

## C - Environmental Clearance

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

DOCUMENT FILED City Clerk's Office	No. <u>AG 14-455 PL</u>	Certified by <u>ECC</u>	Date: <u>12/2/14</u>
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<b>LEAD CITY AGENCY</b> City of Los Angeles	<b>COUNCIL DISTRICT</b> 12
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<b>PROJECT TITLE</b> ENV-2014-943-MND	<b>CASE NO.</b> CPC-2014-942-GPA-ZC-ZAA-SPR, VTT-72726-CN
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**PROJECT LOCATION**  
16140 W CHASE ST

**PROJECT DESCRIPTION**  
 The project includes a General Plan Amendment from Low Density Residential to Low Medium Density Residential, a Zone Change from RA-1 to RD6-1, Site Plan Review, a Zoning Administrator's Adjustment, and a Vesting Tentative Tract Map request for the development of a 73 single-family dwellings on 73 separate lots and 5 open space lots on an approximately 477,223 sq-ft site. Each residence will be two-stories in height, with a maximum building height of 30 feet. The project will cause no demolition of any permanent structures but will cease the operation of a private nursery with temporary structures. The project will result in the removal of 64 trees. The project will also include grading of approximately 120,000 cubic yards. The project when completed will include 146 parking spaces in 73 garages. Additionally, the driveway areas in each of the 73 units will be designed to allow for two-three uncovered parking spaces to accommodate additional vehicles in each dwelling as well as accommodate guest parking.

The project's total lot coverage will be 50% buildings/structures, 25% paving and driveway, and 25% landscaping. Additionally, the project is proposed to be completely gated/walled with gates along Woodley Avenue and walls along Chase Street. The site is comprised of an internal private street system connecting all dwellings with each other and linked to primary entrances into the development at Woodley Avenue and Chase Street. All internal private streets are designed to Fire Department specifications.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY**  
 BE Residential V, LLC Attention: Eric Borstein  
 11766 Wilshire Boulevard #820  
 Los Angeles, California 90025

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

(CONTINUED ON PAGE 2)

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

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

<b>NAME OF PERSON PREPARING THIS FORM</b>  <i>Tom Glick</i>	<b>TITLE</b>  City Planner	<b>TELEPHONE NUMBER</b>  (818) 374-5062
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<b>ADDRESS</b>  200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	<b>SIGNATURE (Official)</b>  <i>D. O'Connell</i> <i>Bob Duenas</i>	<b>DATE</b>  <i>DECEMBER 26, 2014</i>
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**I-10. Aesthetics (Landscape Plan)**

- Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner (Sec. 12.40-D) and to the satisfaction of the decision maker.

**I-20. Aesthetics (Landscape Buffer)**

- Environmental impacts to adjacent residential properties may result due to the proposed use on the site. However, the potential impact will be mitigated to a less than significant level by the following measures:
- A minimum five-foot wide landscape buffer shall be planted adjacent to the residential use.

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

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

**I-130. Aesthetics (Glare)**

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

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

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- 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.

**IV-50. Tree Report**

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- Prior to the issuance of a grading or building permit, the applicant shall prepare and submit a Tree Report, prepared by a Tree Expert as defined in Section 17.02, indicating the location, size, type, and condition of all existing trees on the site. Such report shall also contain a recommendation of measures to ensure the protection, relocation, or replacement of affected trees during grading and construction activities.

**IV-60. Tree Preservation (Grading Activities)**

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- "Orange fencing" or other similarly highly visible barrier shall be installed outside of the drip line of locally protected and significant (trunk diameter of 8 inches or greater) non-protected trees, or as may be recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

**IV-70. Tree Removal (Non-Protected Trees)**

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- 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 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-20. Cultural Resources (Archaeological)**

- Environmental impacts may result from project implementation due to discovery of unrecorded archaeological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
- 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.
- The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
- 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.

**V-30. Cultural Resources (Paleontological)**

- Environmental impacts may result from project implementation due to discovery of unrecorded paleontological resources. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- 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.

**V-40. Cultural Resources (Human Remains)**

- Environmental impacts may result from project implementation due to discovery of unrecorded 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-10. Seismic**

- Environmental impacts to the safety of future occupants may result due to the project's location in an area of potential seismic activity. However, this potential impact will be mitigated to a less than significant level by the following measure:
  - 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-40. Grading (20,000 Cubic Yards, or 60,000 Square Feet of Surface Area or Greater)**

- Impacts will result from the alteration of natural landforms due to extensive grading activities. However, this impact will be mitigated to a less than significant level by designing the grading plan to conform with the City's Landform Grading Manual guidelines, subject to approval by the Department of City Planning and the Department of Building and Safety's Grading Division. Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:
  - A deputy grading inspector shall be on-site during grading operations, at the owner's expense, to verify compliance with these conditions. The deputy inspector shall report weekly to the Department of Building and Safety (LADBS); however, they shall immediately notify LADBS if any conditions are violated.
  - "Silt fencing" supported by hay bales and/or sand bags shall be installed based upon the final evaluation and approval of the deputy inspector to minimize water and/or soil from going through the chain link fencing potentially resulting in silt washing off-site and creating mud accumulation impacts.

- "Orange fencing" shall not be permitted as a protective barrier from the secondary impacts normally associated with grading activities.
- Movement and removal of approved fencing shall not occur without prior approval by LADBS.

**VI-50. Geotechnical Report**

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- Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
- 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.

**VIII-150. Hazardous Materials Site**

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- Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

**IX-110. Alteration of a Watercourse**

- All projects involving state or federal jurisdictional waters must comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne).
- Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:

**XII-10. Increased Noise Levels (Landscape Buffer)**

- Environmental impacts to the adjacent residential properties may result due to the project. However, the potential impact will be mitigated to a less than significant level by the following measures:
- A minimum five-foot wide landscape buffer shall be planted adjacent to the residential use.
- A landscape plan prepared by a licensed Landscape Architect shall be submitted for review and approval by the decision maker.

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

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- 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.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

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

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

**XII-210. Severe Noise Levels (Aircraft Noise - Residential)**

- Environmental impacts to future occupants may result from project implementation due to aircraft noise. However, this potential impact will be mitigated to a less than significant level by the following measures:
- Before the granting of a building permit, an acoustical engineer shall specify the CNEL contour within which the building will be located and, based on such CNEL contours, the measures necessary to achieve an interior noise level which will not exceed 45 dBA in any habitable room.
- Triple paned windows may be necessary for the entire project but especially those dwelling units along Woodley Avenue.

