Los Angeles City Planning Department

City Hall • 200 N. Spring Street, Room 621 • Los Angeles, CA 90012

INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION

SUN VALLEY - LA TUNA CANYON COMMUNITY PLAN AREA

7720 Lankershim Blvd. Project

Case No. ENV-2016-2384-MND

Council District No. 6

THIS DOCUMENT COMPRISES THE INITIAL STUDY ANALYSIS AS REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

Project Addresses:
7660-7702 & 7718-7728 N. Lankershim Boulevard, Los Angeles, CA 91605

Project Description: The Project would involve the demolition of the existing commercial buildings, surface parking lot, and two single family homes and construction of a 64-unit four-story multifamily residential building (with ground floor enclosed parking) on the northerly portion of the Project Site (fronting Lankershim Boulevard) and 99 three-story small lot homes on the remainder of the site. The apartment building will be comprised of a mix of studios, 1-bedroom and 2-bedroom units. The small lot homes will be 3-bedroom single-family houses averaging 1,698 square feet in size with an average lot size of approximately 1,729 sq. ft. No front, side or rear yard setbacks are required between lots within a small lot subdivision. However, a 5 ft. setback shall be provided where a lot abuts a lot that is not created pursuant to this subdivision. Setbacks for the perimeter of the small lots include: 12 ft. to 15 ft. for northerly setbacks; 15 ft. for southerly setbacks; 12 ft. to 15 ft. for easterly setbacks; and 5.2 to 31 ft. for westerly setbacks.

In order to permit development of the Project, the City may require approval of one or more of the following discretionary actions: (1) General Plan Amendment to Low Medium II Residential (2) Vesting Zone Change to RD 1.5-1 (3) Site Plan Review (4) Vesting Tentative Tract Map (5) Density Bonus (6) grading, excavation, and building permits; and (7) other permits, ministerial or discretionary, may be necessary in order to execute and implement the Project.

APPLICANT:
Universal Villas, LLC

PREPARED BY:
EcoTierra Consulting, Inc.

January 2018

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I. INTRODUCTION

1. INTRODUCTION

The subject of this Initial Study is the proposed 7720 Lankershim Blvd. Project (the "Project"), a development of a 64-unit multi-family residential building and 99 small lot single-family dwelling units on a 4.90-acre site located at 7760-7702 & 7718-7728 Lankershim Boulevard in the Sun Valley-La Tuna Canyon Community Plan area of the City of Los Angeles (the "Project Site"). The proposed Project would include a four-story multi-family structure and three-story small lot, single-family dwellings along private driveways. The apartment building will be comprised of a mix of studios, 1-bedroom and 2-bedroom units. The small lot homes will be 3-bedroom single-family houses averaging 1,698 square feet in size with an average lot size of approximately 1,729 sq. ft. Vehicular and pedestrian access for the entire Project is proposed off of Lankershim Boulevard through the northerly portion of the site. The City of Los Angeles Department of City Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

2. PROJECT INFORMATION

Project Title: 7720 Lankershim Blvd. Project

Project Applicant: Universal Villas, LLC and Hollywood Grand Tower, LLC

Project Location: 7760-7702 & 7718-7728 Lankershim Boulevard, Los Angeles, California 91605

Lead Agency: City of Los Angeles Department of City Planning

3. ORGANIZATION OF THE INITIAL STUDY

This Draft Initial Study is organized into six sections as follows:

Introduction: This Section provides introductory information such as the project title, the Project Applicant, and the designated Lead Agency for the Proposed Project.

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

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

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

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

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

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II. Project Description

1. ENVIRONMENTAL SETTING

A. Project Location

The Project is located at 7660-7702 & 7718-7728 N. Lankershim Boulevard in the Sun Valley-La Tuna Canyon Community Plan area of the City of Los Angeles (the "Project Site"). The Project Site is approximately 4.90 acres (213,611 square feet) and is located on Lankershim Boulevard, north of Saticoy Street and south of Stagg Street (see Figure II-1, Regional Vicinity and Project Location). The Project Site is associated with Assessor Parcel Numbers 2316-001-040,-043,-046 & 2316-002-037.

Regional access to the Project Site is provided by the Hollywood Freeway (SR-170); the nearest access to the freeway is via Roscoe Boulevard and Sherman Way, approximately 1.0 mile and 1.4 miles from the Project Site, respectively. Local access is provided by Lankershim Boulevard, Stagg Street and Saticoy Street.

B. Existing Land Uses

The Project Site is currently occupied with a small collection of one-story commercial buildings fronting Lankershim Boulevard totaling approximately 8,449 square feet with surface parking lots and two single-family homes totaling approximately 2,619 square feet behind these commercial buildings. The existing buildings and homes are currently occupied. Figure II-2, Aerial Photo of Site and Surrounding Land Uses, presents an aerial view of the Project Site, and Figure II-3, Photos of Project Site, presents photographs of the existing on-site structures and parking area.

C. Land Use Plans/Zoning

The Project Site is divided into two zoning designations in the Los Angeles Planning and Zoning Code. The northerly and easterly lots off of Lankershim Boulevard are zoned R3-1 CUGU (Multiple Dwelling Zone) and the remainder of the site is zoned R1-1 CUGU (One-Family Zone). The R1 zoned lots have a General Plan land use designation of Low Residential and the R3 lots are Medium Residential designations in the Sun Valley - La Tuna Canyon Community Plan (the "Community Plan").

D. Surrounding Land Uses

The Project Site is relatively flat and irregularly shaped with a small portion fronting Lankershim Boulevard with multi-family and single family residential uses to the north, single-family residential uses to the east, mix of commercial and multi-family residential uses (and associated parking lots) to the west and commercial, institutional, and multi-family residential uses to the south. The single-family residences to the north and east are located on R1-1 zoned lots and the houses generally range from 1,400 to 2,000 square feet in size. Near the Project Site to the north and west are large apartment buildings (ranging from two- to four -stories), as well as miscellaneous commercial and retail uses, along with various automobile repair shops.

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Source: Van Tilburg, Banvard & Soderbergh, AIA, June 2016.

Figure II-1
Regional and Vicinity Map

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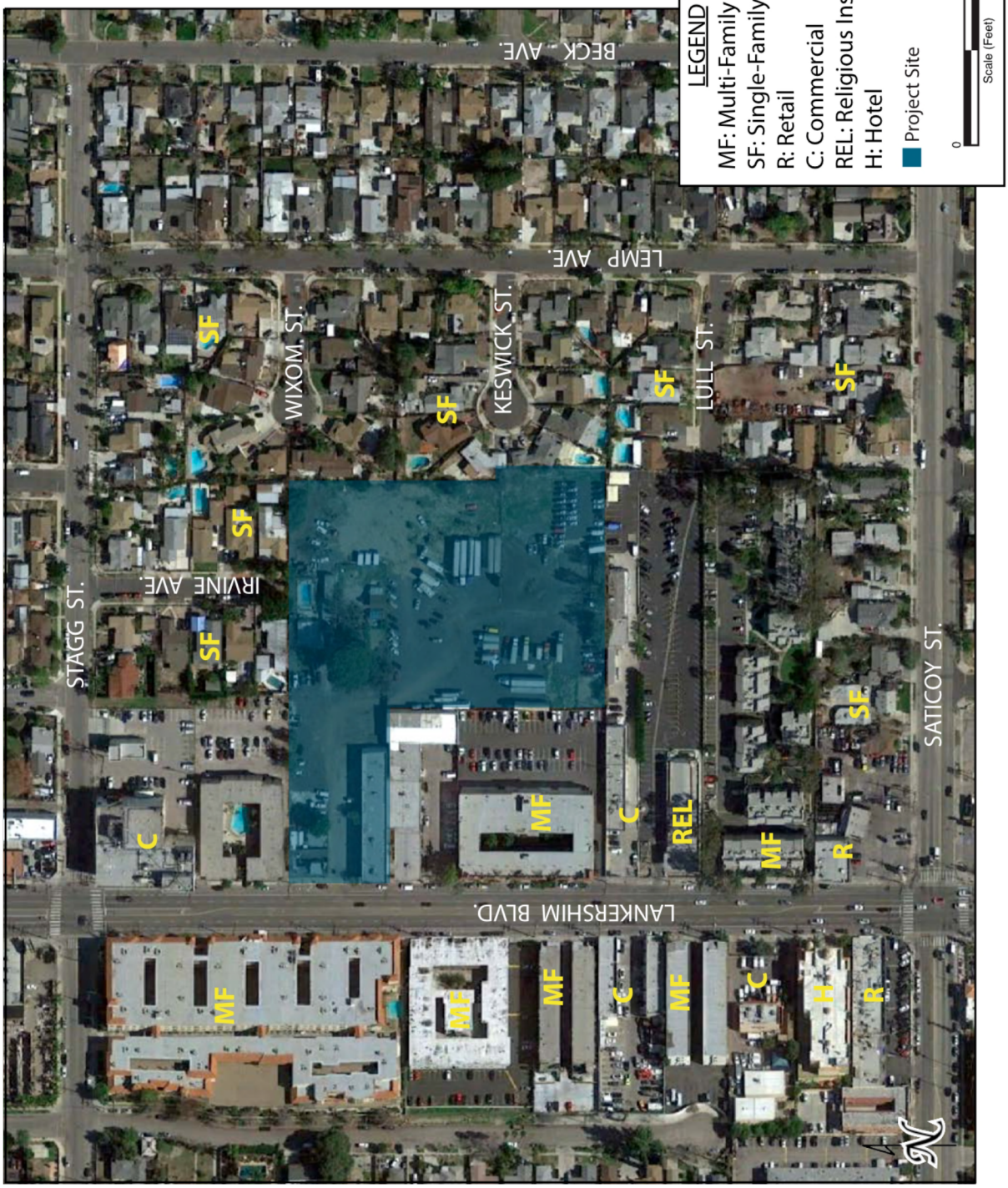

Source: GoogleEarth, July 2016.

Figure II-2
Aerial Photo of Site and Surround Land Uses

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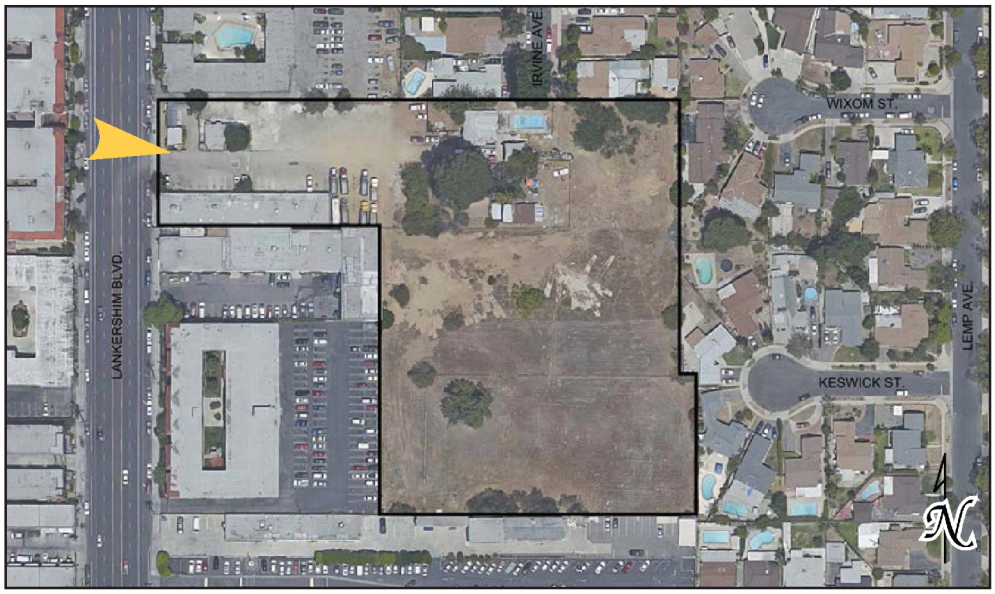
View of Project Site fronting Lankershim Boulevard.



Source: GoogleEarth, July 2016, and Van Tilburg, Banvard & Soderbergh, AIA, June 2016.

EcoTierra consulting

Figure II-3
Photos of Project Site

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Specifically, there is a two-story multi-family building immediately north of the Project Site followed by a two- to three-story commercial building at the southeast corner of Lankershim Boulevard and Stagg Avenue. These properties are within the C2-1 commercial zone. Immediately south of the Project Site, fronting Lankershim Boulevard, land uses include single story institutional building (a Sikh Temple) and a three-story multi-family building, which are zoned R3-1 residential.

The properties immediately west of the Project Site, across Lankershim Boulevard, include a large four-story multi-family building reaching north to Stagg Avenue, which is within the C2-1 commercial zone. A two-story multi-family building followed by a two-story (with tuck under parking) multi-family structure, are partially in the R3-1 zone along Lankershim and R1-1 in the rear of the properties.

Other than the multi-family and single family residential uses and the Sikh Temple surrounding and nearby to the Project Site, there are no other sensitive land uses in the project vicinity.

Figure II-4, Photos of Surrounding Land Uses, presents photos of the land uses in the immediate vicinity of the Project Site.

2. PROJECT SITE HISTORY

The following provides a case history of the Project Site:

ZA-2005-109-ZV-ZAA: On July 27, 2005, the City Planning Commission **approved** a variance on Lot No. 2 for a 53-unit condominium in lieu of a permitted single-family dwelling unit. The CPC also **approved** an adjustment to permit the continued use and maintenance of the existing apartment building at 7660 Lankershim Blvd, to allow the 69th and 70th units with a zero-square foot lot area and to allow the 68th unit to have a reduced lot area of 187 square feet in lieu of the required 800 square feet per unit in the R3-1 Zone, in addition to **approving** an adjustment to permit a front yard setback of eight-feet in lieu of the required 15-feet along the west property line, as well as an adjustment to permit a side yard setback of five-feet eight-inches in lieu of the required six-feet along the north property line required in the R3-1 Zone. (*Related Case: TT-62170)*

TT-62170: On July 27, 2005, the Advisory Agency **approved** Tentative Tract No. 62170 composed of two lots, located at 7660 Lankershim Boulevard, for a maximum of 70 apartments in Lot 1 (R3-1 zone) and 53 condominium units in Lot 2 (R1-1 Zone). No final map was recorded and this approval has since expired. (*Related Case: ZA-2005-109- ZV-ZAA)*

ZA-2002-4975-ZV-ZAA: On December 17, 2003, the Zoning Administrator **approved** a variance to allow 192 dwelling units in lieu of the maximum permitted 92 dwellings on a 179,677 square-foot parcel, located at 7660 Lankershim Boulevard, in addition to a variance to permit the transition from a less to a more restrictive zone, specifically between the R1 and R3 zones, regarding parking, driveway, landscaping and other issues associated with the proposed development. The ZA also **approved** an adjustment to waive any front or rear yard setback requirements between the R1-1 and R3-1 zone lines. On December 26, 2003, a Letter of Correction was issued, stating that the grant clause should read **146** dwelling units instead of 192 dwelling units. (*Related Cases: ENV-2002-4976-MND)*

ENV-2002-4976-MND: On June 13, 2003, the Zoning Administrator filed a Notice of Intent to adopt a Mitigated Negative Declaration for the associated case ZA-2002-4975-ZV-ZAA, which permitted a total of 192 units in lieu of 92 units permitted in the R3-1 and R1-1 zones, and to permit the transition from R1 to R3 for parking, driveway, and landscaping. The subject site is at 7660 Lankershim Boulevard. (*Related Cases: ZA-2002-4975-ZV-ZAA)*

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Source: Van Tilburg, Banvard & Soderbergh, AIA, June 2016.

