetka-Williams Homes Project in the Chatsworth – Porter Ranch Community of the City of Los Angeles, Crain and Associates, June 21, 2013.</i>	

The use of public transportation is an important consideration in the evaluation of a project’s trip-generating potential. As noted in the Traffic Report, the project is served by local bus service within a convenient (less than one-quarter mile) walking distance. This local bus service provides connections to additional local and regional routes for project residents. Significant transit use is not accounted for in the ITE Trip Generation trip rates. Therefore, adjustments should be made to the project trip generation to account for transit usage based on the guidelines provided in the LADOT Traffic Study Policies & Procedures (May 2012). Given that the proposed residential project is located within a one-quarter mile walking distance of several bus stops, including those at the intersection of Winnetka Avenue and Parthenia Street and the intersection of Winnetka Avenue and Chase Street, a combined transit/walk trip reduction of up to five percent could be assumed for the proposed use. However, in order to provide a more conservative analysis of project traffic impacts, no transit/walk credit has been applied to the project traffic estimates. This lack of transit/walk credit was recommended and approved by LADOT staff.

**Table III-23
Project Trip Generation**

Proposed Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			I/B	O/B	Total	I/B	O/B	Total
Single Family Detached Housing ¹	73 DU	695	14	41	55	47	27	74
Less Transit/Walk Credit ²	0%	0	0	0	0	0	0	0
Net Proposed Vehicle Trips:		695	14	41	55	47	27	74

Notes: Du = Dwelling Unit, I/B = Inbound, O/B = Outbound.

¹ 73 dwelling units based on standard single-family detached housing rates (Land Use Code 210).

² Although the project is located within a convenient walking distance (less than one-quarter mile) of northbound and southbound bus stops for Metro Local Line 243, no transit/walk trip credit has been taken as a conservative measure.

Source: The Proposed Winnetka-Williams Homes Project in the Chatsworth – Porter Ranch Community of the City of Los Angeles, Crain and Associates, June 21, 2013.

Project Impacts

Existing With Project Impacts

The Existing (2013) Plus Project traffic volumes were determined by superimposing the project-only traffic volumes onto the Existing (2013) traffic volumes. The Existing (2013) Plus Project traffic volumes at the study intersections are shown on Figures 7(a) and 7(b) in the Traffic Study for the AM and PM peak hours, respectively.

Table III-24 summarize the level of service for the existing with Project conditions at the analyzed intersections for the AM and PM peak hours. The analysis summarized in Table-III-24 indicates that for the AM peak hour, the addition of Proposed Project traffic would not cause the level of service to change at any of the study intersections, and that any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. For the PM peak hour, the addition of Proposed Project traffic would cause the level of service to change at one of the study intersections. However, increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. It is therefore concluded that the Proposed Project would not cause any significant traffic impacts in either the AM or PM peak hour.

**Table III-24
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Existing (2013) Traffic Conditions**

No.	Intersection	Existing (2013) Conditions						Significant
		Peak Hour	Existing		Plus Project			
			CMA	LOS	CMA	LOS	Impact	
1	Winnetka Avenue and Nordhoff Street	AM	0.744	C	0.745	C	0.001	No
		PM	0.676	B	0.678	B	0.002	No
2	Winnetka Avenue and Parthenia Street	AM	0.623	B	0.626	B	0.003	No
		PM	0.694	B	0.703	C	0.009	No
3	Winnetka Avenue and Chase Street	AM	0.357	A	0.365	A	0.008	No
		PM	0.365	A	0.369	A	0.004	No
4	Winnetka Avenue and Roscoe Boulevard	AM	0.763	C	0.767	C	0.004	No
		PM	0.784	C	0.786	C	0.002	No
5	Corbin Avenue and Chase Street	AM	0.38	A	0.381	A	0.001	No
		PM	0.498	A	0.504	A	0.006	No

Source: The Proposed Winnetka-Williams Homes Project in the Chatsworth – Porter Ranch Community of the City of Los Angeles, Crain and Associates, June 21, 2013.