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

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

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

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

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

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

**XIV-50. Public Services (Schools affected by Haul Route)**

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- LADBS shall assign specific haul route hours of operation based upon Parthenia Street Elementary School School(s) hours of operation.
- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

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

- Environmental impacts may result from project implementation due to insufficient parks and/or recreational facilities. However, the potential impact will be mitigated to a less than significant level by the following measure:
- (Subdivision) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.

**XV-20. Recreation (Increase Demand For Parks Or Recreational Facilities – Zone Change)**

- Environmental impacts may result from project implementation due to insufficient parks and/or recreational facilities. However, the potential impact will be mitigated to a less than significant level by the following measure:
- Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

**XVI-10. Increased Vehicle Trips/Congestion**

- An adverse impact may result from the project's traffic generation. An investigation and analysis conducted by the Department of Transportation has identified significant project-related traffic impacts which can be mitigated to less than significant level by the following measure:

- Implementing measure(s) detailed in said Department's communication to the Planning Department dated 9/14/11 and attached shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.

**XVI-30. Transportation (Haul Route)**

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- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- **(Non-Hillside):** Projects involving the import/export of 20,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
- All haul route hours shall be limited to off-peak hours as determined by Board of Building and Safety Commissioners.
- The Department of Transportation shall recommend to the Building and Safety Commission Office the appropriate size of trucks allowed for hauling, best route of travel, the appropriate number of flag people.
- The Department of Building and Safety shall stagger haul trucks based upon a specific area's capacity, as determined by the Department of Transportation, and the amount of soil proposed to be hauled to minimize cumulative traffic and congestion impacts.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.

**XVI-40. Safety Hazards**

- Environmental impacts may result from project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the potential impacts can be mitigated to a less than significant level by the following measure:
- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

**XVII-10. Utilities (Local Water Supplies - Landscaping)**

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- 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

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

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- If conditions dictate, 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.

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

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- Install no more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.



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- 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.

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**XVIII-10. Cumulative Impacts**

- There may be environmental impacts which are individually limited, but significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. However, these cumulative impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

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

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> 12	<b>DATE:</b> 11/13/2014
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning		
<b>ENVIRONMENTAL CASE:</b> ENV-2014-943-MND	<b>RELATED CASES:</b> CPC-2014-942-GPA-ZC-ZAA-SPR, VTT-72726-CN	
<b>PREVIOUS ACTIONS CASE NO.:</b>	<input type="checkbox"/> Does have significant changes from previous actions. <input type="checkbox"/> Does NOT have significant changes from previous actions	
<b>PROJECT DESCRIPTION:</b> SMALL LOT VESTING TENTATIVE TRACT MAP W/ GPA AND ZONE CHANGE INCIDENT TO SUBDIVISION		
<b>ENV PROJECT DESCRIPTION:</b> <p>The project includes a General Plan Amendment from Low Density Residential to Low Medium Density Residential, a Zone Change from RA-1 to RD6-1, Site Plan Review, a Zoning Administrator's Adjustment, and a Vesting Tentative Tract Map request for the development of a 73 single-family dwellings on 73 separate lots and 5 open space lots on an approximately 477,223 sq-ft site. Each residence will be two-stories in height, with a maximum building height of 30 feet. The project will cause no demolition of any permanent structures but will cease the operation of a private nursery with temporary structures. The project will result in the removal of 64 trees. The project will also include grading of approximately 120,000 cubic yards. The project when completed will include 146 parking spaces in 73 garages. Additionally, the driveway areas in each of the 73 units will be designed to allow for two-three uncovered parking spaces to accommodate additional vehicles in each dwelling as well as accommodate guest parking.</p> <p>The project's total lot coverage will be 50% buildings/structures, 25% paving and driveway, and 25% landscaping. Additionally, the project is proposed to be completely gated/walled with gates along Woodley Avenue and walls along Chase Street. The site is comprised of an internal private street system connecting all dwellings with each other and linked to primary entrances into the development at Woodley Avenue and Chase Street. All internal private streets are designed to Fire Department specifications.</p>		
<b>ENVIRONMENTAL SETTINGS:</b> <p>The proposed project is located in the City of Los Angeles specifically in the Mission Hills-Panorama City-North Hills Community Plan area, more specifically in North Hills, and even more specifically at the south-east corner of Chase Street and Woodley Avenue. The site is currently zoned RA-1 with a General Plan land use designation of Low Density Residential. It is currently technically vacant with a portion of the site being used as a private nursery and another portion of the site being used as truck storage both for the Busch Brewery Plant on Roscoe Boulevard. The topography of the site is flat. The total site is approximately 11 acres. The site is irregularly shaped with about 672 feet of frontage on Chase Street with a maximum depth of the site southward of about 630 feet. The existing site is vacant and surrounded by residential uses on the north, west, and south sides. Specifically, to the north, approximately 115 feet across Chase Street are one and two story single family dwellings. To the east sharing the property line with the project are one and two story single family dwellings. To the south is a parking lot. To the west across Woodley Avenue are one and two story dwellings. Additionally, the project site is approximately 1700 feet east of the Van Nuys Airport. As a result, the applicant has prepared a noise analysis included as part of their environmental filing.</p> <p>The project site is located in the non-desert portion of Los Angeles County, which is part of the South Coast Air Basin and is under the jurisdiction of the South Coast Air Quality Management District. The applicant prepared an air quality assessment of the proposed project as part of their environmental case filing.</p> <p>The project site is located in Solar Zone 5 as determined by the State Energy Commission. The climate is normally pleasant and mild throughout the year. The applicant has submitted a Solar Report as part of their environmental case filing which concludes that the site is very good for solar applications.</p> <p>The site includes 65 mature trees of various trunk sizes and tree types. The applicant proposed to remove 64 of the trees. The applicant has prepared a Native Tree Report as part of their environmental case filing. All the trees on the subject property are</p>		

volunteers with only one Coastal Live Oak and two Black Walnuts are native and protected.

The site is less than a 1/2 mile from Fire Station 90 south of the site at 7921 Woodley Avenue (Van Nuys). The site is about 3.4 miles from Devonshire Division Police Station northwest of the site at 10250 Etiwanda Avenue (Northridge). The nearest LAUSD school to the site is approximately 0.8 miles west at 16825 Napa Street (Parthenia Street Elementary School).

Finally, Chase Street is designated as a collector street and Woodley Avenue is designated as a Major Highway Class II under the City's Highway and Freeway Element of the General Plan.