Figure II-4
Photos of Surrounding Land Uses

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AA-1998-73-PMEX: On October 23, 1998, the Advisory Agency found the adjustment of the common lot lines between two parcels (2316-001-043 and 2316-002-037) at 7660-710 Lankershim Boulevard, to be exempt from a parcel map, subject to a Conditional Certificate of Compliance requiring clearance from the Department of Building and Safety prior to obtaining building permits. This Conditional Certificate of Compliance for Lot-Line Adjustment was granted by the Advisory Agency on October 6, 1998.

ZA-1994-0857-ZV: On March 6, 1995, the Zoning Administrator **approved** a variance to permit the continued use and expansion of an automotive upholstery shop in the R3-1 Zone.

ORD-165141-SA4000: On October 10, 1989, the City Council **approved** an ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map. The subject site in subarea 4000 was rezoned from C2-1 to R3-1. (*Related Case: CPC-1986-822)*

ORD-165141-SA4000: On October 10, 1989, the City Council **approved** an ordinance amending Section 12.04 of the Los Angeles Municipal Code by amending the zoning map. The subject site in subarea 4000 was rezoned from C2-1 to R3-1. (*Related Case: CPC-1986-822)*

CPC-1986-822: See ORD-165141-SA4000 above.

ZV-1981-138: On August 14, 1981, the Zoning Administrator **denied** a variance to permit the use of the R1-1 zoned portion of an R1-1 and C2-1 zoned parcel, located at 7702-7760 Lankershim Boulevard, for the construction and maintenance of an apartment building complex containing 24 dwelling units and 52 off street parking spaces, with 22 of the parking spaces uncovered and in tandem.

ND-78-267-SUB: This case file was destroyed and no record of the case remains.

TT-35330: On December 13, 1978, the Advisory Agency **approved** Tentative Tract No. 35330, composed of 22 lots, located at 7660-7728 Lankershim Boulevard, for a combined single-family (18 lots) and 4 commercially zoned lots. On May 10, 1979, the Advisory Agency granted a modification request concerning the conditions of approval and revised map of TT-35330. On May 20, 1980, the Advisory Agency granted a two-year time extension for the recording of a final map for TT-35330. This time extension has expired.

3. CUMULATIVE IMPACTS APPROACH

State *CEQA Guidelines* Section 15063(b) requires that Initial Studies consider the environmental effects of a proposed project individually as well as cumulatively. Cumulative impacts are two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (State *CEQA Guidelines* Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts (State *CEQA Guidelines* Section 15130[b][1][A]).

All proposed (those with pending applications), recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment when considered in conjunction with the Project are included in this Initial Study. For an analysis of the cumulative impacts associated with these related projects and the Project, cumulative impact discussions are provided under each individual environmental impact category in Section III, Environmental Impact Analysis, of this Initial Study.

Table II-1, List of Related Projects, lists two (2) projects, which includes all approved, under construction, proposed, or reasonably foreseeable projects within the study area that are expected to be completed by the anticipated Project buildout and occupancy.

The list of related projects is not intended to be an exhaustive list of projects that may occur during the construction period, which cannot be known in an absolute way. Instead, the list is intended to demonstrate the reasonably anticipated magnitude of development that may occur in the study area during this period based on projects currently on file with appropriate local municipalities.

Table II-1
List of Related Projects

ID	Location	Project Type	Size	
1	13103 Victory Boulevard	Apartment	110	units
		Office	20,000	sq. ft.
		Shopping Center	60,000	sq. ft.
		Health Club	40,000	sq. ft.
2	6301 Laurel Canyon Boulevard	Condominium	572	units
		Apartment	170	units
		Theatre	69,692	sq. t.
		Other	707,180	sq. ft.
3	12425 W. Victory Boulevard	Condominium	54	units
		Retail	3,850	sq. ft.
		Other	4,500	sq. ft.
4	6605 Lankershim Boulevard	Apartment	140	units
		Retail	16,120	sq. ft.
5	13007 Victory Boulevard	Shopping Center	285,000	sq.ft.
		Hotel	230	rooms
		Office	450,000	sq. ft.
		Medical Office	100,000	sq. ft.
		Health Club	45,000	sq. ft.
		Theatre	2,700	sq. ft.
		Condominium/Apartment	150	units
6	6728 Bellingham Avenue	Elementary School Expansion	550	sq. ft.
7	7934 Lankershim Boulevard	Shopping Center	60,000	sq. ft.
8	6601 Lankershim Boulevard	Retail	4,180	sq. ft.
		Other	2,723	sq. ft.
9	12106 Burbank Boulevard	Starbucks with Drive Through	2,500	sq. ft.
10	7955 Laurel Canyon Boulevard	Retail	2,500	sq. ft.
11	7346 N. Woodman Avenue	Apartment	86	units
12	6150 N. Laurel Canyon Road	NOHO Mixed Use Project	N/A	
13	7700 Woodman Avenue	Senior Adult Housing	288	units
14	14665 Roscoe Boulevard	Condominium	504	units
		Retail	368,600	sq. ft.
		Health Club	45,000	sq. ft.
15	SW Corner of De Garmo Ave. & Pendleton Street	Restaurant	10,000	sq. ft.

Source: Crain & Associates, Traffic Impact Report for Universal Villas, LLC, April 3016 (Appendix H).

4. PROJECT CHARACTERISTICS

A. Project Features

The Project would involve the demolition of the existing commercial buildings fronting Lankershim Boulevard and two single-family homes behind these commercial buildings and construction of a 64-unit four-story multifamily residential building (with ground floor enclosed parking) on the northerly portion of the Project Site (fronting Lankershim Boulevard) and 99 three-story small lot homes on the remainder of the site. The apartment building will be comprised of a mix of studios, 1-bedroom and 2-bedroom units. The small lot homes will be 3-bedroom single-family houses averaging 1,698 square feet in size with an average lot size of approximately 1,729 square feet. Vehicular and pedestrian access for the entire Project is proposed off of Lankershim Boulevard through the northerly portion of the site. The Project concept is illustrated in Figures II-5 through II-15 (found at the end of this section).

i) Density

Apartment Building: The R3-zoned lot upon which the 64-unit apartment building is proposed to be constructed is approximately 42,430 gross square feet. Post-dedicated lot area is approximately 40,180 square feet. In the R3 zone, the base density requirement is 1 dwelling unit per 800 square feet., yielding a base density of 50 units. The proposed apartment building is seeking a 27.5% density bonus per the City's Density Bonus Ordinance. This density bonus allowance yields an additional 14 units. Therefore, with the 27.5% density bonus, 64 units are allowed on this portion of the project, and 64 apartments are proposed.

Small Lot Homes: The portion of the Project Site upon which the 99 small lot single-family homes is approximately 171,181 gross square feet. After yard setbacks are deducted, the net buildable area is 162,721 square feet. The small lots portion of the Project Site is proposed to be re-zoned to RD1.5, which density is calculated at a ratio of 1 dwelling unit per 1,500 square feet. This would yield 108 dwelling units. The Applicant proposes to develop the Site with 99 small lot homes.

ii) Floor Area

Apartment Building: The R3-zoned lot upon which the 64-unit apartment building is proposed to be constructed is approximately 42,430 gross square feet. After dedications and yard setbacks are deducted, the net buildable area is 34,702 square feet. In the R3 zone, the allowed Floor Area Ratio (FAR) is 3 to 1. Therefore, the allowed maximum floor area for this portion of the Project Site is 104,106 square feet. The proposed 64-unit apartment building is 61,188 square feet., or an FAR of 1.76 to 1, well below the maximum allowed on this site.

Small Lot Homes: The portion of the Project Site upon which the 99 small lot single-family homes is approximately 171,181 gross square feet. After yard setbacks are deducted, the net buildable area is 162,721 square feet. The small lots portion of the Project Site is proposed to be re-zoned to RD1.5, which allows an FAR of 3 to 1. The proposed 99 small lot homes would comprise a total floor area of 168,127 square feet., or an FAR of 1.03 to 1, which is well below the maximum allowed on this site.

iii) Height

Apartment Building: The 64-unit apartment building is proposed to be developed on the R3-1-CUGU zoned portion of the Project Site. The maximum permissible height in the R3-1 zone is 45 feet., with no limit on the number of stories. The proposed apartment building is four stories and a maximum height

of 52 feet. The additional height is being requested as a Density Bonus off-menu incentive pursuant to LAMC Sec. 12.22 A.25.

Small Lot Homes: The 99 small lot homes are proposed to be developed on the currently R1-1-CUGU zoned portion of the Project Site which with the requesting Vesting Zone Change request, will be rezoned to RD1.5-1-CUGU which permits a maximum height of 45 feet. with no limit on the number of stories. The proposed small lot homes are each designed to be a 3-story (including ground floor enclosed 2-car garage) and 36 feet. in height.

iv) Setbacks

Apartment Building: The 64-unit rectangular apartment building fronts and takes access off of Lankershim Blvd. Located on the R3-1-CUGU zoned portion of the Project Site, the building's required and proposed setbacks are as follows:

Yard	Required	Proposed
Front	15 feet	5 feet
Side	7 feet	7 feet
Rear	15 feet	10 feet

The yard setback reductions required for the front and rear yards are requested as a Density Bonus off-menu incentive pursuant to LAMC Sec. 12.22 A.25.

Small Lot Homes: Pursuant to LAMC Sec. 12.22 C.27(e), no front, side or rear yard setbacks are required between lots within a small lot subdivision. However, a 5 foot setback shall be provided where a lot abuts a lot that is not created pursuant to this subdivision. The proposed yard setbacks for the perimeter of the small lots community are as follows:

- Northerly setbacks: 12 ft. to 15 ft.
- Southerly setbacks: 15 ft.
- Easterly setbacks: 12 ft. to 15 ft.
- Westerly setbacks: 5.2 ft. to 31 ft.

v) Open Space

Apartment Building: LAMC Sec. 12.21 G.2 requires open space be provided based on the habitable rooms for each dwelling unit. The following is the required open space for the 64-unit proposed apartment building:

Unit Type	Number of Units	Ratio	Required (sq. ft.)
Less than 3 Habitable rooms	48	100 sq. ft./unit	4,800
3 Habitable Rooms	16	125 sq. ft./unit	2,000
Total			**6,800**

The apartment building will include **7,950 square feet of open space**, which is well in excess of that required by Code. Of the total open space provided, only 1,600 square feet is provided as private open space. The balance (6,350 square feet) is provided as common open space in the form of two recreation rooms and a podium level courtyard/amenity deck.

In accordance with LAMC Sec. 12.21 G.2, on-site trees for the apartment building are provided at the required ratio of 1 tree per dwelling unit, for a total of 16 trees.

Small Lot Homes: LAMC Sec. 12.22 C.27 details the development standards applicable to small lot subdivision projects. Specifically, LAMC Sec. 12.22 C.27(d) requires that "All structures on a lot which includes one or more dwelling units, may, taken together, occupy no more than 80% of the lot area, unless the tract or parcel map provides common open space equivalent to 20% of the lot area of each lot not meeting this provision." According to the Project Plans, the lot coverage of each of the small lots range from 16.6% to 68.9%. Therefore, the small lot project provides an abundance of open space on individual small lots as well as cumulatively for the entire small lots community as illustrated in the Figure II-5, Project Site Plan/Landscape Plan.

B. Access and Parking

The Project access will be from Lankershim Boulevard in the northerly portion of the Project Site via a driveway. This driveway will serve the apartment building and the small lot homes. The following provides information for automobile parking and bicycle parking for the Project:

i) Automobile Parking

Apartment Building: The proposed 64-unit apartment building includes a request for Density Bonus. In accordance with LAMC Sec. 12.21 A.4, the Applicant is providing 80 on-site automobile parking spaces as follows:

Unit Type	Number of Units	Ratio	Required
0 to 1 Bedrooms	48	1 space/unit	48
2 to 3 Bedrooms	16	2 spaces/unit	32
		Subtotal	*80*
		Total	**80**

Small Lot Homes: For small lot subdivisions that meet the requirements of Section 12.22.C.27, the required parking spaces are not required to be located on the same lot with each dwelling unit, but shall be provided within the boundaries of the parcel or tract map. The ratio of parking spaces required for all other dwelling units shall be at least one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms, and two parking spaces for each dwelling unit of more than three habitable rooms.

Each of the 99 small lot homes proposed are designed to have 2-car garages. Therefore, there are a total of 198 parking spaces for the residents of the small lot homes. Additionally, 25 guest stalls (which is a ratio of 0.25 guest stalls per small lot unit) are provided on-site. Thus, the total number of automobile parking spaces provided for the small lot homes is 223 stalls

ii) Bicycle Parking

Apartment Building: LAMC Sec. 12.21 A.16 requires that short and long-term bicycle parking stalls be provided for multi-family residential uses at the ratio of 1 short-term stall for every 10 dwelling units, and 1 long-term stall for every dwelling unit. For the proposed 64-unit apartment building, 6 short-term stalls are required and provided, and 64 long-term stalls are required and provided. The covered short-term bike stalls are proposed to be located immediately adjacent to the lobby entrance off of

Lankershim Blvd. The long-term bicycle storage room is also located on the ground floor near the main lobby, behind the leasing office.

Small Lot Homes*:* LAMC Sec. 12.21 A.16(a)(1) specifies that residential buildings containing more than three dwelling units must provide short and long-term bicycle parking. Additionally, LAMC Sec. 12.21 A.16(a)(1)(ii) provides that "Developments such as townhouses that include individually accessed private garages for each unit shall not be required to provide long-term bicycle parking." The proposed 99 homes are single-family homes which each have attached, individually access private garages which can accommodate residents' and guests' bicycles.