Future With Project Intersection Level of Service

Future (2016) baseline traffic volumes for the Without Project condition were determined by superimposing area-wide ambient traffic growth and the total related projects traffic volumes onto the existing (2013) traffic volumes. The Future (2016) Without Project traffic volumes are depicted on Figures 10(a) and 10(b) in the Traffic Study for the AM and PM peak hours, respectively.

Project volumes were then added to the Future (2016) Without Project traffic volumes to develop the Future (2016) With Project volumes. The Future (2016) With Project volumes were then used to determine traffic impacts directly attributable to the Proposed Project. The Future (2016) With Project AM and PM peak-hour traffic volumes are shown on Figures 11(a) and 11(b) in the Traffic Study, respectively.

Table III-25 summarizes the level of service for the future with Project conditions at the analyzed intersections for the AM and PM peak hours respectively. The analysis summarized in Table III-25 indicates that for the AM peak hour, the addition of Project traffic would not cause the level of service to change at any of the study intersections, and that any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. For the PM peak hour, the addition of Project traffic would not cause the level of service to change at any of the study intersections, and that any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. All increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. It is therefore concluded that the Proposed Project would not cause any significant traffic impacts in either the AM or PM peak hour.

**Table III-25
Critical Movement Analysis (CMA) & Level of Service (LOS) Summary
Future (2016) Traffic Conditions**

No.	Intersection	Future (2016) Conditions						Significant
		Peak Hour	Without Project		With Project			
			CMA	LOS	CMA	LOS	Impact	
1	Winnetka Avenue and Nordhoff Street	AM	0.824	D	0.825	D	0.001	No
		PM	0.739	C	0.741	C	0.002	No
2	Winnetka Avenue and Parthenia Street	AM	0.700	C	0.705	C	0.005	No
		PM	0.779	C	0.788	C	0.009	No
3	Winnetka Avenue and Chase Street	AM	0.408	A	0.417	A	0.009	No
		PM	0.405	A	0.410	A	0.005	No
4	Winnetka Avenue and Roscoe Boulevard	AM	0.854	D	0.858	D	0.004	No
		PM	0.859	D	0.860	D	0.001	No
5	Corbin Avenue and Chase Street	AM	0.415	A	0.415	A	0.000	No
		PM	0.542	A	0.549	A	0.007	No

Source: The Proposed Winnetka-Williams Homes Project in the Chatsworth – Porter Ranch Community of the City of Los Angeles, Crain and Associates, June 21, 2013.

CMP and Freeway Analysis

The Los Angeles County Congestion Management Plan (CMP) requires that new development projects analyze potential project impacts on CMP monitoring locations, if an EIR is prepared for the project. As an EIR is not being prepared for the Proposed Project, no CMP analysis is required. Nevertheless, for purposes of preparing a comprehensive study, a check was conducted against CMP criteria.

The traffic impact guidelines of the current 2010 Congestion Management Program (CMP) for Los Angeles County require analysis of all CMP arterial monitoring locations where a project could add a total of 50 or more trips during either peak hour. Additionally, all freeway monitoring locations where a project could add 150 or more trips in either direction during the peak hours are to be analyzed. The nearest CMP arterial monitoring locations are the following intersections:

- Topanga Canyon Boulevard and Roscoe Boulevard (approx. 2.1 miles west of the project site)
- Victory Boulevard and Winnetka Avenue (approx. 2.8 miles south)

As shown on Figures 6(a) and 6(b) in the traffic study, the Proposed Project is not expected to contribute 50 or more peak hour trips to any of the study intersections in the direct vicinity of the Project Site. Based on the distance between the Project Site and abovementioned monitoring locations, the project traffic contributions at these intersections would be even lower. With project traffic contributions well below the 50-trip threshold, no significant project impacts to CMP arterial monitoring locations are forecast and no additional arterial intersection analysis is necessary.

In terms of CMP freeway monitoring segment analysis, a review of the proposed project's trip generation indicates that the project would not generate more than 46 total directional (inbound or outbound) trips beyond the study area, during either peak hour. Therefore, the Proposed Project would contribute well below the 150 directional-trip threshold to all CMP freeway monitoring segments, no significant project

impacts to CMP freeway monitoring locations are forecast, and no additional freeway analysis is necessary.