**PROJECT LOCATION:**

16140 W CHASE ST

<p><b>COMMUNITY PLAN AREA:</b> MISSION HILLS - PANORAMA CITY - NORTH HILLS</p> <p><b>STATUS:</b></p> <p><input checked="" type="checkbox"/> Does Conform to Plan</p> <p><input type="checkbox"/> Does NOT Conform to Plan</p>	<p><b>AREA PLANNING COMMISSION:</b> NORTH VALLEY</p>	<p><b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> NORTH HILLS WEST</p>
<p><b>EXISTING ZONING:</b> RA-1</p>	<p><b>MAX. DENSITY/INTENSITY ALLOWED BY ZONING:</b> 2.48 dwelling units per acre</p>	<p><b>LA River Adjacent:</b> NO</p>
<p><b>GENERAL PLAN LAND USE:</b> Low Density Residential</p>	<p><b>MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:</b> 8 dwelling units per acre</p>	
	<p><b>PROPOSED PROJECT DENSITY:</b> 6.66 dwelling units per acre</p>	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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

<u>Tom Glick</u>	City Planner	(818) 374-5062
Signature	Title	Phone

Evaluation Of Environmental Impacts:

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

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

## Environmental Factors Potentially Affected:

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

<input 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 type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input checked="" type="checkbox"/> HYDROLOGY AND WATER QUALITY <input 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/TRAFFIC <input checked="" type="checkbox"/> UTILITIES AND SERVICE SYSTEMS <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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## INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

**Background**

**PROPONENT NAME:**

BE Residential V, LLC  
 Attention: Eric Borstein

**PHONE NUMBER:**

(310) 582-1991

**APPLICANT ADDRESS:**

11766 Wilshire Boulevard #820  
 Los Angeles, California 90025

**AGENCY REQUIRING CHECKLIST:**

Department of City Planning

**DATE SUBMITTED:**

03/20/2014

**PROPOSAL NAME (if Applicable):**

Chase Woodley Small Lot Subdivision

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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I. AESTHETICS			
a.	Have a substantial adverse effect on a scenic vista?		✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?		✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?	✓	
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	✓	
II. AGRICULTURE AND FOREST RESOURCES			
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?		✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?		✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?		✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?		✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?		✓
III. AIR QUALITY			
a.	Conflict with or obstruct implementation of the applicable air quality plan?		✓
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓
d.	Expose sensitive receptors to substantial pollutant concentrations?	✓	
e.	Create objectionable odors affecting a substantial number of people?		✓
IV. BIOLOGICAL RESOURCES			
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?		✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	✓	
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		✓
V. CULTURAL RESOURCES			

Potentially significant Impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?			✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	✓		
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	✓		
d.	Disturb any human remains, including those interred outside of formal cemeteries?	✓		
<b>VI. GEOLOGY AND SOILS</b>				
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	✓		
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?		✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?		✓	
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?		✓	
e.	Result in substantial soil erosion or the loss of topsoil?		✓	
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		✓	
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		✓	
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			✓
<b>VII. GREEN HOUSE GAS EMISSIONS</b>				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		✓	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		✓	
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✓	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	✓		
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?		✓	
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓



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

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?		✓		
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
<b>XIII. POPULATION AND HOUSING</b>					
a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓	
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			✓	
<b>XIV. PUBLIC SERVICES</b>					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		✓		
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?		✓		
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?			✓	
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?			✓	
<b>XV. RECREATION</b>					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		✓		
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	
<b>XVI. TRANSPORTATION/TRAFFIC</b>					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		✓		

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		✓		
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✓		
e.	Result in inadequate emergency access?				✓
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓
<b>XVII. UTILITIES AND SERVICE SYSTEMS</b>					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		✓		
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		✓		
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			✓	
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

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

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

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as ENV-2014-943-MND and the associated case(s),

CPC-2014-942-GPA-ZC-ZAA-SPR, VTT-72726-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 impact(s) on the environment (after mitigation) **will not:**

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

**ADDITIONAL INFORMATION:**

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

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

PREPARED BY:	TITLE: City Planner	TELEPHONE NO.: (818) 374-5062	DATE: 12/01/2014
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Impact?	Explanation	Mitigation Measures
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**APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE**

<b>I. AESTHETICS</b>		
a.	NO IMPACT	The project is not located near a Scenic Vista.
b.	NO IMPACT	The project is not located near any scenic resources.
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project can impact the visual character in the neighborhood by introducing a new development along both Woodley Avenue and Chase Street, thereby being a dominant and visible feature in the immediate neighborhood.
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will increase lighting and glare from the site compared to existing levels.
<b>II. AGRICULTURE AND FOREST RESOURCES</b>		
a.	NO IMPACT	The project site is not used or designated as farmland of importance.
b.	NO IMPACT	The site is not zoned for agricultural uses and does not hold a Williamson Act contract.
c.	NO IMPACT	The project site is not zoned for forest land or timberland.
d.	NO IMPACT	The project site does not contain or impact any forest land.
e.	NO IMPACT	The project would not result in a conversion of farmland to a non-agricultural use, or forest to a non-forest use.
<b>III. AIR QUALITY</b>		
a.	LESS THAN SIGNIFICANT IMPACT	The proposed project for the development of 73 residential units would constitute a negligible percentage of the City's forecasted growth through 2020 per Southern California Association of Governments' Regional Transportation Plan. Therefore, the project will not generate population, housing or employment growth exceeding the forecasts used in the development of the latest 2012 Quality Management Plan (AQMP) established by the South Coast Air Quality Management District (SCAQMD) for the South Coast Air Basin, and air quality impacts would be less than significant.