C. Design

Apartment Building: The design of the apartment building is Spanish Colonial style with combination of gabled rooflines with red tiles and flat roofs, tan stucco and some archways. The apartment building will contain 64 units in three levels set above a podium consisting of a ground level enclosed parking garage. The building will include an approximate 4,800 square foot landscaped open space area on top of the parking garage with units surrounding the area in a "U"-shaped manner open to the south. The first level of the residential units will include two recreation rooms totaling approximately 1,550 square feet (800 square feet and 750 square feet). Figure II- 6 illustrates a rendering view of the apartment building as viewed from Lankershim Boulevard. Figure II-7 presents the enclosed garage level of the building (floor 1), followed by Figure II-8 that illustrates the first level of units with the open space and recreation rooms (floor 2). Figure II-9 presents floors 3 and 4 of the apartment building. Figure II-10 presents the apartment building elevations and Figure II-11 illustrates sections of the building.

Small Lot Homes: The design of small lot homes is also Spanish Colonial style with gabled, red tiled rooflines, tan stucco and some archways. This portion of the Project complies with the City's 2014 Small Lot Design Guidelines. Homes have been configured to front landscaped walkways and open space areas. Paseos with pathways are spread throughout the entire Project Site and connect to Lankershim Boulevard. Pedestrian access paths are separate from driveways to enhance walkability and safety. With respect to design and layout of the homes, the small lot homes have been placed in various orientations on the Site to increase the variation of facades. All homes include a covered porch at the entry with layered architectural features and varied roof modulations to add visual interest. Figures II-12 through II-15 include small lot rendering illustration followed by elevations and sections of the small lot homes.

D. Green Building

The Project would meet the requirements in the City's Green Building Code. The Project would include, at a minimum, low-flow showerheads, low-flow toilets and other plumbing fixtures.

E. Construction

Construction activities would occur over a period of approximately 24 months with an anticipated start in early 2019. Demolition activities would occur over approximately one month, site grading would occur over approximately two months, and building construction would occur over the remaining 21 months. Demolition of the existing buildings and surface features would result in the export of approximately 728 tons (1,456,142 pounds) of debris from the site. Site preparation for the Project would involve approximately 5,000 cubic yards of cut and 5,000 cubic yards of fill to be balanced on site and, thus, no export or import of soil is expected.

5. DISCRETIONARY ACTIONS AND APPROVALS

The City of Los Angeles, Department of City Planning is the lead agency for the Project. The Project Applicant is seeking the following discretionary approvals:

- **PURSUANT TO LAMC SECTION 11.5.6,** a **GENERAL PLAN AMENDMENT** to the Sun Valley-La Tuna Canyon Community Plan to change the land use designation of the Small Lot homes portion of the Project Site from Low Residential to Low Medium II Residential.
- **PURSUANT TO LAMC SECTION 12.32F and 12.32Q, a VESTING ZONE CHANGE FROM R1-1 to RD 1.5-1** to permit the construction of 99 small lot residential homes on approximately 3.9 acres.
- **PURSUANT TO LAMC SECTION 16.05,** the Applicant requests that **SITE PLAN REVIEW FINDINGS** be made as part of this discretionary approval.
- **PURSUANT TO LAMC SECTION 17.15**, the Applicant requests approval of **VESTING TENTATIVE TRACT (VTT) MAP NO. 74107,** for small lot subdivision purposes.
- **PURSUANT TO LAMC SECTION 12.22 A.25**, for the proposed 64-unit apartment building, the Applicant proposes to set aside 8% of the base density units (i.e. 4 units) at the Very Low Income ("VLI") level, and requests a Density Bonus increase of 27.5%, or the equivalent of 14 units. Additionally, the Applicant requests the following "Off-Menu" Density Bonus Incentives pursuant to **LAMC Section 12.22 A.25(g)(3)**:

    a. A decrease of the required Front Yard setback from 15 ft. to 5 ft.

    b. A decrease of the required Rear Yard setback from 15 ft. to 10 ft.

    c. An increase in the allowed maximum height from 45 ft. to 52 ft. (i.e. a 7 ft. increase) within 50 ft. of an R1 zoned lot.

Pursuant to various sections of the Los Angeles Municipal Code, the Project Applicant will request approvals and permits from the Department of Building and Safety (and other municipal agencies) for Project construction activities including, but not limited to, the following: excavation, shoring, grading, foundation, removal of existing street trees, haul route, building and tenant improvements.

Federal, state, and regional agencies that may have jurisdiction over some aspect the project include, but are not limited to:

- Regional Water Quality Board; and
- South Coast Air Quality Management District.

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Source: Van Tilburg, Banvard & Soderbergh, AIA, June 2016.

Figure II-5
Project Site Plan/Landscape Plan

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Source: Van Tilburg, Banvard & Soderbergh, AIA, June 2016.

Figure II-6
Apartment Building Rendering

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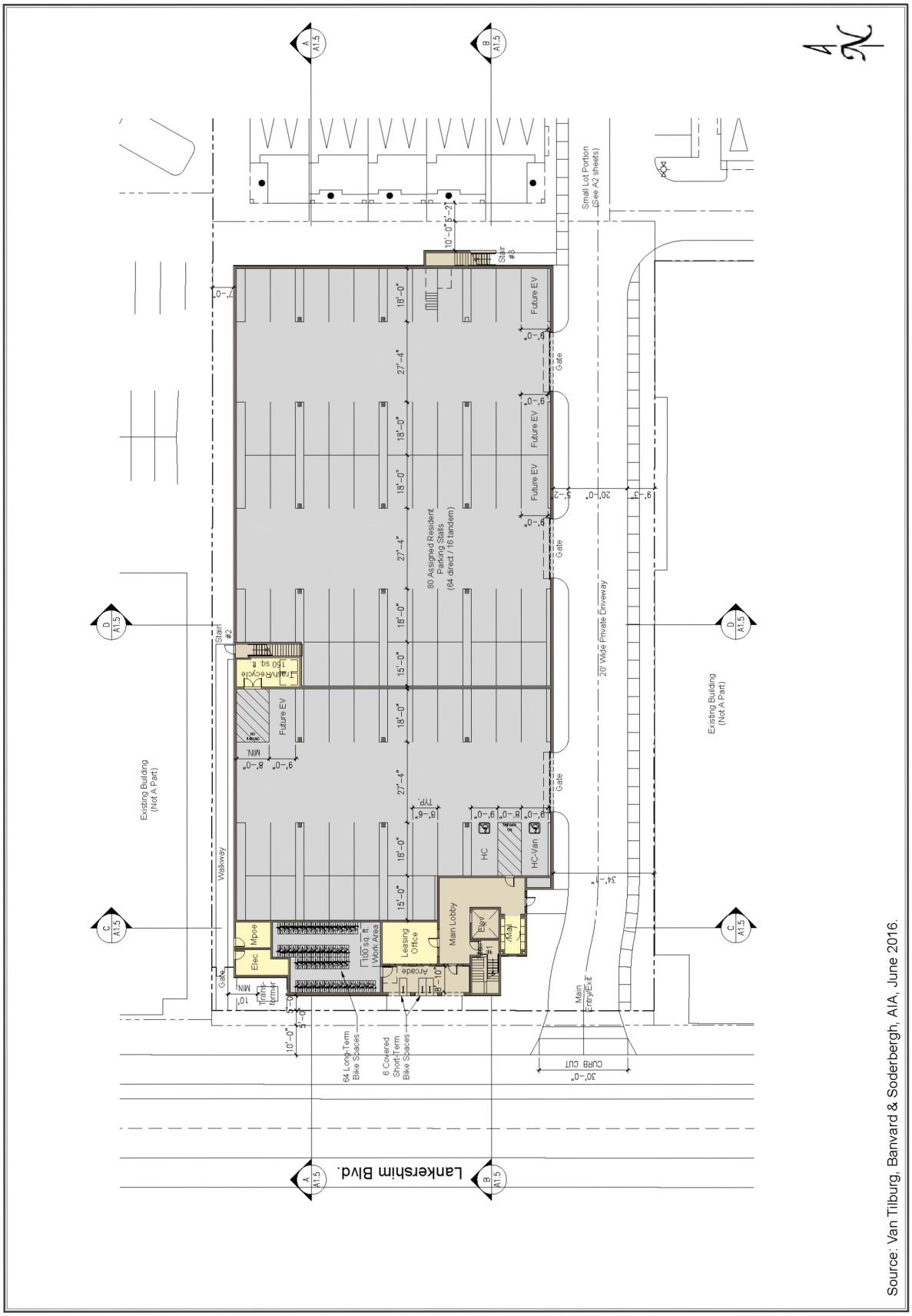

Figure II-7
Apartment Building – Floor 1 (parking level)

EcoTierra consulting

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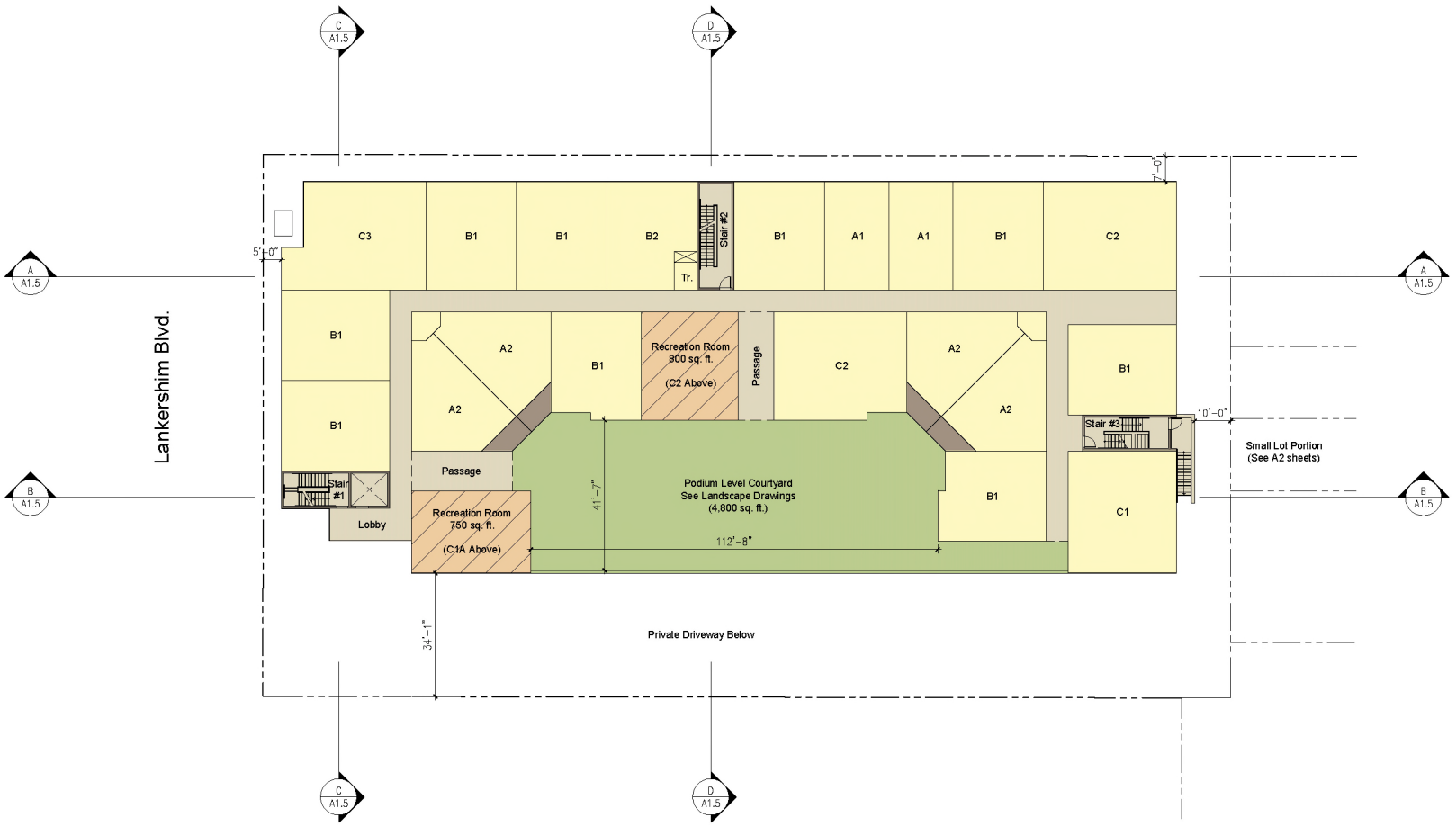

Source: Van Tilburg, Banvard & Soderbergh, AIA, June 2016.

EcoTierra consulting

Figure II-8
Apartment Building – Floor 2 (open space, recreation rooms, units)

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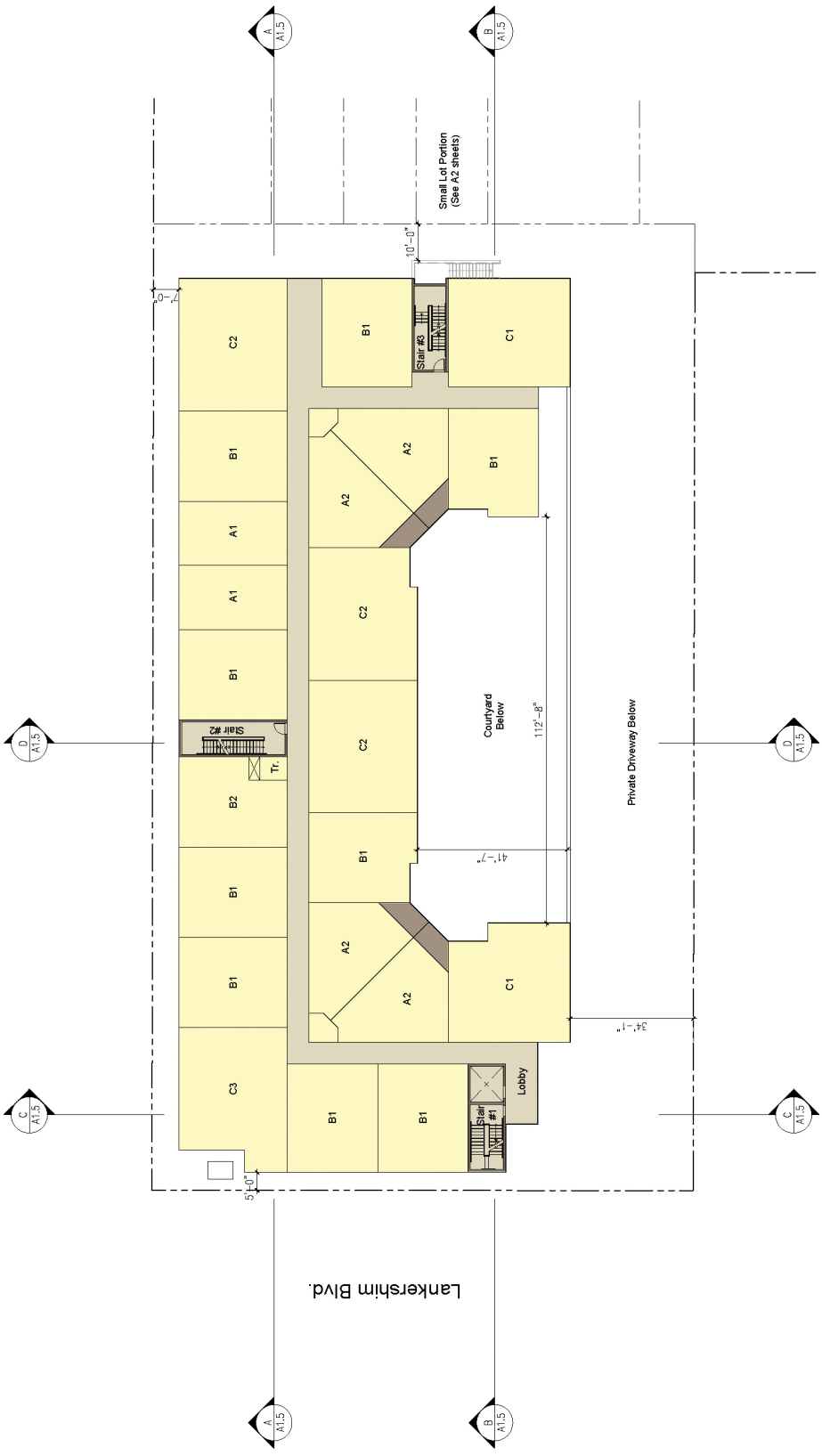

Source: Van Tilburg, Banvard & Soderbergh, AIA, June 2016.