CMP Transit Impact Analysis

The local CMP also requires that all projects consider potential transit impacts. Based on the location of the Proposed Project and the transit service within a reasonable walking distance of the Project Site, the Proposed Project traffic impacts were conservatively analyzed assuming no transit/walk trips. However, as discussed previously and based on the guidelines provided in the LADOT Traffic Study Policies & Procedures (May 2012), a combined transit/walk trip reduction of up to five percent could be assumed for the proposed project.

Five percent of the Proposed Project trip generation equates to approximately 35 daily transit trips, with 3 AM peak-hour and 4 PM peak-hour transit trips. Per the 2010 CMP guidelines, person transit trips can be estimated by multiplying the transit vehicle trip reductions by a conversion factor of 1.4. Therefore, the number of project person transit trips would be approximately 49 daily person transit trips, with 4 AM peak-hour (1 inbound, 3 outbound) and 5 PM peak-hour (3 inbound, 2 outbound) person transit trips. Based on recent bus schedule information provided by the Metro, Metro Local Line 243 provides two northbound buses and three southbound buses during the AM peak hour and two northbound buses and one southbound bus during the PM peak hour. Therefore, it is expected that the incremental additions of proposed project person transit trips (no more than 3 directional person transit trips during either peak hour) would not have a significant impact on transit service in the study area.

Construction Traffic

The Proposed Project would require the use of haul trucks during site clearing and excavation and the use of a variety of other construction vehicles throughout the construction of the Proposed Project. The addition of these vehicles onto the street system would contribute to increased traffic in the Project vicinity. All truck staging would either occur on-site or at designated off-site locations and radioed into the site to be filled. The local haul route to and from the 101 Freeway would utilize Winnetka Avenue, which is a two-way north and southbound street designated as a Modified Highway Class II. The haul route to and from the 118 Freeway would utilize Winnetka Avenue, Devonshire Street, which is a two-way east and westbound street designated as a Modified Highway Class II, and Tampa Avenue, which is a two-way north and southbound street designated as a Modified Highway Class II. A haul route to and from the 405 Freeway would utilize Winnetka Avenue and Nordhoff Street, which is a two-way east and westbound street designated as a Modified Highway Class II. The haul routes specified above may be modified in compliance with City policies, provided DOT and/or Street Services approves any such modification. The Proposed Project's construction trip traffic would be a fraction of the operational traffic that would not cause any significant impacts at the studied intersections. Therefore, it is not anticipated that they could contribute to a significant increase in the overall congestion in the Project vicinity. In addition, any truck trips would be limited to the length of time required for the Project's construction. Due to the off-peak and temporary nature of the traffic, construction impacts would be less than significant with the incorporation of Mitigation Measure XVI-80, below.

Mitigation Measures:**XVI-10 Increased Vehicle Trips/Congestion**

- Implementing measure(s) detailed in the Department of Transportation's communication to the Planning Department dated September 26, 2013 and October 20, 2013 shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.

XVI-80 Increased Vehicle Trips/Congestion

- A Construction Work Site Traffic Control Plan shall be submitted to DOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours.
- All delivery truck loading and unloading shall take place on site.

b) Would the project 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?

No Impact. As previously discussed in 16.a), no CMP freeway monitoring segment or intersection analysis is required and there would be no Proposed Project-related impacts to the CMP. The Proposed Project would not conflict with any travel demand measures. Therefore, no impact would occur.

c) Would the project 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?

No impact. This question would apply to the Proposed Project only if it involved an aviation-related use or would influence changes to existing flight paths.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if Project Site access or other features were designed in such a way as to create hazard conditions. The Proposed Project would not include unusual or hazardous design features. However the Proposed Project will include a new vehicular access driveway to the Project Site, which, if it is not properly designed and constructed, could potentially conflict with pedestrian circulation in the Project area. Access to the Project Site will be provided via Winnetka Avenue for 63 dwelling units and Penfield Avenue for 5 dwelling units. With proper site planning and implementation of mitigation measure XVI-30 as identified above in Checklist Question 16(a), potential vehicle-pedestrian conflicts will be mitigated to a less than significant level.

e) Would the project result in inadequate emergency access?