Impact?	Explanation	Mitigation Measures	
b.	LESS THAN SIGNIFICANT IMPACT	<p>The project will produce fugitive dust and mobile sources emissions as a result of construction activities, but these should be controlled on-site by existing regulations. The SCAQMD handbook states if a proposed project is five acres or less and does not require additional construction activities such as major cut-and-fill, or excavation for sub-grade levels or parking, or demolition of a structure taller than 50 feet, the lead agency can use the applicable sample construction scenario to represent the emissions and impacts from the proposed project. The construction scenario for this project concludes that localized air quality impacts during construction do not exceed any applicable Localize Significant Thresholds. The project is also expected to generate operational emissions from energy use and mobile source emissions from additional vehicle trips. However, the project's operational emissions would be below the SCAQMD's operational daily thresholds for and therefore are not potentially significant.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>The project will produce fugitive dust and mobile sources emissions as a result of construction activities, as well as mobile source emissions from additional vehicle trips. These emissions will be partially controlled on-site by existing regulations and these emissions fall below the SCAQMD's daily significant thresholds, and therefore would not be cumulatively considerable. In addition, the project would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants. As such, cumulative impacts would be less than significant.</p>	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>Nearby sensitive receptors include residences within the vicinity of the project site. The project is located within 1,700 feet of the Van Nuys Airport. Construction and operation of the project would result in a less than significant impact for both localized and regional air pollution emissions; however, air quality impacts from the Van Nuys Airport need to be mitigated. These mitigations are listed in the applicant's Air Quality Analysis dated July 2014 from LSA Associates (Irvine, CA).</p>	III-10

Impact?	Explanation	Mitigation Measures	
e.	LESS THAN SIGNIFICANT IMPACT	SCAQMD Rule 1113 limits the amount of VOCs from architectural coatings and solvents, so construction activities or materials are not expected to create significant objectionable odors. The residential land uses proposed for the project would not otherwise be expected to create or emit objectionable odors. Therefore, this impact would be less than significant.	
<b>IV. BIOLOGICAL RESOURCES</b>			
a.	LESS THAN SIGNIFICANT IMPACT	The site is located in a built-up residential area and does not support any known protected or special-status species.	
b.	LESS THAN SIGNIFICANT IMPACT	The site is located in a built-up residential area and does not support any significant riparian or special status habitats.	
c.	NO IMPACT	The site does not contain any federally protected wetlands.	
d.	NO IMPACT	The site is located in a built-up residential area and does not support any known wildlife corridor or designated migration path.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will require the removal of 62 non-protected trees from the site and 2 protected trees, in conflict with the City's policy of tree preservation. A Tree Report was included by Lisa Smith dated February 12, 2014. One protected tree will remain on-site with the two removed protected trees replaced with 4 new trees.	IV-50, IV-60, IV-70, IV-80 Tree replacement will be required on a 2:1 basis, to mitigate the loss of non-protected trees on-site.
f.	NO IMPACT	The project will not conflict with any conservation plans.	
<b>V. CULTURAL RESOURCES</b>			
a.	NO IMPACT	No historic resources are known to exist on-site or in the vicinity, per City of LA's Environmental and Public Facilities Maps (Historic-Cultural Monuments & Historic Preservation Overlay Zones). No impact would occur and no mitigation measures are required.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	No archeological resources have been identified on-site or in the vicinity, per City of LA's Environmental and Public Facilities Maps (Prehistoric & Historic Archeological Sites & Survey Areas). However, the tremendous amount of grading warrants caution.	V-20

Impact?	Explanation	Mitigation Measures	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	No paleontological resources have been identified on-site or in the vicinity, per City of LA's Environmental and Public Facilities Maps (Vertebrate Paleontological Resources). However, the tremendous amount of grading warrants caution.	V-30
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	No human remains are known to be located on-site. However, the tremendous amount of grading warrants caution.	V-40
<b>VI. GEOLOGY AND SOILS</b>			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The site is not located within the Alquist-Priolo Fault Zone. However, the site is located near the Northridge fault zone and mitigation measures are required. Plus the tremendous amount of grading leads to some preventative mitigations.	VI-10, VI-40, VI-50
b.	LESS THAN SIGNIFICANT IMPACT	The site is located in a seismically active area approximately 5.79 km from the nearest fault, but the project is not expected to cause or accelerate any geological hazards. The project is also subject to the seismic standards of the Department of Building and Safety's Uniform Building Code, thereby reducing possible seismic hazard impacts to a less than significant level.	
c.	LESS THAN SIGNIFICANT IMPACT	The site is not located in a designated liquefaction hazard zone as shown on the "Seismic Hazard Zones" map issued by the State of California.	
d.	LESS THAN SIGNIFICANT IMPACT	The project site is not located within an area of historically earthquake-induced landslides, and landslides on the site are not anticipated based on the area's flat terrain.	
e.	LESS THAN SIGNIFICANT IMPACT	The site is not located in an area of known or suspected erosion hazard.	
f.	LESS THAN SIGNIFICANT IMPACT	The site is not located in a within an unstable soil, landslide, or liquefaction area, and is not expected to cause or accelerate any geological hazards.	
g.	LESS THAN SIGNIFICANT IMPACT	The site is not located on a known expansive soil area.	
h.	NO IMPACT	The proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. The project site is located in an urbanized area served by existing sewer infrastructure.	
<b>VII. GREEN HOUSE GAS EMISSIONS</b>			



Impact?	Explanation	Mitigation Measures	
a.	LESS THAN SIGNIFICANT IMPACT	<p>The most common contributors to GHG emissions result from transportation and the consumption of fossil fuels. The project is expected to consume additional fossil fuel resources through electrical and natural gas usage, as well as generate additional mobile source emissions by introducing new vehicle trips. However, it is not possible to predict the impact on global climate change resulting from this specific and relatively small incremental increase in emissions due to the project's operation. Additionally, the proposed project includes features which will reduce the consumption of fossil fuels, such as compliance with the Los Angeles Green Building Program and the California Building Code, and as an in-fill development, thereby reducing consumption of fossil fuels in vehicles. Therefore, the project is expected to have a less than significant impact on the effect of GHGs on the environment.</p>	
b.	LESS THAN SIGNIFICANT IMPACT	<p>The project is expected to consume additional fossil fuel resources through electrical and natural gas usage, as well as generate additional mobile source emissions by introducing new vehicle trips. However, the project is consistent with existing greenhouse gas reduction plans or policies, including the Los Angeles Green Building Program, the California Building Code, and as an in-fill housing project. Since the project is consistent with existing GHG reduction policies, it is expected to have a less than significant impact.</p>	
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>			
a.	LESS THAN SIGNIFICANT IMPACT	<p>The proposed residential use of the site is not expected to require the routine transport, use, or disposal of hazardous materials.</p>	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>The project includes grading of over 100,000 cubic yards of dirt on a site that has been used for various non-residential uses like a vehicle storage area.</p>	<p><b>VIII-150</b> Abatement of any lead and asbestos-containing materials during demolition will ensure lower exposure to workers and the public.</p>
c.	NO IMPACT	<p>The project site is located over a quarter-mile to the nearest school.</p>	
d.	NO IMPACT	<p>No hazardous sites are identified on the subject site or vicinity, per the Envirostar database (California Department of Toxic Substances Control).</p>	