Figure II-9
Apartment Building – Floors 3 and 4 (units)

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West Elevation (Lankershim Blvd.)

South Elevation (Entry Drive)

Source: Van Tilburg, Banvard & Soderbergh, AIA, June 2016.

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Figure II-10
Apartment Building Elevations

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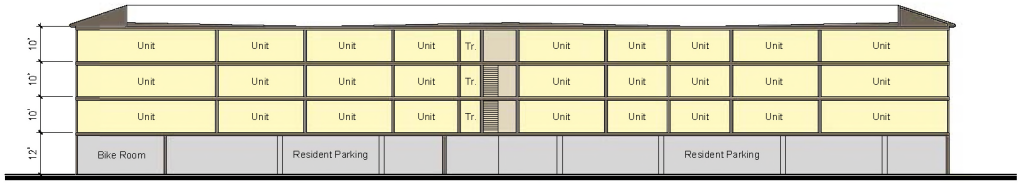
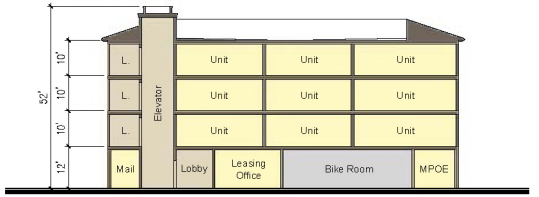
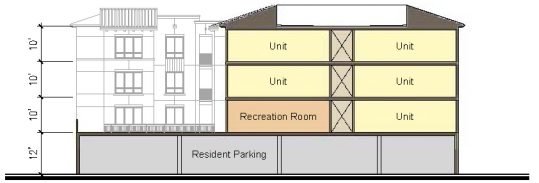


Section A-A



Section C-C

Section B-B



Section D-D

Source: Van Tilburg, Banvard & Soderbergh, AIA, June 2016.

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Figure II-11
Apartment Building Sections

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Source: Van Tilburg, Banvard & Soderbergh, AIA, June 2016.

Figure II-12
Small Lot Homes Rendering

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Side Elevation

Street Side Elevation

5-Plex Front Elevation

5-Plex Rear Elevation

Source: Van Tilburg, Banvard & Soderbergh, AIA, June 2016.

Figure II-13
Small Lot Homes Elevations

EcoTierra consulting

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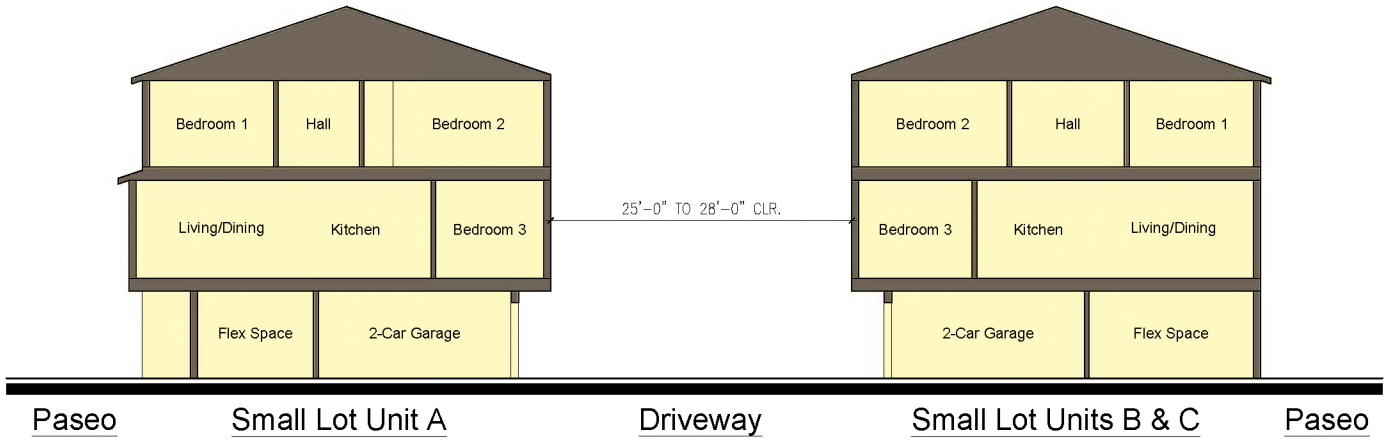

Source: Van Tilburg, Banvard & Soderbergh, AIA, June 2016.

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Figure II-14
Small Lot Homes Sections (A)

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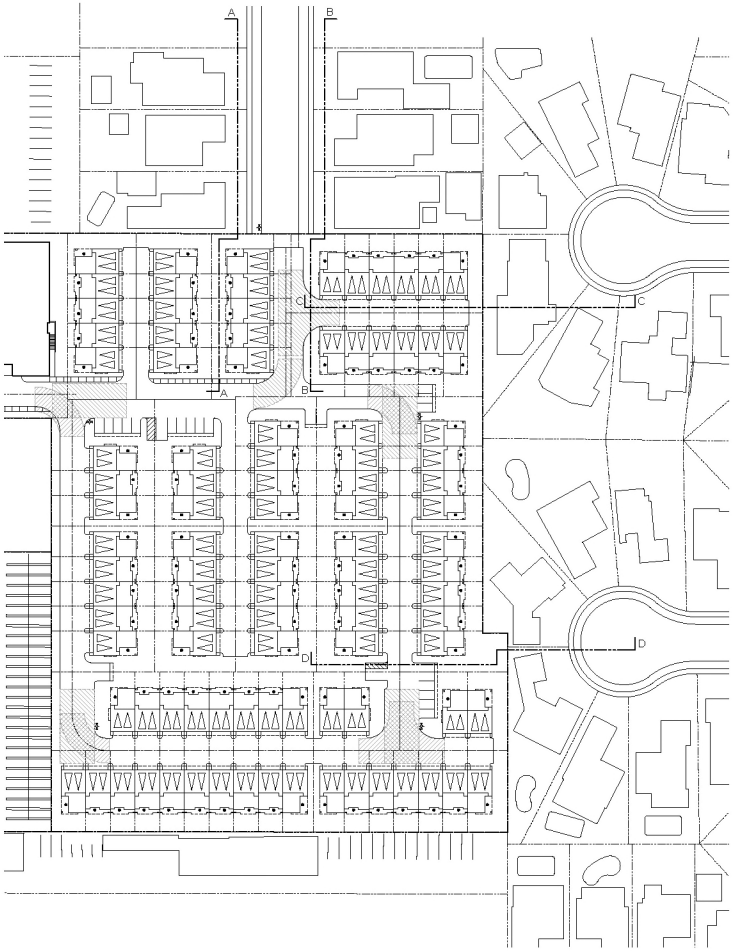

Small Lot Site Plan

Small Lot Site Section A-A: Irvine Ave. looking West

Small Lot Site Section B-B: Irvine Ave. looking East

Small Lot Site Section C-C: Wixom St. looking North

Small Lot Site Section D-D: Keswick St. Looking North

Source: Van Tilburg, Banvard & Soderbergh, AIA, June 2016.

EcoTierra consulting

Figure II-15
Small Lot Homes Sections (B)

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III. INITIAL STUDY CHECKLIST FORM

The City of Los Angeles Initial Study Checklist Form begins on the following page.

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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
INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	**COUNCIL DISTRICT:** CD 6 Nury Martinez	**DATE:** 1/9/18
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2016-2384-MND	**RELATED CASES:** CPC-2016-2383-GPA-VZC-DB-SPR; VTT-74107	
PREVIOUS ACTIONS CASE NO. **None**	❑ DOES have significant changes from previous actions. ❑ DOES NOT have significant changes from previous actions.	
PROJECT LOCATION: 7660-7702 & 7718-7728 N. Lankershim Boulevard, Los Angeles, CA 91605		

ENV PROJECT DESCRIPTION: The Project would involve the demolition of the existing commercial buildings, surface parking lot, and two single-family residences. The Project Applicant is seeking the following discretionary approvals: a General Plan Amendment to change land use designation on the small lot portion of the site from Low Residential to Low Medium II Residential; a Vesting Zone Change from R1-1 to RD 1.5—1 to permit 99 small lot residential homes; Site Plan Review; Vesting Tentative Tract Map No 7417 for small lot subdivision purposes; pursuant to LAMC Section 12.22 A.25 to set aside 8% of the base density units (or 4 units) at the Very Low Income level and Density Bonus increase of 27.5 % (or 14 units). In addition (pursuant to LAMC Section 12.22.A.25 (g)(3)), the applicant requests the following "Off-Menu" Density Bonus Incentives: a decrease of required front yard setback from 15 ft. to 5 ft. and rear yard setback from 15 ft to 10 ft and increase of maximum height from 45 ft. to 52 ft. and within 50 ft. of an R1 zoned lot. The proposed maximum height of the apartment building will be 52 feet (four stories) and the small lot homes will be 36 feet (three stories). The Project apartment building will include 7,950 sq. ft. of open space, which is in excess of the code requirement of 6,800 sq.ft., and the small lot homes open space will be provided pursuant to LAMC Sec. 12.22 C.27. Pursuant to Density Bonus off-menu incentives, the Project apartment building will include front and rear side back reductions – 5 feet for front yard (15 feet required) and 10 feet for rear yard (15 feet required). No reductions for side yard, which will be 7 feet. Pursuant to LAMC Sec. 12.22.C27(e), no front and rear yard setbacks are required between the lots within a small lot subdivision. Perimeter setbacks for the small lot homes include 12 ft. to 15 ft. for northerly setbacks, 15 ft. for southerly setbacks, 12 ft. to 15 ft. for easterly setbacks and 5.2 ft. to 31 ft. for westerly setbacks. Site demolition would include 728 tons of debris and would involve approximately 5,000 cubic yards of cut and 5,000 cubic yards of fill to be balanced on site, no export or import of soil is expected.

ENVIRONMENTAL SETTING: The Project is located at 7760-7702 & 7718-7728 Lankershim Boulevard (the "Project Site") in the Sun Valley - La Tuna Canyon Community Plan area of the City of Los Angeles. The Project Site is relatively flat and irregularly shaped with Lot 100 (proposed Apartment Building) fronting Lankershim Boulevard and Lots 1 to 99 (proposed small lot homes) interior with no street frontage. There are 27 trees on-site with 4-inch caliper (for protected trees) and 8-inch or greater (for non-protected trees) trunk diameter. Of those 27 trees, there are five native trees (Juglans californica, commonly known as Southern California Black Walnut) considered protected trees with the remaining as ornamental or non-native, non-protected trees. All of the trees will be removed. No active faults cross the Project Site and the Project Site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. The nearest active fault is the Verdugo Fault, approximately 2.1 miles northwest from the site. According to the City of Los Angeles Department of City Planning, Zone Information & Map Access System (ZIMAS), the Project Site is not located in a liquefaction zone or in an area identified as having potential for landslides. Due to these conditions, the Project Site is not susceptible to lateral spreading or subsidence. In addition to the current Project Site zoning of R3-1 and R1-1, the

Site is zoned Clean Up Green Up (CUGU), which seeks to reduce public exposure, especially children, to diesel exhaust particulate matter and other toxic air contaminants by limiting unnecessary idling of specified vehicular sources., which applies to operation of school bus, transit bus, school pupil activity bus, youth bus and other commercial motor vehicles as defined by Ordinance No. 184,246. Land uses surrounding the Project Site include multi-family and single family residential uses to the north, single-family residential uses to the east, mix of commercial and multi-family residential uses (and associated parking lot) to the west and commercial uses to the south. The location of the Project Site is shown in Figure II-1, Regional Vicinity and Project Location. The Project Site is associated with Assessor Parcel Numbers 2316-001-040,-043,-046 & 2316-002-037.

COMMUNITY PLAN AREA:		**AREA PLANNING COMMISSION:**	**CERTFIED NEIGHBORHOOD COUNCIL:**
Sun Valley - La Tuna Canyon **STATUS:** ☐ Preliminary ☐ Proposed	☐ Does Conform to Plan ☒ Does NOT Conform to Plan	North Valley	North Hollywood Northeast

EXISTING ZONING:	**MAX DENSITY ZONING:**	**LA River Adjacent:**
R3-1 CUGU R1-1 CUGU	R3: 1 du/800 sq.ft. R1: 1 du/5,000 sq. ft.	No

GENERAL PLAN LAND USE:	**MAX. DENSITY PLAN:**	**PROPOSED PROJECT DENSITY:**
Low & Medium Density Residential		R3: 1 du/800 sq. ft. R1.5: 1 du/1,500 sq. ft.

NAME OF PERSON PREPARING FORM	**TITLE**	**TELEPHONE NUMBER**
Laura Frazin Steele	City Planner	(818) 374-9919
ADDRESS	**SIGNATURE (Official)**	**DATE**
6262 Van Nuys Blvd., Room 430 Van Nuys, California 91401	Laura Frazin Steele	2/7/18

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.

Laura Frazin Steele — **Signature**

City Planner — **Title**

(818) 374-9919 — **Phone**

Evaluation of Environmental Impacts:

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).

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.

Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

"Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

a. Earlier Analysis Used. Identify and state where they are available for review.

b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

The explanation of each issue should identify:

d. The significance criteria or threshold, if any, used to evaluate each question; and

e. The mitigation measure identified, if any, to reduce the impact to less than significant.