No Impact. A significant impact may occur if the Project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses.

As noted in the DOT's correspondence to the Planning Department dated, September 30, 2013, DOT has concluded that the Proposed Project will not produce a significant transportation impact at any of the studied intersections. As previously discussed in Section 7(h), the Proposed Project is not located on or near an adopted emergency response or evacuation plan. Development of the Project Site may require temporary and/or partial street closures due to construction activities. However, any such closures would be temporary in nature and would be coordinated with the Departments of Transportation, Building and Safety, and Public Works. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. Therefore, the Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way.

As described in Section 14(a), the Proposed Project would satisfy the emergency response requirements of the LAFD. There are no hazardous design features included in the access design or site plan for the Proposed Project that could impede emergency access. Furthermore, the Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. Therefore, the Proposed Project would not be expected to result in inadequate emergency access, and no impact would occur.

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycles, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. For the purpose of this Initial Study, a significant impact may occur if the Proposed Project would conflict with adopted polices or involve modification of existing alternative transportation facilities located on- or off-site.

The Proposed Project would not require the disruption of public transportation services or the alteration of public transportation routes. Pursuant to the pending implementation of the 2010 Master Bike Plan, the lane configurations of all Major Highway approaches in the future scenario that currently contain two through lanes and a shared through-right lane were re-evaluated to include two through lanes and a right-turn only lane, due to the high probability that the Bike Plan will cause a through lane to be removed in both directions. Furthermore, the Proposed Project would not interfere with any class I or class II bikeway systems. Since the Proposed Project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on such programs.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the six related projects would result in an increase in average daily vehicle trips and peak hour vehicle trips in the Chatsworth-Porter Ranch Community Plan area. The Traffic Study for the Proposed Project included both an individual and cumulative analysis because the baseline discussion is a cumulative baseline.

XVII. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes an NPDES permit that ensures compliance with wastewater treatment and discharge requirements. The LARWQCB enforces wastewater treatment and discharge requirements for properties in the Project area.

Wastewater from the Project Site is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP). The HTP is a public facility and, therefore, is subject to the State's wastewater treatment requirements. Wastewater from the Project Site is and would continue to be treated according to the wastewater treatment requirements enforced by the LARWQCB. Therefore, no impact would occur.

b) Would the project 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?

Less Than Significant Impact. A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. Based on the LA CEQA Thresholds Guide, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Water Treatment Facilities and Existing Infrastructure

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,100 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles

Aqueducts. Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd). The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and operates at between 75 and 90 percent capacity. Therefore, the LAAFP has a remaining capacity of treating approximately 50 to 150 mgd, depending on the season.²¹

As shown in Table III-26, the Proposed Project would generate a demand for approximately 18,492 gallons per day (gpd) of water. Based on the estimates provided in Table III-26, Estimated Project Water Demand, and the fact that the Project is within the growth projections of the City's 2010 Urban Water Management Plan, implementation of the Proposed Project would have a less-than-significant impact upon the LADWP's regional water supply. Furthermore, based on correspondence from the LADWP, the Fire Service Pressure Flow Report was approved on June 13, 2013. Based on this correspondence (see Appendix I to this MND), the Project will be adequately served via an 8-inch line off of the 12-inch line in Winnetka Avenue on the east side approximately 450 feet south of the centerline of Parthenia Street. The system maximum pressure is 127 psi based on the street curb elevation of 830 feet above sea level at this location.

In the event that any further water main and/or other infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project area, and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be of a short-term nature, (b) the replacement of the water mains would be within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate Project vicinity. Therefore, potential impacts resulting from water infrastructure improvements would be less than significant.