Impact?	Explanation	Mitigation Measures	
e.	LESS THAN SIGNIFICANT IMPACT	The site is located within the vicinity of an airport - Van Nuys. Mitigations are related to noise which are addressed in the Noise Section of this MND.	
f.	NO IMPACT	The site is not located within the vicinity of a private airstrip.	
g.	NO IMPACT	The project will not interfere with any emergency response plans.	
h.	NO IMPACT	The site is not located within a fire hazard zone.	
<b>IX. HYDROLOGY AND WATER QUALITY</b>			
a.	LESS THAN SIGNIFICANT IMPACT	Construction of the project would require earthwork activities, including demolition and grading of the project site, and the construction and operation of the project may result in run-off from the site impacting water quality standards or waste discharge requirements. However, the project will be required to comply with existing City regulations regarding construction, grading and dust control measures, including Low Impact Development (LID), Best Management Practices (BMPs) and SUSMP requirements to reduce the discharge of polluted runoff from the project site. Therefore, any impact should be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The project will reduce the current permeable area of the project site, but is expected to provide pervious surfaces in the landscaped areas of the site and comply with City regulations for groundwater infiltration and recharge. Therefore, construction activities and operation of the residences would not substantially deplete groundwater supplies or interfere with groundwater recharge.	
c.	NO IMPACT	The project will not significantly alter a drainage pattern and no rivers or streams exist on the site. Minimal changes to the existing drainage patterns would occur on-site and no significant erosion impact is expected.	
d.	NO IMPACT	The project will not significantly alter a drainage pattern and no rivers or streams exist on the site. Minimal changes to the existing drainage patterns would occur on-site and no significant additional runoff or impact due to flooding is expected.	

Impact?	Explanation	Mitigation Measures	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in a measurable increase in stormwater run-off, and the project would include appropriate on-site drainage improvements and water quality control measures to accommodate anticipated runoff or storm water flows. Therefore, the project would not create or contribute substantial runoff or contamination of runoff.	IX-110
f.	LESS THAN SIGNIFICANT IMPACT	Construction of the project would require earthwork activities, including demolition and grading of the project site, and the construction and operation of the project may result in run-off from the site impacting water quality standards or waste discharge requirements. However, the project will be required to comply with existing City regulations regarding construction, grading and dust control measures, including Low Impact Development (LID), Best Management Practices (BMPs) and SUSMP requirements to reduce the discharge of polluted runoff from the project site. Therefore, any impact should be less than significant.	
g.	NO IMPACT	The project site is located outside of any designated flood zone.	
h.	NO IMPACT	The project site is located outside of any designated flood zone.	
i.	LESS THAN SIGNIFICANT IMPACT	The project site is located within an area identified as at-risk for inundation, per the City of LA Environmental and Public Facilities Map, 1996. However, the project is not expected to impact existing aquifers or groundwater levels. In addition, the project will be required to comply with existing City regulations, including Low Impact Development (LID), Best Management Practices (BMPs) and SUSMP requirements for on-site filtration and groundwater recharge. Therefore, any impact should be less than significant.	
j.	NO IMPACT	The site is not within a tsunami, seiche, or mudflow area, per the City of LA Environmental and Public Facilities Map, 1996 and LA Flood Hazard Map, 1998.	
<b>X. LAND USE AND PLANNING</b>			

Impact?	Explanation	Mitigation Measures	
a.	LESS THAN SIGNIFICANT IMPACT	The project is not incompatible with the existing Community Plan however a gated development is not compatible with the surrounding and neighboring single-family and multi-family residential uses.	
b.	LESS THAN SIGNIFICANT IMPACT	The project does not conflict with any other City environmental plans or policies, in that any adverse impacts related to the project requests should be properly mitigated by conditions already identified in the MND.	
c.	LESS THAN SIGNIFICANT IMPACT	The project site is located in a heavily urbanized area of Los Angeles, and no conservation plans apply to the project site or area.	
<b>XI. MINERAL RESOURCES</b>			
a.	NO IMPACT	The site is not located in a known mineral resource area, per the City of LA Environmental and Public Facilities Maps, 1996. No mineral extraction operations occur on the project site or in the vicinity.	
b.	NO IMPACT	The site is not located in a known mineral resource area, per the City of LA Environmental and Public Facilities Maps, 1996. No mineral extraction operations occur on the project site or in the vicinity.	
<b>XII. NOISE</b>			
a.	LESS THAN SIGNIFICANT IMPACT	The project will be constructed using typical construction techniques. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 and 41.40 regarding construction hours and construction equipment noise thresholds.	
b.	LESS THAN SIGNIFICANT IMPACT	The project would be constructed using typical construction techniques. Construction equipment would generate a limited amount of groundbourne vibration during construction activities at short distances away from the source, but will be subject to LAMC Sections 112.05 and 41.40 regarding construction hours and construction equipment noise thresholds. The applicant's noise study has proposed construction mitigation to be incorporated into the conditions of approval.	
c.	LESS THAN SIGNIFICANT IMPACT	The project will not result in a significant permanent increase in noise levels.	

Impact?	Explanation	Mitigation Measures	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to existing noise regulations. Additionally, the use of the site, vehicular driveways, and mechanical equipment on-site will also generate periodic noise, but is not expected to cause substantial increase in noise levels. Also, the site has homes along Woodley Avenue which is a Major Highway Class II and additional mitigations are warranted for those homes.	XII-10, XII-20, XII-170
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The site is located within the vicinity of an airport-Van Nuys Airport. The noise mitigations have been included to protect the residents of this development from noise levels from the airport and more importantly if the airport expands, future increases in noise.	XII-210
f.	NO IMPACT	The site is not located within the vicinity of an airstrip.	
<b>XIII. POPULATION AND HOUSING</b>			
a.	LESS THAN SIGNIFICANT IMPACT	The project will accommodate residential population growth slightly higher than what was originally envisioned from the Community Plan land use and density designations, and proposes a net increase of 73 residential units. The physical secondary or indirect impacts of population and housing growth such as increased traffic or noise have been adequately mitigated or addressed in other portions of this document, and therefore the increase of population will have a less than significant effect.	
b.	LESS THAN SIGNIFICANT IMPACT	The project is not displacing a residential unit, and will be providing greater housing capacity after the construction of the 73 residences is complete.	
c.	LESS THAN SIGNIFICANT IMPACT	The project is not displacing any existing residents, but will be providing greater housing capacity after the construction of the 73 residences is complete.	
<b>XIV. PUBLIC SERVICES</b>			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The site is located over a 1/2 mile travel distance from the nearest Fire Engine Company (#90), less than the maximum response distance preferred by the Los Angeles Fire Code (LAMC Sec. 57.09.07). However, due to the size and complexity of the project site	XIV-10