Environmental Factors Potentially Affected:

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

☒ AESTHETICS	❑ GREENHOUSE GAS EMISSIONS	❑ POPULATION AND HOUSING
❑ AGRICULTURE AND FOREST RESOURCES	☒ HAZARDS AND HAZARDOUS MATERIALS	❑ PUBLIC SERVICES
❑ AIR QUALITY	❑ HYDROLOGY AND WATER QUALITY	❑ RECREATION
☒ BIOLOGICAL RESOURCES	❑ LAND USE AND PLANNING	❑ TRANSPORTATION/CIRCULATION
❑ CULTURAL RESOURCES	❑ MINERAL RESOURCES	❑ UTILITIES
❑ GEOLOGY AND SOILS	☒ NOISE	☒ MANDATORY FINDINGS OF SIGNIFICANCE

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

Background

APPLICANT NAME:
Universal Villas, LLC

PHONE NUMBER:
(310) 271-7273

APPLICANT ADDRESS:
8665 Wilshire Blvd., Suite 410, Beverly Hills, CA 90211

AGENCY REQUIRING CHECKLIST:
Department of City Planning

DATE SUBMITTED:

PROPOSAL NAME (If Applicable):
7720 Lankershim Blvd. Project

Mitigation Measures

Aesthetics

I-120 Outdoor lighting

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

Biological Resources

IV-70 Tree Removal (Non-Protected Trees)

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant trees (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree.
- A Landscape Plan shall be prepared, indicating the location of all replacement trees, to the satisfaction of the decision-maker. 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 of the Department of Public Works, Bureau of Street Services.

IV-80 Tree Removal (Locally Protected Species)

- 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 mitigation 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 indicated the replacement tree species and further contain the phrase "Replacement Tree" in its description.
- Bonding (Tree Survival):
  a. The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated whichever is longer. Any change of ownership shall require that the new owner post a new protected tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's protected tree bond may be exonerated.

  - 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 the exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the protected trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

Hazards and Hazardous Materials

VIII-1. Prior to issuance of grading and construction permits, the Project Applicant shall remove the underground septic tanks with oversight by the Los Angeles Fire Department (LAFD) pursuant to the Los Angeles County Department of Public Works, Underground Storage Tank closure and removal procedures and submit a letter from the LAFD to Los Angeles Planning Department, Los Angeles County Public Health Department, Bureau of District Surveillance and Enforcement indicating that the septic tanks have been removed in accordance to applicable federal, state and local regulations.

VIII-2 The Applicant shall ensure the following construction Best Management Practices (BMPs) are incorporated:

Hazardous materials shall be contained, stored, and used in accordance with manufacturer's instructions and handled in compliance with applicable standards and regulations.

VIII-3. Prior to issuance of demolition permits, the light ballasts found on the Project Site shall be removed and disposed according to federal regulations (40 CFR part 761.60).

VIII-4 Prior to issuance of demolition permits, Comprehensive surveys for ACM and LBP shall be completed for all buildings on the Project Site.

VIII-5 If ACM are found to be present in the on-site structures, prior to the issuance of the demolition permit for the buildings, the Applicant shall provide a letter/report to the Department of Building and Safety from a qualified asbestos abatement contractor identifying the location of ACM present in any of the structures. ACM shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other state and federal rules and regulations (including, but not limited to California Health and Safety Code, Division 20. Chapter 6.5) prior to other demolition activities at the project site.

VIII-6 If LBP is found to be present in the structures, prior to the issuance of the demolition permit for the structures, the Applicant shall provide a letter to the Department of Building and Safety from a qualified lead paint abatement contractor demonstrating that while LBP is present in the structures, it shall be abated in compliance with applicable state and federal rules and regulations governing LBP and LCP abatement prior to other demolition activities of the structures. The qualified lead paint abatement contractor shall comply with Cal-OSHA Construction Safety Orders, California Code of Regulations, Title 8, Section 1532.1 and with the California Health and Safety Code, Division 20, Chapter 6.5 for the evaluation, handling and transport of materials containing LBPs and LCPs.

VIII-7 Prior to the issuance of grading and construction permits and pursuant to California Water Code Section 13304, the Project Applicant shall permit the Los Angeles Regional Water Quality Control Board (or other responsible agency) access to the Project Site's well to perform any cleanup, abatement, or other remedial work that might be necessary.

VIII-8 Prior to issuance of grading and construction permits and after any clean up, abatement or other remedial work necessary and pursuant to Water Code Section 13304, the Project Applicant shall decommission the well in accordance to the Los Angeles Department of Public Health, Environmental Health, Bureau of Environmental Protection Drinking Water Program well decommissioning requirements and procedures.

Noise

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

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

XII-30 Increased Noise Levels (Parking Wall)

- A 6-foot-high solid decorative masonry wall, measured from the lowest adjacent grade, adjacent to residential use and/or zones shall be constructed if no such wall exists.

Mandatory Findings of Significance

XVIII-10 Cumulative Impacts

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

XVIII-20 Effects on Human Beings

- The project has potential environmental effects which cause substantial adverse effects on human beings, either directly or indirectly. However, these potential impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

XVIII-30 End

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

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN SECTION IV OF THIS INITIAL STUDY, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN SECTION IV FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
I.	**AESTHETICS**				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON A SCENIC VISTA?	❑	❑	☒	❑
b.	SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING, BUT NOT LIMITED TO, TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED SCENIC HIGHWAY?	❑	❑	❑	☒
c.	SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF THE SITE AND ITS SURROUNDINGS?	❑	❑	☒	❑
d.	CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA?	❑	☒		❑
II.	**AGRICULTURE AND FOREST RESOURCES**				
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?	❑	❑	❑	☒
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 1220(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 SCAQMD OR CONGESTION MANAGEMENT PLAN?	❑	❑	☒	❑
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	❑	❑	☒	❑
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?	❑	❑	☒	❑
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	❑	❑	☒	❑
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	❑	❑	☒	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV.	**BIOLOGICAL RESOURCES**				
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE?	❑	❑	❑	☒
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE?	❑	❑	❑	☒
b.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE?	❑	❑	❑	☒
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?	❑	❑	❑	☒
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?	❑	❑	☒	❑
e.	CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS TREE PRESERVATION POLICY OR ORDINANCE (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?	❑	☒	❑	❑
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?	❑	❑	❑	☒
V.	**CULTURAL RESOURCES**				
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA SECTION 15064.5?	❑	❑	❑	☒
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA SECTION 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?	❑	❑	☒	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI.	**GEOLOGY AND SOILS**				
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING: RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT? REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42.	❑	❑	☒	❑
b.	EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOS, INJURY, OR DEATH INVOLVING: STRONG SEISMIC GROUND SHAKING?	❑	❑	☒	❑
C.	EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOS, INJURY, OR DEATH INVOLVING: SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	❑	❑	❑	☒
d.	EXPOSE PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOS, INJURY, OR DEATH INVOLVING: LANDSLIDES?	❑	❑	❑	☒
e.	RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL?	❑	❑	☒	❑
f.	BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIAL RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION, OR COLLAPSE?	❑	❑	☒	❑
g.	BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL RISKS TO LIFE OR PROPERTY?	❑	❑	❑	☒
h.	HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTE WATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTE WATER?	❑	❑	❑	☒
VII.	**GREENHOUSE GAS EMISSIONS**				
a.	GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT?	❑	❑	☒	❑
b.	CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES?	❑	❑	☒	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII.	**HAZARDS AND HAZARDOUS MATERIALS**				
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS	❑	☒	❑	❑
b.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT?	❑	☒	❑	❑
c.	EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL?	❑	❑	☒	❑
d.	BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT?	❑	☒	❑	❑
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?	❑	❑	☒	❑
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?	❑	❑	❑	☒
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?	❑	❑	❑	☒
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?	❑	❑	❑	☒
IX.	**HYDROLOGY AND WATER QUALITY**				
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	❑	❑	☒	❑
b.	SUBSTANTIALLY DEPLETE GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?	❑	❑	☒	❑
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?	❑	❑	☒	❑
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?	❑	❑	☒	❑

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?	❑	❑	☒	❑
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	❑	❑	☒	❑
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?	❑	❑	❑	☒
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	❑	❑	❑	☒
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	❑	❑	☒	❑
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	❑	❑	❑	☒
X.	**LAND USE AND PLANNING**				
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	❑	❑	❑	☒
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?	❑	❑	☒	❑
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	❑	❑	❑	☒
XI.	**MINERAL RESOURCES**				
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?	❑	❑	❑	☒
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?	❑	❑	❑	☒
XII.	**NOISE**				
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?	❑	☒	❑	❑
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?	❑	❑	☒	❑
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	❑	☒	❑	❑
d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	❑	❑	☒	❑
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	❑	❑	❑	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	❑	❑	❑	☒
XIII.	**POPULATION AND HOUSING**				
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?	❑	❑	☒	❑
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	❑	❑	☒	❑
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	❑	❑	☒	❑
XIV.	**PUBLIC SERVICES** WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENT FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVE FOR ANY OF THE FOLLOWING PUBLIC SERVICES:				
a.	FIRE PROTECTION?	❑	❑	☒	❑
b.	POLICE PROTECTION?	❑	❑	☒	❑
c.	SCHOOLS?	❑	❑	☒	❑
d.	PARKS?	❑	❑	☒	❑
e.	OTHER PUBLIC FACILITIES?	❑	❑	☒	❑
XV.	**RECREATION**				
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?	❑	❑	☒	❑
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?	❑	❑	❑	☒
XVI.	**TRANSPORTATION/CIRCULATION**				
a.	CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR THE PERFORMANCE OF THE CIRCULATION SYSTEM, TAKING INTO ACCOUNT ALL MODES OF TRANSPORTATION INCLUDING MASS TRANSIT AND NON-MOTORIZED TRAVEL AND RELEVANT COMPONENTS OF THE CIRCULATION SYSTEM, INCLUDING BUT NOT LIMITED TO INTERSECTIONS, STREETS, HIGHWAYS AND FREEWAYS, PEDESTRIAN AND BICYCLE PATHS AND MASS TRANSIT?	❑	❑	☒	❑
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?	❑	❑	❑	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?	❑	❑	☒	❑
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?	❑	❑	☒	❑
f.	CONFLICT WITH ADOPTED POLICIES, PLANS OR PROGRAMS REGARDING PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES, OR OTHERWISE DECREASE THE PERFORMANCE OR SAFETY OF SUCH FACILITIES?	❑	❑	☒	❑
XVII. TRIBAL CULTURAL RESOURCES					
WOULD THE PROJECT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE SECTION 21074 AS EITHER A SITE, FEATUERE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS:				
a.	LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECTION 5020.1(k), OR	❑	❑	❑	☒
B.	A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT, PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBIC RESOURCES CODE SECTION 5024.1. IN APPLYING THE CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1, THE LEAD AGENCY SHALL CONSIDER THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE.	❑	❑	☒	❑
XVIII. UTILITIES					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	❑	❑	☒	❑
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	❑	❑	☒	❑
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	❑	❑	❑	☒
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?	❑	❑	☒	❑
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS?	❑	❑	☒	❑
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?	❑	❑	☒	❑
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	❑	❑	☒	❑
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE	❑	❑	❑	☒

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?				
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).	❑	☒	❑	❑
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	❑	☒	❑	❑

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

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

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the Valley Project Planning, 6262 Van Nuys Boulevard, Room 430, Van Nuys, CA 91401.

For City information, addresses, and phone numbers: visit the City's website at http://www.lacity.org; City Planning- and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or Major Projects & EIR Section, City Hall, 200 N Spring Street, Room 750. Seismic Hazard Maps – http://gmw.consrv.ca.gov/shmp/ Engineering/Infrastructure/Topographic Maps/Parcel Information – http://boemaps.eng.ci.la.ca.us/index0.1htm or City's main website under the heading "Navigate LA."

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IV. ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with each environmental issue and subject area identified in the Initial Study Checklist. The thresholds of significance are based on the CEQA Guidelines Appendix G Environmental Checklist Form and the City of Los Angeles *L.A. CEQA Thresholds Guide 2006.*[1]

IMPACT ANALYSIS

I. AESTHETICS

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

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether a project results in a significant impact on a scenic vista shall be made considering the following factors:

- The nature and quality of recognized or valued views (such as natural topography, settings, man-made or natural features of visual interest, and resources such as mountains or ocean);
- Whether a project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which a project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

The Project Site is located in an urbanized portion of the City of Los Angeles, which is densely developed with primarily residential uses to the north, south, east and west with commercial uses mixed with multi-family uses along Lankershim Boulevard. Distant panoramic views in this general area include the Santa Susana Mountains to the north and San Gabriel Mountains to the east, which are part of a ring of mountains surrounding the San Fernando Valley. However, given the flat topography of the site and

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[1] *In 2010, the CEQA Guidelines were revised to include greenhouse gas emissions, forestry resources, and changes to transportation/traffic. As directed by SB97, the Natural Resources Agency adopted Amendments to the CEQA Guidelines for greenhouse gas emissions on December 30, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. These amendments became effective on March 18, 2010, website: http://ceres.ca.gov/ceqa/guidelines/. Although the City of Los Angeles has updated the checklist to reflect the Guidelines changes, the CEQA Thresholds Guide, which was developed prior to the changes, has not been updated.*

surrounding area, panoramic views are obstructed by intervening buildings and topography. The Project Site is currently partially developed with a small cluster of single-story commercial buildings and two single-family residences. The remainder of the Project Site is an undeveloped dirt lot. Looking west on Lankershim Boulevard at the Project Site, there are glimpses of the San Gabriel Mountains to the east. However, the views are partially obstructed due to intervening trees and buildings. There are similar glimpses of the mountains looking east from other vantage points south on Lankershim near the Project Site. Vies looking north to the Santa Susana Mountains are only afforded from Lankershim Boulevard.

The Project would result in construction of a new 64-unit, four-story building and 99 small lot three-story single-family homes that would not change the view looking north on Lankershim Boulevard. The proposed height of the 64-unit multi-family building of 52 feet, which would be comparable to other existing multi-family buildings to the north, south and west of the Project Site. Views of the mountains would still be available via street corridors. Further, there are no focal views available in the vicinity that would be blocked by the Project. As such, the Project would result in a less than significant impact with respect to views of a scenic vista and no mitigation measures are required.

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

No Impact. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact would occur only if scenic resources would be damaged and/or removed by development of a project.

There are no significant natural features (such as rock outcroppings, bodies of water, substantial stands of native vegetation, etc.) on the Project Site. Additionally, there are no aesthetically significant man-made features (such as major architectural structures, monuments, or gardens), or historic buildings on the Project Site (see Cultural Resources, Section IV.5.). There are no State designated scenic highways located adjacent to or within view of the Project Site.[2] As such, implementation of the Project would not result in damage to scenic resources, and no impact would occur.