**Table III-26
Proposed Project Estimated Water Demand**

Type of Use	Size	Water Demand Rate (gpd/unit) ^a	Total Water Demand (gpd)
Existing Land Uses			
Single-Family Residential	1 du	276 gpd/du	276
Subtotal Existing			276
Proposed Project			
Detached Residential Dwelling Units	68 du	276 gpd/du	18,768
Total Project Water Demand			18,768
Less Existing Water Demand			-276
Net Additional Water Demand			18,492
<i>Notes:</i> <i>sf = square feet; du = dwelling units</i> ^a City of Los Angeles CEQA Thresholds Guide (2006), Exhibit M.2-12. Water consumption is assumed to be 120% of wastewater generation. Source: Parker Environmental Consultants, 2013.			

²¹ Los Angeles Department of Water and Power, website: <http://www.ladwp.com/> accessed May 2013.

Wastewater Treatment Facilities and Existing Infrastructure

Based upon the criteria established in the LA CEQA Thresholds Guide, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

The Los Angeles Bureau of Sanitation provides sewer service to the Proposed Project area. Sewage from the Project Site is conveyed via sewer infrastructure to the Hyperion Treatment Plant (HTP). The HTP treats an average daily flow of 362 million gallons per day (mgd), and has capacity to treat 450 mgd. This equals a remaining capacity of 88 mgd of wastewater able to be treated at the HTP.²² As shown in Table III-27, the Proposed Project would generate approximately 15,410 gpd of wastewater, representing a fraction of one percent of the available capacity of the HTP. Based on the configuration of sewer lines serving the Project Site, the Proposed Project's sewer flows may be routed to the 24-inch diameter sewer line under Winnetka Avenue. In accordance with the LA CEQA Thresholds Guide, the base estimated sewer flows were based on the sewerage generation factors for residential categories (Bureau of Sanitation, 1996). Based on correspondence from the City of Los Angeles Bureau of Engineering, there is adequate capacity in the local sewer system to accommodate the anticipated sewer flows (See Appendix H to this MND). Therefore, impacts to sewer capacity and infrastructure would be less than significant.

**Table III-27
Proposed Project Estimated Wastewater Generation**

Type of Use	Size	Wastewater Demand Rate (gpd/unit) ^a	Total Wastewater Demand (gpd)
Existing Land Uses			
Single-Family Residential	1 du	230 gpd/du	230
Subtotal Existing			230
Proposed Project			
Detached Residential Dwelling Units	68 du	230 gpd/du	15,640
Total Project Wastewater Generation			15,640
Less Existing Wastewater Generation			-230
Net Additional Wastewater Generation			15,410
<i>Notes:</i> <i>sf = square feet; du = dwelling units</i> ^a <i>City of Los Angeles CEQA Thresholds Guide (2006), Exhibit M.2-12.</i> <i>Source: Parker Environmental Consultants, 2013.</i>			

²² *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, website: http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm, accessed May 2013.*

c) Would the project 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?

No Impact. A significant impact may occur if the volume of storm water runoff would increase to a level exceeding the capacity of the storm drain system serving a Project Site, resulting in the construction of new storm water drainage facilities. As described in Section 8(c) the Proposed Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Runoff from the Project Site currently is and would continue to be collected on the site and directed towards existing storm drains in the Project vicinity. The Proposed Project will be required to demonstrate compliance with Low Impact Development Ordinance standards and retain or treat the first $\frac{3}{4}$ inch of rainfall in a 24-hour period. Thus, the rate of post-development runoff and pollutants from the parking area would be reduced under the Proposed Project. Therefore, Proposed Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems and no impact would occur.

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Impact Unless Mitigation Incorporated. A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the LA CEQA Thresholds Guide, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

As shown in Table III-26, the Proposed Project's net increase for water demand would be 18,492 gallons per day. As concluded above, the Proposed Project would have a less-than-significant impact on water demand. In addition, pursuant to LAMC Section 122.03(a), the Proposed Project is required to utilize water saving devices including, but not limited to, urinals equipped with flush-o-meter valves, which flush with a maximum of 1.28 gallons, which would further reduce impacts associated with this issue to a level that is less than significant. Environmental impacts would further be reduced by implementation of the following the following standard mitigation measures:

Mitigation Measures:

XVII-10 Utilities (Local Water Supplies - Landscaping)

- 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).