Impact?	Explanation	Mitigation Measures
	which is enclosed in a gate, consultation with the Fire Department is necessary. The project is not otherwise located in any fire hazard zones.	
b. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project is served by the Devonshire Police Station, located approximately 3.4 miles from the subject site. The proposed development would result in an increase of 73 residential units, which is less than a significance threshold of 75 residential units, as identified by the City of LA CEQA Thresholds Guide. Therefore the project would not have a significant impact on the City's police services.	XIV-20, XIV-30
c. POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The nearest public school to the is approximately 0.8 miles west at 16825 West Napa Street (Parthenia Street Elementary School) The proposed development would result in a net increase of 73 residential units, resulting in the addition of new students into the school system. However, per the Municipal Code, the development will be required to pay school fees to the Los Angeles Unified School District to offset some of the increased demand for school services. Therefore the project will have a less than significant impact on the City's school services. The haul route for the project shall avoid the school on Devonshire and Napa Street.	XIV-50
d. LESS THAN SIGNIFICANT IMPACT	The proposed development would result in a net increase of 73 residential units, creating an additional need and usage of park facilities. However, the project will be required to pay Zone Change Park fees (LAMC 12.33) to the Department of Recreation and Parks for the development of the site, and will also be providing private open space areas on-site. These payments will help to offset any potential impacts the project might have on the City's park system.	
e. LESS THAN SIGNIFICANT IMPACT	Potential project impacts on other City services have been addressed in other portions of this document, including transportation improvements, and have been mitigated to a less than significant level.	
<b>XV. RECREATION</b>		

Impact?	Explanation	Mitigation Measures	
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed development would result in a net increase of 73 residential units, creating an additional need and usage of park facilities. However, the project will be required to pay Zone Change Park fees (LAMC 12.33) to the Department of Recreation and Parks for the development of the site, and will also be providing private open space areas on-site. These payments will help to offset any potential impacts the project might have on the City's park system.	XV-10, XV-20
b.	LESS THAN SIGNIFICANT IMPACT	The proposed development will provide some private open space areas on-site. Construction-related impacts on the project site have been mitigated to a less-than significant levels through the implementation of measures identified in the remainder of the document.	
<b>XVI. TRANSPORTATION/TRAFFIC</b>			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project prepared a traffic study and DOT issued a letter in file dated September 15, 2014. DOT's letter is attached to the administrative file. The letter proposes mitigations.	XVI-10
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project prepared a traffic study and DOT issued a letter in file dated September 15, 2014. DOT's letter is attached to the administrative file. The letter proposes mitigations.	XVI-10
c.	NO IMPACT	The project will not alter air traffic patterns.	
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project does include temporary changes to transportation design features from the haul route. Also, there may be an impact at the corner of Woodley Avenue and Chase Street related to pedestrian movement to and from the site.	XVI-30, XVI-40
e.	NO IMPACT	The project will provide adequate emergency access.	
f.	NO IMPACT	The project will not interfere with public transit plans or policies.	
<b>XVII. UTILITIES AND SERVICE SYSTEMS</b>			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The City's Department of Public Works provides wastewater services for the site, and generated wastewater is transferred to the Hyperion Treatment Plant, which is currently operating at 362 mgd, below a capacity of 450 mgd. The proposed project is also not located in any Sewer Capacity	XVII-10, XVII-20, XVII-40 Requirements for more efficient landscaping and water-usage will reduce both water demand and wastewater production for the project. Additionally, the project-related increase in wastewater generation would represent a small fraction of the

Impact?	Explanation	Mitigation Measures
		Threshold Area, per LA CEQA Thresholds Guide, Exhibits M.2-1 - M.2-12. However, full occupancy of the project would produce approximately 7,560 gpd in wastewater flows, greater than the 4,000 gpd threshold identified by the City's CEQA Thresholds Guide.
		permitted annual flow increase for the HTP, which can accommodate approximately 90 mgd beyond current treated flow conditions. Therefore, the project would not be expected to exceed the wastewater treatment requirements of the RWQCB, and potential impacts should be reduced to less than significant levels through water-conservation measures.
b.	LESS THAN SIGNIFICANT IMPACT	The project would result in increased water demand and wastewater generation. However, the project will not require the construction of additional water or wastewater facilities, as discussed in XVla. Therefore, impacts would be less than significant.
c.	LESS THAN SIGNIFICANT IMPACT	Drainage patterns and post-development runoff quantities under the proposed project would be similar to the existing site conditions. If the project is required any additional construction of connections to the existing drainage system, the construction would be mitigated by other general construction mitigations already required for the project. Therefore any potential construction for sewage connections would be reduced to a less than significant level.
d.	LESS THAN SIGNIFICANT IMPACT	Based upon the Department of Water and Power Guidelines, the project has adequate water supply access from the City.
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The City's Department of Public Works provides wastewater services for the site, and generated wastewater is transferred to the Hyperion Treatment Plan, which is currently operating at 362 mgd, below a capacity of 450 mgd. The proposed project is also not located in any Sewer Capacity Threshold Area, per LA CEQA Thresholds Guide, Exhibits M.2-1 - M.2-12. However, full occupancy of the project would produce approximately 7,560 gpd in wastewater flows, greater than the 4,000 gpd threshold identified by the City's CEQA Thresholds Guide.
		XVII-10, XVII-20, XVII-40 Requirements for more efficient landscaping and water-usage will reduce both water demand and wastewater production for the project. Additionally, the project-related increase in wastewater generation would represent a small fraction of the permitted annual flow increase for the HTP, which can accommodate approximately 90 mgd beyond current treated flow conditions. Therefore, the project would not be expected to exceed the wastewater treatment requirements of the RWQCB, and potential impacts should be reduced to less than significant levels through water-conservation measures.