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

Less-Than-Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project introduced incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the area surrounding the Project Site.

General Character Significance Methodology

Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant aesthetic impact shall be made considering the following factors:

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered or demolished;
- The amount of natural open space to be graded or developed;

[2] *California Department of Transportation, Officially Designated State Scenic Highways, California Scenic Highway Program, Search for Los Angeles County, website: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed July 2016.*

- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc.;
- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;
- The degree to which the project would contribute to the area's aesthetic value; and
- Applicable guidelines and regulations.

The Project Site is located in an urbanized area of the Sun Valley – La Tuna Canyon Community Plan area. The Project vicinity consists of a combination of residential, commercial, and retail land uses varying from one to four stories high. The proposed 64-unit multi-family building would extend up to four stories high and the 99-small lot single family homes would extend up to three stories high. The Project Site is currently partially developed with a small cluster of single-story commercial buildings and two single-story single-family residences with the remainder of the site as a vacant dirt lot. Implementation of the Project would represent a change to the visual character of the Project Site and surrounding area. The following discussion addresses the extent and significance of the change to the visual character resulting from the development of the Project.

Height

The proposed multi-family building would extend up to approximately 52 feet tall from grade (four stories) and the small lot single family homes would extend up to approximately 36 feet tall from grade (three stories). The Project includes a 7-foot side yard setback for the multi-family building from the existing multi-family building property line to the north and northerly, southerly and easterly setbacks of approximately 15 feet for the small lot single-family portion from existing single-family home property lines abutting the site. Existing multi-family buildings that abut the Project Site range from two to three stories in height and multi-family buildings to the west across Lankershim Boulevard range from two to four stories tall from grade. Although the Project would result in a change in building height from the existing conditions, it would not substantially contrast with the existing heights and character of the Project area in general. There are several buildings with generally similar heights in the Project area currently:

- Two-story multi-family residential use, located approximately 10 feet north of the Project Site (multi-family portion) along Lankershim Boulevard;
- Two- to three-story commercial use, located approximately 150 feet north of the Project Site (multi-family portion) along Lankershim Boulevard;
- Three-story multi-family residential use, located approximately 115 feet south of the Project Site (multi-family portion) along Lankershim Boulevard and approximately 116 feet west of the proposed single-family lot homes portion of the Project Site;
- Four-story multi-family residential use, located approximately 105 feet west of the Project Site (multi-family portion), across Lankershim Boulevard;
- Two story multi-family residential use, located approximately 113 feet southwest of the Project Site (multi-family portion), across Lankershim Boulevard;
- Three-story multi-family residential use, located approximately 263 feet southwest (multi-family portion) and 374 feet west (small lot single family portion) of the Project Site, across Lankershim Boulevard;

- Three-story multi-family residential use, located approximately 454 feet southwest (multi-family portion) and 390 feet southwest (small lot single family portion) of the Project Site, across Lankershim Boulevard;
- Three-story hotel use, located approximately 646 feet southwest (multi-family portion) and 480 feet southwest (small lot single family portion) southwest of the Project Site, across Lankershim Boulevard; and
- Three-story multi-family residential use, located approximately 521 feet south (multi-family portion) and 203 feet south (small lot single family portion) of the Project Site along Lankershim Boulevard.

Considering the existing building heights in the area as well as the proposed setbacks of the proposed multi-family building to the existing off-site multi-family building to the north and the small lot single-family homes to the off-site single-family residences to the north, east and south, the height of the Project would not introduce an incompatible element to the existing visual character of the area. The interior area of the Project Site where the small lot single-family homes would be located are not visible from Lankershim Boulevard and would only be visible from backyards of the adjacent single-family homes. Further, the small lot single family portion of the Project Site is proposed to change the zone from R1-1 to RD1.5-1 which permits a maximum height of 45 feet and the small lots portion of the Project proposes 36 feet. Nevertheless, the height of the small lot homes of three-stories would be compatible in height to other nearby multi-family buildings. Therefore, the visual quality and character impact associated with the proposed building's height would be less than significant and no mitigation measures are required.

Massing

With respect to massing, the existing buildings in the vicinity of the Project Site extend from one to four stories high. The 64-unit apartment building is proposed to be constructed is approximately 42,430 gross square feet. Post-dedicated lot area is approximately 40,180 square feet. In the R3 zone, the allowed Floor Area Ratio (FAR) is 3 to 1. Therefore, the allowed maximum floor area for this portion of the Project Site is 104,106 square feet. The proposed 64-unit apartment building is 61,188 square feet, or an FAR of 1.76 to 1. The portion of the Project Site upon which the 99-small lot single-family homes are proposed to be located is approximately 171,181 gross square feet. The small lots portion of the Project Site is proposed to be re-zoned to RD1.5, which allows an FAR of 3 to 1. The proposed 99 small lot homes would comprise a total floor area of 168,127 square feet, or an FAR of 1.03 to 1. The existing commercial buildings on-site total approximately 8,449 square feet and the two single-family residences total 2,619 sq.ft. Thus, the Proposed Project would increase the building mass on the Project Site.

The area surrounding the Project Site includes buildings of similar height and mass, and the Project would not introduce building massing that would be out of character with the existing development in the area. Considering the existing urban environment and surrounding area, the proposed massing of the Project would not result in a substantial change to the visual character or the quality of the site or its surroundings. Therefore, the visual character impact associated with building mass would be less than significant and no mitigation measures are required.

Architectural Style and Urban Design

The buildings in the area of the Project Site vary in age and architectural style from more contemporary buildings to older buildings with little architectural interest. The Proposed Project's design is Spanish Colonial with combination of gabled rooflines with red tiles and flat roofs, tan stucco and some archways. The Project complements the scale and grain of the existing area while contributing an

architecturally-pleasing development along Lankershim Boulevard. The small lot single-family homes have been configured to front landscaped walkways and open space areas. Paseos with pathways are spread throughout the entire Project Site and connect to Lankershim Boulevard. Pedestrian access paths are separate from driveways to enhance walkability and safety. With respect to design and layout of the homes, the small lot homes have been placed in various orientations on the Site to increase the variation of facades. All homes include a covered porch at the entry with layered architectural features and varied roof modulations to add visual interest. See Figures II-6 through II-15 in Section II, Project Description, of this IS/MND.

As a result of the Proposed Project's architectural style and urban design on the Project Site, the proposed Project would be effectively integrated into the aesthetics of the area by means of design, architecture, size, massing, and location. Furthermore, the Proposed Project's location, height, scale, and architectural features are generally compatible with existing and planned development for the Sun Valley – La Tuna Canyon Community Plan area. Therefore, the visual character impact associated with architectural style and urban design would be less than significant and no mitigation measures are required.

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

Potentially Significant Unless Mitigation incorporated. For the purpose of this Initial Study, a significant impact may occur if a project introduces new sources of light or glare on or from the Project Site which would be incompatible with the areas surrounding the Project Site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether a project results in a significant nighttime illumination impact shall be made considering the following factors:

- The change in ambient illumination levels as a result of project sources; and
- The extent to which project lighting would spill off the Project Site and effect adjacent light-sensitive areas.

Light

The Project is located in a well-lit urban area of the City where there are moderate to high levels of ambient nighttime lighting, including street lighting, vehicle headlights, architectural and security lighting, and indoor building illumination (light emanating from structures which passes through windows), all of which are common to densely populated areas. Artificial light impacts are largely a function of proximity. The Project site is located within an urban environment, so that light emanating from any one source contributes to lighting impacts rather than being solely responsible for lighting impacts on a particular use. As uses surrounding the Project site are already impacted by lighting from existing development within the area, the amount of new light sources must be highly visible from light-sensitive uses to have any notable effect.

The Project would have the potential to alter lighting patterns in the area of the Project site as compared with the existing one-story commercial structures, surface parking lot and the two single-family structures on site. Night lighting for the Project would be provided to illuminate building entrances, driveways, commercial use, and for security. Additionally, headlights from vehicles entering and exiting the Project parking area at night would be an increased source of light at the Project site due to the greater intensity of use at the site. The Project apartment building will border the existing multi-

family residential use to the north and the parking garage entrance will be located on the south side of the new building away from the multi-family residential use to the north.

The small lot homes portion of the site is bordered by single-family residential uses to the north and east, multi-family residential use, commercial use, and surface parking to the west, and commercial use to the south. One of the main drive aisles would border the commercial use and multi-family parking lot to the west. However, most of the eastern side of the small lot home project area would include a 12-foot to 15-foot setback from the single-family homes and most of the area would include front door entrances to the homes with garages on the opposite side. Accordingly, no headlight impacts would occur as this location. A second drive aisle would abut the rear yard of a single-family home. Similar to the eastern side, the northern side would include a 12-foot to 15-foot set back and include front door entrances facing the single-family homes. Accordingly, no headlight impacts would occur at this location. A third drive aisle would be adjacent to Irvine Avenue and a fourth drive aisle would abut the rear yard of a single-family home. However, these uses currently border the Project Site's existing single family residences and nearby commercial uses. Therefore, light from most of the vehicle headlights would not directly shine upon nearby light-sensitive land uses and a 6-foot visually impermeable wall would be constructed along the eastern property line. Additionally, a 15-foot setback would provide separation between the site and the adjacent uses. Accordingly, no headlight impacts would occur at these locations.

Current sources of light associated with the Project site include vehicle headlights, security lights, and indoor building illumination. It is anticipated that the amount of light emanating from the Project would represent an increase over current light levels. Mitigation Measure I-120 ensures that outdoor lighting be designed and installed to shield light so that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above. Therefore, impacts would be less than significant with implementation of Mitigation Measure I-120.

Mitigation Measure

I-120 Outdoor lighting

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

Glare

Glare is a common phenomenon in the Southern California area due mainly to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, which results in a large concentration of potentially reflective surfaces. Potential reflective surfaces in the Project vicinity include vehicles traveling and parked on streets, building windows, and surfaces of brightly painted buildings.

The Project would have both solid and glass surfaces. However, the proposed materials do not include highly reflective surfaces, such as polished metal or mirrored glass. Therefore, the glare impact would be less than significant and no mitigation measures are required.

Shade and Shadows

The issue of shade and shadow pertains to the effect of shadows cast upon adjacent areas by proposed structures. The effects of shading are site specific.

As described in the *L.A. CEQA Thresholds Guide*, shadow effects are dependent upon several factors, including the local topography, the height and bulk of the project's structural elements, sensitivity of adjacent land uses, season, and duration of shadow projection. Facilities and operations sensitive to the effects of shading include: routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors. These land uses are considered to be sensitive because sunlight is important to function, physical comfort, or commerce.

As described in the *L.A. CEQA Thresholds Guide*, for the purpose of this Initial Study, a significant impact would occur if the proposed project introduced light-blocking structures in excess of 60 feet in height above the ground elevation that would be located within a distance of three times the height of the proposed structure to a shadow-sensitive use on the north, northwest, or northeast. The tallest building (four story apartment building) that would be developed with the Project would be 52 feet tall. Therefore, as the Project is less than 60 feet high, impacts would be less than significant and no mitigation measures are required.

Cumulative Impacts

Less than Significant. The focus of this cumulative impacts analysis is on the combined impact of the Project and the 15 related projects (see Section II.6, Related Projects) with respect to the topics listed in the aesthetics analysis above, including views, scenic resources, shade/shadow, etc. The cumulative impacts aesthetics study area is the extent of the related projects. The related project that is closest to the Project Site is Related Project No. 7, which is approximately 0.25 mile from the Project Site; however, there are numerous existing buildings obstructing the view between the Project Site and Related Project No. 7. Considering the existing built condition of the area surrounding the Project Site and that the related projects are not located within the field of view of the Project Site, the related projects would not combine with the Project to result in a cumulative aesthetic impact. Furthermore, none of the related projects are close enough to the Project Site to combine with the new sources of light from the Project Site. As discussed above, the Project would result in less-than-significant impacts to aesthetics and would improve the existing visual character of the Project Site. Thus, the Project's contribution to cumulative impacts with regard to the aesthetic and urban design appearance would not be cumulatively considerable. Considering all of the above, the cumulative aesthetic impact would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project were to result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use.

The Project Site is currently partially developed with a small cluster of single-story commercial buildings and two single-family residences. The remainder of the Project Site is an undeveloped dirt lot that has been historically disturbed. Located in an urbanized area of the City of Los Angeles, no farmland or agricultural activity exists on or in the vicinity of the Project Site. According to the Soil Candidate Listing for Prime Farmland of Statewide Importance, Los Angeles County, which was prepared by the U.S.

Department of Agriculture Natural Resources Conservation Service (NRCS), the soils at the Project Site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the Project Site has not been mapped pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.[3] Therefore, no impact would occur.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to another non-agricultural use.

The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the Los Angeles Municipal Code (LAMC), particularly Chapter 1, General Provisions and Zoning (City of Los Angeles Planning and Zoning Code). The Zoning Code includes development standards for the various districts in the City of Los Angeles. The Project Site is divided into two zoning designations in the Los Angeles Planning and Zoning Code. The northerly and easterly lots off of Lankershim Boulevard are zoned R3-1 CUGU (Multiple Dwelling Zone) and the remainder of the site is zoned R1-1 CUGU (One-Family Zone). The R1 zoned lots have a General Plan land use designation of Low Residential and the R3 lots are Medium Residential designations in the Sun Valley - La Tuna Canyon Community Plan (the "Community Plan"). Thus, the Project Site is not zoned for agricultural use, nor are there any agricultural uses currently occurring at the Project Site or within the surrounding area. Additionally, according to the State's most recent Williamson Act land data, neither the Project Site nor surrounding area are under a Williamson Act contract.[4] Therefore, no impact would occur and no mitigation measures are required.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12222(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to result in the conversion of land zoned 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)).

In the City, forest land is a permitted use in areas zoned OS (Open Space); however, the City does not have specific zoning for timberland or Timberland Production. The Project Site is divided into two zoning designations in the Los Angeles Planning and Zoning Code. The northerly and easterly lots off of Lankershim Boulevard are zoned R3-1 CUGU (Multiple Dwelling Zone) and the remainder of the site is zoned R1-1 CUGU (One-Family Zone). The R1 zoned lots have a General Plan land use designation of Low Residential and the R3 lots are Medium Residential designations in the Sun Valley - La Tuna Canyon

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[3] *Source: State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2006, Map, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2006/los06.pdf, accessed: July 2016.*

[4] *State of California Department of Conservation, Division of Land Resource Protection, State of California Williamson Act Contract Land, Data Submissions Current to 2014, published 2015, website: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/2014%20Statewide%20Map/WA_2014_11x17.pdf, accessed: July 29, 2016.*

Community Plan. The existing zoning at the Project site does not include or permit forest land, timberland, or Timberland Production land uses. Therefore, no impact would occur and no mitigation measures are required.