- In addition to the requirements of the Landscape Ordinance, the landscape plan shall incorporate the following:
 - Weather-based irrigation controller with rain shutoff
 - Matched precipitation (flow) rates for sprinkler heads
 - Drip/microspray/subsurface irrigation where appropriate
 - Minimum irrigation system distribution uniformity of 75 percent
 - Proper hydro-zoning, turf minimization and use of native/drought tolerant plan materials
 - Use of landscape contouring to minimize precipitation runoff
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for existing and expanded irrigated landscape areas totaling 5,000 square feet and greater.

XVII-20 Utilities (Local Water Supplies - All New Construction)

- If conditions dictate pursuant to the LAMC, the Department of Water and Power may postpone new water connections for this project until water supply capacity is adequate.
- Install high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- A separate water meter (or submeter), flow sensor, and master valve shutoff shall be installed for all landscape irrigation uses.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

XVII-40 Utilities (Local Water Supplies - New Residential)

- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- Install and utilize only high-efficiency clothes washers (water factor of 6.0 or less) in the project, if proposed to be provided in either individual units and/or in a common laundry room(s). If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.

- e) **Would the project 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?**

Less Than Significant Impact. Based upon the criteria established in the LA CEQA Thresholds Guide, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements. As stated in 17 b), above, the sewage flow will ultimately be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the Proposed Project.²³ Therefore, impacts would be less than significant.

- f) **Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the LA CEQA Thresholds Guide, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (CiSWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential developments within the City. Solid waste transported by both public and private haulers is either recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Within the City of Los Angeles, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill serve existing land uses within the City. Both landfills accept residential and construction waste. The Sunshine Canyon Landfill is jointly operated by the City and the County, has a remaining capacity of 82.39 million

²³ *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, website: http://san.lacity.org/lasewers/treatment_plants/hyperion/index.htm, accessed May 2013.*

tons.²⁴ Chiquita Canyon Landfill currently has a remaining capacity of 4.9 million tons.²⁵ Thus, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill combined have a remaining permitted daily intake of approximately 87.2 million tons. The Sunshine Canyon Landfill has an estimated remaining life of 25 years, and the Chiquita Canyon Landfill has an estimated remaining life of 4 years. An expansion of the Chiquita Canyon Landfill is currently proposed and would add a capacity of 23,872,000 tons (a 21-year life expectancy).

The Proposed detached residential development would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. The Project's solid waste disposal needs would be directed to the local recycling facilities and landfills described above. Based on a gross development size of 296,208 square feet of floor area and a standard waste generation rate of 4.38 lbs/sf, it is estimated that the construction of the Proposed Project would generate approximately 648.7 tons of debris during the construction process.²⁶ As shown in Table III-28, Proposed Project Solid Waste Generation, the Proposed Project's net generation during the life of the Proposed Project would be 670 pounds per day. This estimate is conservative, as it does not factor in any recycling or waste diversion programs. The Proposed Project's solid waste would be handled by private waste collection services. The amount of solid waste generated by the Proposed Project is within the available capacities at area landfills. Therefore, the impacts would be less than significant with the incorporation of mitigation measure XVII-90, below.

Table III-28
Expected Operational Solid Waste Generation

Type of Use	Size	Solid Waste Generation Rate ^a (lbs/unit/day)	Total Solid Waste Generated (lbs/day)
Existing Land Uses			
Single-Family Residential	1 du	10 lbs/du/day	10
Subtotal Existing			10
Proposed Project			
Detached Residential Dwelling Units	68 du	10 lbs/du/day	680
Total Project Solid Waste Generation			680
Less Existing Solid Waste Generation			-10
Net Additional Solid Waste Generation			670
<i>Notes:</i> <i>sf = square feet; du = dwelling units</i> ^a <i>City of Los Angeles Bureau of Sanitation, Solid Waste Generation, 1981. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.</i> <i>Source: Parker Environmental Consultants, 2013.</i>			