Impact?	Explanation	Mitigation Measures	
f.	LESS THAN SIGNIFICANT IMPACT	<p>The project will generate waste due to the demolition, construction and operation of structures. The 2009 County of Los Angeles ColWMP report on landfill capacity also states that without changes in the status quo, a shortage of permitted solid waste disposal capacity at in-County Class III landfills is projected by 2014. However, the report also anticipates that future disposal needs can be adequately met through 2024 through landfill expansion, new technologies, and waste reduction programs. Estimated daily use of the residential buildings will contribute approximately 1.2 tons of waste a week, less than the City's operational threshold of 5 tons per week identified in the City's CEQA Thresholds Guide. In addition, the project would be required to comply with all applicable regulations and recycling programs, including the LA Green Building Code and AB939 to reduce the amount of solid waste disposed of at local landfills. Therefore, waste generated by the construction and operation of the site would have a less than significant impact on local landfills.</p>	
g.	LESS THAN SIGNIFICANT IMPACT	<p>The project will generate waste due to the demolition, construction and operation of structures. The project would be required to comply with all applicable regulations, including the LA Green Building Code and AB939 to reduce the amount of solid waste disposed of at local landfills. Therefore, waste generated by the construction and operation of the site should be in compliance with all applicable regulations and would result in a less than significant impact.</p>	
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>			
a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<p>The project site does contain protected trees and as a result will degrade the environment or affect any plant or wildlife areas unless mitigation measures are incorporated.</p>	XVIII-10
b.	LESS THAN SIGNIFICANT IMPACT	<p>The project will not result in any cumulative effects.</p>	
c.	LESS THAN SIGNIFICANT IMPACT	<p>Any potential substantial adverse effects on human beings have been addressed in other portions of this report (air quality, grading, traffic, hazardous materials, infrastructure impacts) and have been adequately mitigated to a less than significant level.</p>	

D – Department of Transportation Letter dated September 15, 2014 and revision to that letter dated March 5, 2015

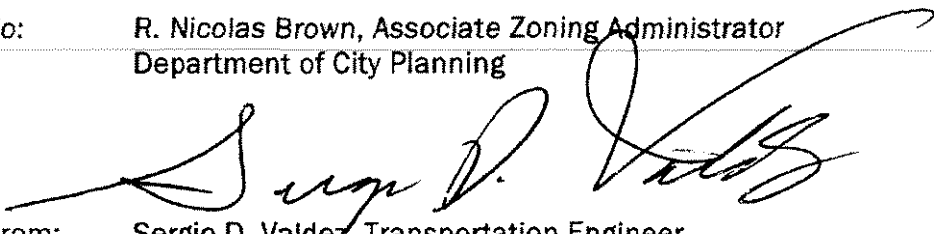
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CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

16062 Chase St  
DOT Case No. 41584

Date: September 15, 2014

To: R. Nicolas Brown, Associate Zoning Administrator  
Department of City Planning

  
From: Sergio D. Valdez, Transportation Engineer  
Department of Transportation

Subject: TRAFFIC ASSESSMENT FOR THE PROPOSED SINGLE-FAMILY RESIDENTIAL  
DEVELOPMENT PROJECT AT 16062 CHASE ST

The Department of Transportation (DOT) has completed the traffic assessment for the proposed Single-Family Residential Development Project, at the intersection of Woodley Avenue and Chase Street, in the community of North Hills. This traffic assessment is based on a professional traffic impact study of the proposed project, dated June 2014, as prepared by Hirsch/Green Transportation Consulting, Inc.. In preparation of this assessment, DOT conducted a careful review of this traffic study's pertinent assumptions, analyses and conclusions, and conducted independent field studies and research to validate the data contained therein. DOT has determined that the traffic study, as revised below, adequately describes all projected transportation impacts associated with the proposed development that fall within the City of Los Angeles' jurisdiction to review.

**DISCUSSION AND FINDINGS**

The proposed project consists of 73 single family homes. This site is presently undeveloped. The proposed project will generate 694 new daily trips, 55 new a.m. peak hour trips and 73 new p.m. peak hour trips, as shown in Table 1 below. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

**Table 1: Project Trip Generation Estimates**

Land Use Description	Size	Unit	Daily Trips	a.m. Peak Trips			p.m. Peak Trips		
				In	Out	Total	In	Out	Total
Single Family Housing	73	Dwelling Unit	695	14	41	55	46	27	73

The traffic study was revised by recalculating the existing and projected volume-to-capacity (v/c) ratios and levels of service (LOS) at the study intersections after changing the lane configurations of all approaches along Roscoe Boulevard in the future scenario that currently contain two through lanes and a shared through-right lane to two through lanes and a right-turn only lane, due to the high probability that implementation of the 2010 Master Bike Plan will cause a through lane to be removed in both directions.

DOT's policy on significant transportation impact threshold, listed in Table 2 below, is also referenced in the traffic study on page 46. However, the "Final CMA Values"—the projected v/c ratios after the project attains full occupancy—are not consistent with the significant transportation impact thresholds listed in the current version of *LADOT Traffic Study Policies and Procedures*.

**Table 2: Significant Transportation Impact Thresholds**

<b>Level of Service (LOS)</b>	<b>Projected Volume to Capacity Ratio (V/c), including Project</b>	<b>Project-Related Increase in V/c</b>
C	between 0.701 and 0.800	≥ 0.040
D	between 0.801 and 0.900	≥ 0.020
E and F	≥ 0.901	≥ 0.010

The traffic study reviewed six intersections for traffic impacts. DOT conducted an independent Critical Movement Analysis of the intersections contained in the study, and, upon reaching the same findings as those contained within the traffic study, has concluded that the proposed project will not produce a significant transportation impact at any of the studied intersections. These findings are summarized in Table 3, which shows the existing, projected, and project-related volume-to-capacity ratios and levels of service at the study intersections.

The Department of Transportation recommends that the following Project Requirements be adopted as conditions of project approval:

## **PROJECT REQUIREMENTS**

### **A. Highway Dedications and Improvements**

Pursuant to the Los Angeles Municipal Code (LAMC) Section 12.37A (Highway Dedications and Improvements), an investigation of existing street dimensions adjacent to the project was conducted. In response to this investigation, DOT has the following comments:

1. Woodley Avenue is a designated Class II Major Highway in the Streets and Highways Element of the City's General Plan, and currently consists of a 50-foot half right-of-way including a 40-foot half roadway and existing curb, gutter and sidewalk along project frontage. Los Angeles Department of Public Works, Bureau of Engineering (BOE) Standard Plan S-470-0 dictates the standard cross section of a Class II Major Highway to have a 52-foot half right-of-way containing a 40-foot half-roadway. A two-foot dedication is recommended to bring this section of Woodley Avenue up to the aforementioned standard.

Pursuant to City Ordinance 180542, effective March 27, 2009, application fees are required for all DOT-related condition clearances and permit issuance activities for private development projects within the city, and must be received by DOT prior to the issuance of any approval, clearance or sign-off. A copy of this ordinance is available upon request.