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

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to result in the loss of forest land or conversion of forest land to non-forest use. The Project Site is currently occupied with a small collection of one-story commercial buildings fronting Lankershim Boulevard totaling approximately 8,449 square feet with surface parking lots and two single-family homes totaling approximately 2,619 square feet behind these commercial buildings. The existing buildings and homes are currently occupied. No forest land exists on or in the vicinity of the Project Site, and implementation of the Project would not result in the loss or conversion of forest land. Therefore, no impact would occur and no mitigation measures are required.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project results in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

The Project Site is currently partially developed and is located in an urbanized area of the City of Los Angeles in the Sun Valley – La Tuna Canyon Community Plan area. No State-designated farmland, agricultural uses, or forest land uses are located in the surrounding area of the Project Site. As such, implementation of the Project would not result in the conversion of existing Farmland, agricultural uses, or forest land on- or off-site. Therefore, no impact would occur and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. The focus of this cumulative impacts analysis is on the combined impact of the Project and the 15 related projects (see Section II.3, [Related Projects]) with respect to the topics listed in the analysis above, including State-designated farmland, agricultural uses, and forest land uses. The cumulative impacts study area for agriculture and forestry resources is the extent of the related projects (see Figure II-13 [Location of Related Projects] in Section II [Project Description]). The Project Site and related projects are located in a developed area of the City, and none of these respective sites contain State-designated farmland.[5] Neither the Project Site nor the related projects are located on land currently used as agriculture or forest land, or on land zoned for agricultural uses or forest land, timberland, or Timberland Production. Thus, neither the Project nor the related projects would result in the conversion of existing agricultural uses or zoning to a non-agricultural use, nor result in the loss of forest land, timberland, Timberland Production or zoning, or the conversion of forest land to non-forest use. Therefore, there would be no cumulative impacts on agriculture and forestry resources.

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[5] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2012, published January 2015, website: ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/los12.pdf, accessed August 2016.*

III. AIR QUALITY

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

Less Than Significant Impact. A significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP), or would in some way represent a substantial hindrance to employing the policies, or obtaining the goals, of that plan.

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on March 3, 2017. This AQMP, referred to as the 2016 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2016 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin. The future air quality levels projected in the 2016 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by the Southern California Association of Governments (SCAG) in its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2016 AQMP also assumes that general development projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations which are designed to address air quality impacts and pollution control measures.

For general development projects, the SCAQMD recommends that consistency with the current AQMP be determined by comparing the population generated by the project to the population projections used in the development of the AQMP. Projects that are consistent with SCAG's applicable growth projections would not interfere with air quality attainment because this growth is included in the projections utilized in the formulation of the 2016 AQMP. As such, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds. It is assumed that the proposed Project would comply with all SCAQMD rules and regulations that are in effect at the time of development and that are applicable to the Project; the project applicant is not requesting any exemptions from the currently adopted or proposed rules.

The Project includes the demolition of existing uses and the construction of 163 residential units. As discussed in Question 13(a) herein, while the Project would increase population and housing totals, the Project would not conflict with the regional growth projections for the Los Angeles Subregion. In addition, and further discussed herein, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Thus, the Project would not impair implementation of the AQMP, and this impact would be less than significant.

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

Less Than Significant. A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation.

The Project Site is located in the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the Basin. To address potential impacts from construction and operational activities, the SCAQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in Table IV-1, SCAQMD Thresholds of Significance, be considered significant. The City defers to these thresholds for the evaluation of construction and operational air quality impacts.

Table IV-1
SCAQMD Thresholds of Significance

Pollutant	Construction Thresholds (lbs/day)	Operational Thresholds (lbs/day)
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO_x)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO_x)	150	150
Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55

Note: lbs = pounds.
Source: SCAQMD Air Quality Significance Thresholds, website: http://aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2; Revised March 2015 accessed November 2017.

Regional Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 24 months. This assumption is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in three main steps: (1) demolition of existing uses, (2) grading and site/foundation preparation, and (3) building construction. Demolition and site clearing would occur for approximately one month (22 construction days) and would require the demolition and removal of approximately 2,619 square feet of existing uses. This analysis assumes daily on-site demolition activities would require the following equipment: one concrete/industrial saw, two rubber tired dozers, and three excavators. Grading and site/foundation preparation would occur for approximately two months (44 construction days) and this analysis assumes approximately 5,000 cubic yards (cy) of cut and 5,000 cy of fill would occur to balance the site. This analysis assumes daily grading and site/foundation preparation activities would require the following equipment: one excavator, one grader, one rubber tired dozer, and three tractors/loaders/backhoes. Building construction would occur for approximately 21 months and would include the construction of the proposed structures, connection of utilities, laying irrigation for landscaping, architectural coatings, and landscaping the Project Site. This analysis assumes that the maximum daily construction building activities would require the following equipment: one crane, three forklifts, one generator set, three tractors/loaders/backhoes, one welder, and one air compressor.

These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving grading and site preparation would

primarily generate $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time. The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod 2013.2.2) recommended by the SCAQMD. Due to the construction time frame and the normal day-to-day variability in construction activities, it is difficult, if not impossible, to precisely quantify the daily emissions associated with each phase of the proposed construction activities. Nonetheless, Table IV-2, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each construction phase.

These calculations assume that appropriate dust control measures would be implemented as part of the project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes (at least three times per day), applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. As shown in Table IV-2, construction-related daily emissions associated with the project would not exceed any regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, regional construction impacts are considered to be less than significant.

Table IV-2
Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Demolition Phase						
Fugitive Dust	--	--	--	--	0.20	0.03
Off-Road Diesel Equipment	3.56	36.83	31.73	0.04	1.81	1.69
On-Road Diesel (Hauling)	0.04	0.57	0.51	0.01	0.05	0.02
Worker Trips	0.06	0.08	0.80	0.01	0.17	0.05
Total Emissions	***3.66***	***37.48***	***33.04***	***0.06***	***2.23***	***1.79***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Grading & Site/Foundation Preparation Phase						
Fugitive Dust	--	--	--	--	2.39	1.30
Off-Road Diesel Equipment	3.00	31.07	24.00	0.03	1.72	1.58
Worker Trips	0.06	0.08	0.80	0.01	0.17	0.05
Total Emissions	***3.06***	***31.15***	***24.80***	***0.04***	***4.28***	***2.93***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Building Construction Phase						
Building Construction Off-Road Diesel Equipment	2.67	23.26	17.53	0.03	1.49	1.40
Building Construction Vendor Trips	0.14	1.35	2.03	0.01	0.13	0.05
Building Construction Worker Trips	0.44	0.60	6.27	0.02	1.33	0.36
Architectural Coatings	25.65	--	--	--	--	--

Table IV-2
Estimated Peak Daily Construction Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Architectural Coating Off-Road Diesel Equipment	0.27	1.84	1.84	0.01	0.13	0.11
Architectural Coatings Worker Trips	0.08	0.11	1.17	0.01	0.27	0.07
Total Emissions	***29.25***	***27.16***	***28.84***	***0.08***	***3.35***	***1.99***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	No	No	No	No	No	No
Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Calculation sheets are provided in Appendix A to this Draft IS/MND.						

Regional Operational Emissions

The Project Site is currently occupied with a small collection of one-story commercial buildings fronting Lankershim Boulevard and two single-family homes behind the commercial buildings. As such, air pollutant emissions are currently generated at the Project Site by area sources, energy demand, and mobile sources such as motor vehicle traffic traveling to and from the Project Site. The average daily emissions generated by the existing uses at the Project Site have been estimated utilizing CalEEMod 2013.2.2 recommended by the SCAQMD. As shown in Table IV-3, Existing Daily Operational Emissions at Project Site, motor vehicles are the primary source of air pollutant emissions associated with existing uses at the Project Site.

Table IV-3
Existing Daily Operational Emissions at Project Site

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Area Sources	0.83	0.02	1.17	<0.01	0.15	0.15
Energy Demand	<0.01	0.05	0.03	<0.01	<0.01	<0.01
Mobile (Motor Vehicles)	0.37	1.00	4.15	<0.01	0.63	0.18
Total Existing Emissions	**1.21**	**1.06**	**5.35**	**0.01**	**0.79**	**0.34**
Wintertime (Non-Smog Season) Emissions						
Area Sources	0.83	0.02	1.17	<0.01	0.15	0.15
Energy Demand	<0.01	0.05	0.03	<0.01	<0.01	<0.01
Mobile (Motor Vehicles)	0.39	1.05	4.17	<0.01	0.63	0.18
Total Existing Emissions	**1.23**	**1.11**	**5.38**	**0.01**	**0.79**	**0.34**
Calculation data provided in Appendix A to this Draft IS/MND. Column totals may not add due to rounding from the model results.						

The Project includes the demolition of existing uses and the construction of 163 residential units. Operational emissions generated by area sources, motor vehicles and energy demand would result from normal day-to-day activities of the Project. The analysis of daily operational emissions associated with the project has been prepared utilizing CalEEMod 2013.2.2 recommended by the SCAQMD. The results of these calculations are presented in Table IV-4, Estimated Daily Operational Emissions. As shown, the net increase in operational emissions generated by the Project would not exceed the regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Project would be less than significant.

Table IV-4
Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Area Sources	4.23	0.16	13.59	<0.01	0.27	0.27
Energy Demand	0.04	0.36	0.15	<0.01	0.03	0.03
Mobile (Motor Vehicles)	2.86	8.18	33.53	0.11	7.09	1.99
Total Project Emissions	***7.13***	***8.70***	***47.27***	***0.11***	***7.39***	***2.29***
Less Existing Site Emissions	1.21	1.06	5.35	0.01	0.79	0.34
Net Increase Project Emissions	**5.92**	**7.64**	**41.92**	**0.10**	**6.60**	**1.95**
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Area Sources	4.23	0.16	13.59	<0.01	0.27	0.27
Energy Demand	0.04	0.36	0.15	<0.01	0.03	0.03
Mobile (Motor Vehicles)	2.99	8.61	33.55	0.10	7.09	1.99
Total Project Emissions	***7.26***	***9.13***	***47.29***	***0.10***	***7.39***	***2.29***
Less Existing Site Emissions	1.23	1.11	5.38	0.01	0.79	0.34
Net Increase Project Emissions	**6.03**	**8.02**	**41.91**	**0.09**	**6.60**	**1.95**
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No

Note: Column totals may not add due to rounding from the model results. Assumes all hearth would be natural gas. Calculation sheets provided in Appendix A to this Draft IS/MND.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative threshold for ozone precursors)?

Less Than Significant Impact. A significant impact may occur if a project would add a considerable cumulative contribution to federal or State non-attainment pollutant.

Because the South Coast Air Basin is currently in nonattainment for ozone, nitrogen dioxide (NO_2), PM_{10} and $PM_{2.5}$, related projects may exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed above, the mass daily construction and operational emissions generated by the Project would not exceed any of the thresholds of significance recommended by the SCAQMD. Also, as discussed below, localized emissions generated by the Project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the Project would not contribute a cumulatively considerable increase in emissions for the pollutants which the Basin is in nonattainment. Thus, cumulative air quality impacts associated with the Project would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors.

Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function. The nearest sensitive receptors to the Project Site are residential uses to the north, east and west.

Localized Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. The SCAQMD has developed localized significance threshold (LST) look-up tables for project sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each Source Receptor Area (SRA) and various distances from the source of emissions.

In the case of this analysis, the Project Site is located within SRA 7 covering the East San Fernando Valley area. The nearest sensitive receptors to the Project Site are residential uses within 25 meters. The closest receptor distance in the SCAQMD's mass rate look-up tables is 25 meters. Projects that are located closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors located within 25 meters. As mentioned previously, the Project Site is 4.90 acres in size, or approximately five acres. Therefore, the LSTs for a five-acre site in SRA 7 with receptors located within 25 meters have been used to address the potential localized NOx, CO, PM_{10}, and $PM_{2.5}$ emissions to the area surrounding the Project Site.

As shown in Table IV-5, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for a five-acre site in SRA 7. Therefore, localized air quality impacts from Project construction activities on the off-site sensitive receptors would be less than significant.

Table IV-5
Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Demolition Emissions	**36.83**	**31.73**	**2.01**	**1.72**
SCAQMD Localized Thresholds	*172.00*	*1,434.00*	*14.00*	*8.00*
Potentially Significant Impact?	No	No	No	No
Grading & Site/Foundation Preparation Emissions	**31.07**	**24.00**	**4.11**	**2.88**
SCAQMD Localized Thresholds	*172.00*	*1,434.00*	*14.00*	*8.00*
Potentially Significant Impact?	No	No	No	No
Building Construction Emissions	**25.10**	**19.37**	**1.62**	**1.51**
SCAQMD Localized Thresholds	*172.00*	*1,434.00*	*14.00*	*8.00*
Potentially Significant Impact?	No	No	No	No

Table IV-5
Localized On-Site Peak Daily Construction Emissions

Construction Phase [a]	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust. Building construction emissions include architectural coatings.
[a] The Project Site is 4.90 acres. Consistent with SCAQMD recommendations, the localized thresholds for all phases are based on a five-acre site with a receptor distance of 25 meters (82 feet) in SCAQMD's SRA 7.
[b] The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD. As discussed previously, the analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.
Calculation sheets are provided in Appendix A to this Draft IS/MND.

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The SCAQMD suggests conducting a CO hotspots analysis for any intersection where a project would worsen the Level of Service (LOS) from A-C to any level below C, and for any intersection rated D or worse where the project would increase the V/C ratio by two percent or more. Based on a review of the Project's traffic analysis,[6] the Project would not meet the SCAQMD criteria at any of the intersections in the Project vicinity. Therefore, the Project would not have the potential to cause or contribute to an exceedance of the California one-hour or eight-hour CO standards of 20 or 9.0 ppm, respectively; or generate an incremental increase equal to or greater than 1.0 ppm for the California one-hour CO standard, or 0.45 ppm for the eight-hour CO standard at any local intersection. Therefore, impacts with respect to localized CO concentrations would be less than significant.

Toxic Air Contaminants (TAC)

As the Project consists of residential uses, the Project would not include any land uses that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants and no toxic airborne emissions would typically result from Project implementation. In addition, construction activities associated with the Project would be typical of other development projects in the City, and would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

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

Less Than Significant Impact. A project-related significant adverse effect could occur if construction or operation of the Project would result in generation of odors that would be perceptible in adjacent sensitive areas.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project involves the construction and operation of residential uses, which are not typically associated with odor complaints. Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area

[6] *Traffic Impact Report for Proposed Lankershim (7660) Residential Project, Crain & Associates, April 2016.*

surrounding the Project. The Project would use typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. As the Project involves no operational elements related to industrial projects, no long-term operational objectionable odors are anticipated. Therefore, potential impacts associated with objectionable odors would be less than significant.