²⁴ *County of Los Angeles Department of Public Works, 2011 Annual Report, Los Angeles Countywide Integrated Waste Management Plan, May 2013.*

²⁵ *Ibid.*

²⁶ *USEPA Report No. EPA530-98-010. Characterization of Building Related Construction and Demolition Debris in the United States, June 1998, page A-1*

Mitigation Measures:**XVII-90 Utilities (Solid Waste Recycling)**

- *(Operational)* 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 project's regular solid waste disposal program.
- *(Construction/Demolition)* Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.
- *(Construction/Demolition)* To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Proposed Project would generate solid waste that is typical of detached residential dwelling units and would comply with all federal, state, and local statutes and regulations regarding proper disposal. Therefore, impacts would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Implementation of the Proposed Project in conjunction with the six related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. Although there are several proposals for new landfills in the region, there are currently few viable options for City of Los Angeles waste past 2029. The Proposed Project would contribute approximately 502.6 tons of solid waste per year, which represents well under one percent of the current remaining capacity of the Sunshine Canyon Landfill and the Chiquita Canyon Landfill, which combined have a remaining permitted daily intake of approximately 87.2 million tons. As with the Proposed Project, related projects would participate in regional source reduction and recycling programs, significantly reducing the number of tons deposited in area landfills. Although there is currently adequate capacity to accommodate the cumulative disposal needs of the Proposed Project and related projects, it should be noted that continued capacity beyond the year 2029 is uncertain and speculative to address in this IS/MND. Solutions to resolve the regional solid waste disposal needs are continuously being investigated at the state, regional and local levels. Nevertheless, since there is currently adequate capacity to accommodate the cumulative disposal needs of the Proposed Project and

related projects, and the Project's operational solid waste demands are less than cumulatively considerable, cumulative impacts with respect to solid waste would be less than significant.

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?**

No Impact. A significant impact may occur only if the Proposed Project would have an identified potentially significant impact for any of the above issues.

The Proposed Project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources and less-than-significant cultural resource impacts provided the mitigation measures listed above are implemented. The Proposed Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate important examples of the major periods of California history or pre-history. Therefore, no impact would occur.

- 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)?**

Less than Significant Impact. A significant impact may occur if the Proposed Project, in conjunction with other six related projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together.

As concluded in this analysis, the Proposed Project's incremental contribution to cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology/soils, green house gas emissions, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, and utilities would be less than significant. As such, the Proposed Project's contribution to cumulative impacts would be less than significant.

- c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?**

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections.

Based on the preceding environmental analysis, the Proposed Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts

would be reduced to less-than-significant levels through the implementation of the applicable mitigation measures identified above in Checklist Questions I through XVIII and Mitigation Measure XVIII-30.

XVIII-30 End

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

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V. REFERENCES AND ACRONYMS

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2. ACRONYMS AND ABBREVIATIONS

AAM	Annual Arithmetic Mean
AB	Assembly Bill
ACM	Asbestos-containing materials
AEP	Association of Environmental Professionals
AFY	Acre-feet per year
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
ASTs	above-ground storage tanks
ATCS	Adaptive Traffic Control System
Basin	South Coast Air Basin
BMPs	Best Management Practices
C/D	construction/demolition
CAA	Clean Air Act
CAAQS	California ambient air quality standards
Cal/EPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code (2007)
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act

CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
Cf	Cubic feet
CFC	Chlorofluorocarbons
CGS	California Geological Survey
CH ₄	Methane
CHMIRS	California Hazardous Material Incident Report System
CiSWMPP	City of Los Angeles Solid Waste Management Policy Plan
City Zoning Code	City of Los Angeles Planning and Zoning Code
CMP	Congestion Management Plan
CNEL	Community Noise Exposure Level
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
COHb	carboxyhemoglobin
COPC	Chemical of Potential Concern
CORRACTS	Corrective Action Treatment, Storage, and Disposal Facilities
CPA	Community Plan Area
CPT	cone penetrometer test
CPU	Crime Prevention Unit
CRA/LA	Community Redevelopment Agency of the City of Los Angeles
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yards
dB	decibel
dba	A-weighted decibel scale
d/D	flow level
DHS	California Department of Health and Services
DWP	Department of Water and Power
DWR	California Department of Water Resources
du	dwelling unit
EIR	Environmental Impact Report
EMS	Emergency Medical Service
EOO	Emergency Operations Organization
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
EZ	Los Angeles State Enterprise Zone
FAR	Floor Area Ratio
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GBCI	Green Building Certification Institute

GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
GWP	Global Warming Potential
HFC	hydrofluorocarbons
HSA	Hyperion Service Area
HTP	Hyperion Treatment Plant
HVAC	Heating, Ventilation and Air Conditioning
I-10	Santa Monica Freeway
I-101	Hollywood Freeway
ISO	Interim Control Ordinance
ITE	Institute of Transportation Engineers
km	kilometers
kV	kilovolt
kWh	kilowatt-hours
LAA	Los Angeles Aqueduct
LABS	Los Angeles Department of Public Works Bureau of Sanitation
LADBS	Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation
LADRP	Los Angeles Department of Recreation and Parks
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAPL	Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LBP	Lead-based paint
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standard
L _{dn}	day-night average noise level
LEED	Leadership in Energy and Environmental Design
L _{eq}	equivalent energy noise level/ambient noise level
LOS	Level of Service
LST	localized significance thresholds
LUST	leaking underground storage tank
LUTP	Land Use/Transportation Policy
MBTA	Migratory Bird Treaty Act
MCE	Maximum Considered Earthquake
MEP	maximum extent practicable
Metro	Los Angeles County Metropolitan Transit Authority
mgd	million gallons per day

mi	miles
MPO	Metropolitan Planning Organization
MS4	medium and large municipal separate storm sewer systems
msl	mean sea level
mm	millimeters
M_{\max}	maximum moment magnitude
MTA	Metropolitan Transportation Authority
MWD	Metropolitan Water District
MWh	Mega-Watt hours
N_2O	nitrous oxide
NAAQS	National ambient air quality standards
NFRAP	No Further Remedial Action Planned Sites
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
O_3	Ozone
OAL	California Office of Administrative Law
OPR	Office of Planning and Research
Pb	lead
PEC	Potential environmental concern
PFC	perfluorocarbons
PGA	peak horizontal ground acceleration
PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppd	pounds per day
ppm	parts per million
PRC	Public Resources Code
PSI	pounds per square inch
PUC	Public Utilities Commission (also see CPUC)
PWS	Public water suppliers
RCP	Regional Comprehensive Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation Recovery Act
RD	Reporting District
REC	Recognized Environmental Condition
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill

SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCG	Southern California Gas Company
SCH	State Clearinghouse
sf	square feet
SF ₆	sulfur hexafluoride
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigation and Cleanup
SO ₂	sulfur dioxide
SO ₄	sulfates
SO _x	sulfur oxides
SOPA	Society of Professional Archeologist
SPT	Standard Penetration Test
SR-110	Harbor Freeway
SRA	source receptor area
SRRE	Source Reduction and Recycling Element
SWAT	Solid Waste Assessment Test
SWF/LF	Solid Waste Information System
SWFP	Solid Waste Facility Permit
SWMP	stormwater management plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminants
TOD	Transit Oriented District
TPH	total petroleum hydrocarbons
TSD	Treatment, Storage, and Disposal
TSP	Transportation Specific Plan
ULSD	Ultra Low Sulfur Diesel
US-101	Hollywood Freeway
USEPA/ U.S. EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGBC	United States Green Building Council
USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	Volume-to-Capacity
VCP	Voluntary Cleanup Plan
VdB	Vibration decibels
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

WMA	Watershed Management Area
WMUDS	Waste Management Unit Database System
WSA	Water Supply Assessment
µg/m ³	micrograms per cubic meter
ZIMAS	Zoning Information and Map Access System