If you have any questions, you may contact me or Ken Aitchison of my staff at 818-374-4692.

- c: Twelfth Council District  
 Ken Firoozmand, DOT West Valley District  
 Quyen Phan, BOE Land Development Group  
 Ali Nahass, BOE Valley District  
 Hirsch/Green Transportation Consulting, Inc.  
 Borstein Enterprises

**Table 3: Volume to Capacity Ratios (V/c) and Levels of Service (LOS)**

Single-Family Residential Development Project, 16062 Chase St

Intersection	Peak Hour	Existing conditions		Existing + Project		Project Impact $\Delta V/c$	Future, no project		Future + Project		Project Impact $\Delta V/c$
		V/c	LOS	V/c	LOS		V/c	LOS	V/c	LOS	
Hayvenhurst Av & Parthenia St	AM	0.701	C	0.701	C	0.000	0.801	D	0.801	D	0.000
	PM	0.569	A	0.569	A	0.000	0.644	B	0.645	B	0.001
Woodley Av & Parthenia St	AM	0.959	E	0.961	E	0.002	1.031	F	1.033	F	0.002
	PM	0.848	D	0.850	D	0.002	0.913	E	0.915	E	0.002
Haskell Av & Parthenia St	AM	0.692	B	0.693	B	0.001	0.747	C	0.747	C	0.000
	PM	0.541	A	0.541	A	0.000	0.584	A	0.585	A	0.001
Hayvenhurst Av & Roscoe Bl	AM	0.665	B	0.666	B	0.001	0.837	D	0.839	D	0.002
	PM	0.481	A	0.482	A	0.001	0.627	B	0.629	B	0.002
Woodley Av & Roscoe Bl	AM	1.146	F	1.147	F	0.001	1.296	F	1.298	F	0.002
	PM	0.929	E	0.936	E	0.007	1.128	F	1.134	F	0.006
Haskell Av & Roscoe Bl	AM	0.586	A	0.587	A	0.001	0.855	D	0.858	D	0.003
	PM	0.482	A	0.488	A	0.006	0.730	C	0.736	C	0.006

\* Denotes significant impact

2. Chase Street is a designated Collector Street in the General Plan, and currently consists of a 30-foot half right-of-way including a 16-foot half roadway and existing curb, gutter and sidewalk along project frontage. BOE Standard Plan S-470-0 dictates that the standard cross section of a Collector Street to have a 32-foot half right-of-way containing a 22-foot half roadway. A two-foot dedication and a six foot widening is recommended to bring the adjacent frontage of Chase Street up to the aforementioned standard.

~~The improvements noted above may be subject to revision either by BOE or the lead agency should environmental factors warrant an alternate standard to be more applicable. Such a revision would not require this assessment to be similarly modified; however, DOT requests a notification in the event such a revision occurs.~~

The applicant should contact the Bureau of Engineering (BOE) to determine the exact dedication and widening standards that are applicable along with any other required improvements specified by the Los Angeles Municipal Code (LAMC) and city ordinances. Required improvements within existing or designated roadways shall be guaranteed through the B-permit process of BOE before the issuance of any building permit for this project, and shall be completed to the satisfaction of DOT and BOE prior to the issuance of any certificate of occupancy.

#### **B. Site Access and Internal Circulation**

This determination does not constitute final DOT approval of the project's driveways, internal circulation, and parking scheme per LAMC Section 12.21. A preliminary parking and driveway plan was submitted to DOT with the traffic study. After reviewing this preliminary plan, DOT has the following comments. The applicant should carefully review these comments to ensure that final site access plans conform to DOT's criteria for driveway designs as published in DOT Manual of Policies and Procedures, Section 321:

1. The parking layout plan shall include the adjacent roadway curbs and show all driveways as well as any structure or off-site driveway within 25 feet of a project driveway. Driveways should be designed pursuant to BOE Standard Plan S-440-3, with the vehicular-accessible width, "W" shown on the plan as 30 feet for two-way access. The "W" dimension is less than the total curb cut, as it excludes the side slopes.
2. To avoid an influx of vehicles impinging on the public right-of-way, a minimum 40-foot queuing reservoir between the future property line and the entrance gate (if any shall be constructed) shall be provided at the driveway on Woodley Avenue.

#### **DOT CLEARANCE GUIDELINES**

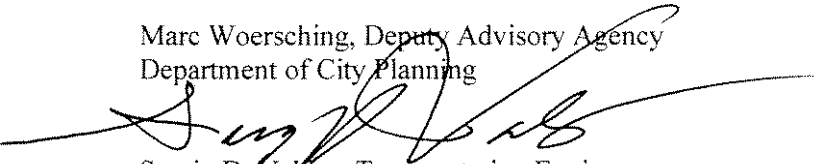
Final DOT approval is normally required prior to the issuance of any associated building permits. Approval is given when DOT receives an acceptable site and access plan, verification that all enumerated conditions of approval are satisfied, guaranteed or not applicable, and payment of all applicable application fees. For the fastest possible final review and approval process, plans should be submitted to DOT Valley Development Review, 6262 Van Nuys Blvd., Suite 320, Van Nuys 91401, prior to plan check submission to the Department of Building and Safety.

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

16110 W. Chase Street

Date: March 5, 2015

To: Marc Woerschling, Deputy Advisory Agency  
Department of City Planning

From:   
Sergio D. Valdez, Transportation Engineer  
Department of Transportation

Subject: **TENTATIVE TRACT MAP NO. 72726-SL**

Reference is made to your request for review of this case regarding potential traffic access problems. Based upon this review, it is recommended that:

1. Primary vehicular access shall be from Woodley Avenue. Emergency access only may be permitted on Chase Street. The driveway entrance along Woodley Avenue must align with Woodley Place. A minimum of 20-foot reservoir space is required between any security gate and the property line or to the satisfaction of the Department of Transportation (DOT).
2. That the project install a traffic signal to serve the project at the project's entrance on Woodley Avenue. The installation and approval of this traffic signal will be subject final to approval by the DOT.
3. A parking area and driveway plan should be submitted to the Citywide Planning Coordination Section of DOT for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 6262 Van Nuys Blvd., Room 320, Van Nuys, CA 91401.
4. That a fee in the amount of \$197 be paid to DOT as required per Ordinance No. 180542 and LAMC Section 19.15 prior to recordation of the final map. Note: the applicant may be required to comply with any other applicable fees per this new ordinance.

Please contact this section at (818) 374-4697 for any questions regarding the above.

Council District No. 12  
West Valley District