Cumulative Impacts

Less than Significant Impact. Because the Basin is currently in nonattainment for ozone, NO_2, PM_{10} and $PM_{2.5}$, related projects may likely exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the Project contribution, SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, SCAQMD states that if an individual development project generates less-than-significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

IV. BIOLOGICAL RESOURCES

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project site is partially developed with two commercial buildings, two single-family residences, and surface parking lots, and is located in a heavily urbanized area of Northeast Valley. According to the *L.A. CEQA Threshold Guide*, the City encompasses a variety of open space and natural areas that serve as habitat for sensitive species. Much of this natural open space is found in or is adjacent to the foothill regions of the San Gabriel, Santa Susana, Santa Monica, and Verdugo Mountains, the Simi Hills, and along the coastline between Malibu and the Palos Verdes Peninsula. Many of the outlying areas are contiguous with larger natural areas, and may be part of significant wildlife habitats or movement corridors. The central and valley portions of the City contain fewer natural areas.[7] According to Exhibit

[7] *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, pages C-1 – C-2.*

C-4 of the *L.A. CEQA Threshold Guide*, the Project Site and surrounding area are not identified as a biological resource area.[8] Moreover, the Project Site and immediately surrounding area are not within or near a designated Significant Ecological Area (SEA).[9] The nearest SEA is number 27, Verdugo Mountains, approximately 2 miles northeast of the Project Site.

The Project Site does not contain any habitat capable of sustaining any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Additionally, there are no known locally designated natural communities at the Project Site or in the immediate vicinity, nor is the Project Site located immediately adjacent to undeveloped natural open space or a natural water source that may otherwise serve as habitat for State- or federally-listed species. Therefore, the Project would have no impact on sensitive biological species or habitat and no mitigation measures are required.

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

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community;
- The alternation of an existing wetland habitat; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is partially developed with two commercial buildings surface parking lot and two single-family residences, with the remainder of the site undeveloped but previously disturbed and is located in a heavily urbanized area of the Sun Valley – La Tuna Canyon Community Plan area of Los Angeles. No riparian or other sensitive habitat areas are located on or adjacent to the Project site.[10] As discussed above, neither the Project Site nor adjacent areas are within a biological resource area or Significant Ecological Area. Implementation of the Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities. Therefore, no impact would occur and no mitigation measures are required.

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[8] *Ibid, Exhibit C-4, Biological Resource Areas (Coastal and Southern Geographical Area).*

[9] *Los Angeles County Department of Regional Planning, SEA Program database, website: http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-3_significant_ecological_areas.pdf, accessed August 2016.*

[10] *City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, Exhibit C-4, Biological Resource Areas (Coastal and Southern Geographical Area); and U.S. Fish and Wildlife Service,* National Wetlands Inventory, Wetlands Mapper, website: http://www.fws.gov/wetlands/Data/Mapper.html, accessed: August 2016.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat.

The Project Site is within a developed area and now is improved with two commercial buildings, surface parking lot and two single-family residences. Review of the National Wetlands Inventory identified no protected wetlands in the immediate Project Site area.[11] The Project Site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. Therefore, no impacts to riparian or wetland habitats would occur with implementation of the Project and no mitigation measures are required.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less-Than-Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in interference with wildlife movement or migration corridors that may diminish the chances for long-term survival of a sensitive species.

As discussed in Section 4(a), the Project Site is located in an area that has been previously developed in an urbanized area of the City of Los Angeles. Due to the urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the vicinity of the Project Site.[12] However, there are 22 non-protected trees on site with five native trees (*Juglans californica*) that will be removed during construction of the Project. These trees, as well as other trees near the Project Site, could contain suitable habitat for nesting migratory birds that are protected under the federal Migratory Bird Treaty Act (MBTA). The MBTA, which is an international treaty ratified in 1918, protects migratory nongame native bird species (as listed in 50 C.F.R. Section 10.13) and their nests. Additionally, Section 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit the taking of all birds and their active nests, including raptors and other migratory nongame birds (as listed under the MBTA). The Project would be required to comply with these existing federal and state laws, MBTA and California Fish and Game Code, respectively. In accordance with these laws and regulations, the Project would be required to conduct vegetation removal and initiate grading activities outside of nesting season (generally defined as February 1st through August 31st). Should vegetation removal and/or grading activities be scheduled for during nesting bird season, pre-construction surveys for nesting birds would be required. A qualified wildlife biologist would conduct weekly surveys no more than 30 days prior to initiation of construction activities with the final survey occurring no more than three days prior. If active nests are discovered, clearing and grading in the vicinity of the nest(s) would be deferred until after the young birds have fledged and there is no evidence of a second attempt to nest. A minimum buffer of 300 feet (500 feet for raptors) nests would be maintained during construction. The biologist would be required to remain onsite and serve as a construction monitor to ensure that no impacts to the nests occur.

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[11] *U.S. Fish and Wildlife Service,* National Wetlands Inventory, Wetlands Mapper, website: http://www.fws.gov/wetlands/Data/Mapper.html, accessed: August 2016.

[12] *California Habitat Connectivity Projects, California Department of Fish and Wildlife, website: https://map.dfg.ca.gov/bios/?bookmark=648, accessed: August 2016.*

Compliance with these requirements would ensure that impacts would be less than significant and no mitigation measures are required.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Potentially Significant Unless Mitigation Incorporated. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project-related significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance, 177,404.

A tree assessment (included in Appendix B to this IS/MND) was prepared for the Project in December 2015 to assess on-site trees in order to determine if any were native, protected species as recognized by City Ordinance No. 177,404. The Ordinance's criteria for protected trees include:

> "Any of the following Southern California native tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree:
>
> (a) Oak tree including Valley Oak (*Quercus lobata*) and California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus dumosa*).
> (b) Southern California Black Walnut (*Juglans californica var. californica*).
> (c) Western Sycamore (*Plantanus racemosa*).
> (d) California Bay (*Umbellulaira californica*)."

The tree assessment included an inventory of trees within the Project Site boundaries and identified 27 trees of which five are Southern California Black Walnut (*Julans californica*). These trees have trunk diameters of 30 to 41 inches and height of 20 to 30 feet, which are greater than eight-inch diameter and four and one-half foot height ordinance thresholds. Thus, these on-site trees are protected under Ordinance No. 177,404. As the Project would remove these protected native black walnut trees, Mitigation Measure IV-80 is required, which would also reduce potential impacts from the loss of protected trees to a less than significant level by requiring tree replacement. Therefore, with implementation of Mitigation Measure IV-80, potential impacts to local ordinances protecting biological resources would be less than significant.

The remaining 22 trees on the Project Site are not protected trees pursuant to Ordinance No. 177,404. However, as the remaining on-site nonnative trees would be removed during construction of the Project, the City of Los Angeles requires a 1:1 ratio replacement (with a minimum 24-inch box tree) of significant trees (defined as having an eight inch or greater trunk diameter, or cumulative trunk diameter, if multi-trunked, as measured 54 inches above the ground). Potential impacts due to the loss of the trees onsite will be mitigated to a level of insignificance by the following measures:

Mitigation Measure

IV-70 Tree Removal (Non-Protected Trees)

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.

- All significant trees (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree.

- A Landscape Plan shall be prepared, indicating the location of all replacement trees, to the satisfaction of the decision-maker. 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 of the Department of Public Works, Bureau of Street Services.

IV-80 Tree Removal (Locally Protected Species)

- 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 mitigation 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):

  b.The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated whichever is longer. Any change of ownership shall require that the new owner post a new protected tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's protected tree bond may be exonerated.

  - 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 the exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the protected trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact would occur if a project would be inconsistent with mapping or policies in any conservation plans of the types cited.

The Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, no impact would occur with implementation of the Project.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 15 related projects (see Section II.3, [Related Projects]) with respect to the topics listed in the biological resources analysis above, including special status species and habitat, riparian habitat and sensitive natural communities, wetlands, wildlife movement, protected trees, etc. The cumulative impacts study area for biological resources is the extent of the related projects.

As discussed above, the Project would not result in a potentially significant impact to biological resources with implementation of regulatory compliance measure regarding the removal of the 22 non-protected trees that are considered significant, and Mitigation Measure IV-80 regarding the removal of the five protected trees. The Project site and the related projects are located in an urbanized area in the City. However, it is unknown whether or not any of the properties on which the related projects are located contain biological resources, such as sensitive species, significant trees, or protected trees. Nonetheless, as the Project would mitigate the loss of significant and protected trees through replacement, biological resource impacts would be less than significant, and as such, there is no potential for the Project to contribute to a cumulative impact and no mitigation measures are required.

V. CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if a project would disturb historic resources which presently exist within the Project Site. Section 15064.5 of the State CEQA Guidelines defines an historical resource as:

1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources;

2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or

3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A significant adverse effect would occur if a project were to adversely affect an historical resource meeting one of the above definitions. A substantial adverse change in the significance of a

historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

The Project Site is currently occupied with a small collection of one-story commercial buildings fronting Lankershim Boulevard totaling approximately 8,449 square feet with surface parking lots and two single-family homes totaling approximately 2,619 square feet behind these commercial buildings. According to the City of Los Angeles ZIMAS, Survey LA, and the Los Angeles Historic Resources Inventory, the Project Site is not located within any Historic Preservation Overlay Zones or Significant Ecological Areas. Further, none of the existing structures found on site are listed in the Historic Places LA, Survey LA, Los Angeles Historic Resources Inventory.[13] Additionally, the area is not determined to be a historic district.

According to SurveyLA, a nearby structure, located at 7744 Lankershim Boulevard, is designated an historic resource. This historic resource is located approximately 130 feet north of the Project Site and separated by a 2-story apartment building. The distance and separation by another structure would attenuate Project construction activities including noise vibration. Visually the Project would not detract from the resource due to distance. Further, the Project Site's change in land use (including density/intensity) would be compatible to the intervening apartment building and, thus, not impact the historic resource. As such, the Project would not cause any substantial adverse change in the immediate surroundings such that the significance of the historical resource would be materially impaired and no impacts would occur.

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

Less Than Significant. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a significant impact may occur if grading or excavation activities associated with a project would disturb archaeological resources which presently exist within the Project Site.

The Project Site and immediately surrounding area do not contain any known archaeological sites or archaeological survey areas.[14] The South Central Coastal Information Center(SCCIC) at California State University, Fullerton is one of twelve regional information centers that comprise the California Historical Resources Information System (CHRIS). The SCCIC houses information about historical resources (e.g., location size, age, etc.) within Ventura, Los Angeles, and Orange Counties per CHRIS standards. SCCIC was contacted on June 27, 2017 to conduct a records search that included the Project Site and a half mile radius of the Site. SCCIC responded to the request in a letter dated July 11, 2017. The search included a review of all recorded archaeological and built-environment resources, as well as a review of cultural resource reports on file. Based on the results of this records search, the Project area and most of the surrounding radius has not been surveyed for cultural resources. SCCIC recommended the site be surveyed and the Native American Heritage Commission (NAHC) be consulted. [15]

In accordance to Regulatory Compliance Measure RC-CR-2 (Archaeological), if archaeological resources are discovered during excavation, grading or construction, work shall cease in the area of the find until a

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[13] *Historic Places LA, Los Angele Historic Resources Inventory website: http://www.historicplacesla.org/search, accessed August 2016.*

[14] *City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Figure CR-1, Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles.*

[15] *Isabela Kott, GIS Technician/Staff Researcher, South Central Coastal Information Center, correspondence dated July 11, 2017.*

qualified archaeologist has evaluated the find and shall be treated in accordance with federal, State and local guidelines as set forth in the California Public Resource Code Section 21083.2. Personnel of the Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project Site. Thus, implementation of Regulatory Compliance Measure RC-CR-2 (Archaeological) would ensure that any potential impact to a previously unknown archaeological resource is reduced to a less than significant level. Therefore, with compliance to regulatory measures, the Project's impacts on archaeological resources would be less than significant.

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

Less Than Significant. A significant impact could occur if grading or excavation activities associated with a project would disturb paleontological resources or geologic features which presently exist within the Project Site.

The Project Site is relatively flat, and does not contain any unique geological features. There are no known paleontological resources within the Project Site.[16] [17] The Project Site and surroundings are within an area identified as having surface sediments with unknown fossils potential.[18] Additionally, the Project is located in a highly urbanized area of the City and has been subject to past disturbance, including the construction of the site's existing uses, and no paleontological resources have been identified on site or in the vicinity. However, the Project would require additional ground disturbance that may involve deeper excavation than previously performed at the site into native soils that may contain paleontological resources. As such, previously unknown paleontological resources may exist beneath the Project Site that could be uncovered during excavation activities. In accordance to Regulatory Compliance Measure RC-CR-3 (Paleontological), if paleontological resources are discovered during excavation, grading or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and work shall cease in the area of the find until a qualified paleontologist has evaluated the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame and the extent to which any monitoring of earthmoving activities shall be required. The deposits shall be treated in accordance with federal, State and local guidelines as set forth in the California Public Resource Code Section 21083.2. Implementation of regulatory compliance measures would ensure that any potential impact to a previously unknown paleontological resource is reduced to a less than significant level. Therefore, with compliance to regulatory measures, the Project's impacts on paleontological resources would be less than significant.

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

Less Than Significant. A significant adverse impact could occur if grading or excavation activities associated with a project were to disturb previously interred human remains.

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[16] *City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Figure CR-2, Vertebrate Paleontological Resources in the City of Los Angeles.*

[17] *Natural History Museum of Los Angeles County, Paleontological Records Check for Paleontological Resources, July 11, 2017.*

[18] *City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Figure CR-3, Invertebrate Paleontological Resource Sensitivity Areas in the City of Los Angeles.*

There are no known human remains within the Project Site. However, it is unknown whether human remains may exist beneath the Project Site that could be encountered during Project excavation and grading activities. While no formal cemeteries, other places of human internment, or burial grounds sites are known to occur within the immediate Project Site area, there is always a possibility that human remains could be encountered during construction. I In accordance to Regulatory Compliance Measure RC-CR-4 (Human Remains), if human remains are discovered during construction demolition and/or, grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the American Heritage Commission (NAHC). The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American. Thus, implementation of Regulatory Compliance Measure RC-CR-4 (Human Remains) would ensure that any potential impact to some previously unknown human remains is reduced to a less than significant level. Therefore, with compliance to regulatory measures, the Project's impacts on disturbing human remains would be less than significant.

Cumulative Impacts

Less Than Significant Impact. The focus of this cumulative impacts analysis is on the combined impact of the Project and the 15 related projects (see Section II.3, Related Projects) with respect to the topics listed in the cultural resources analysis above, including historic, archaeological, and paleontological resources, and human remains. The cumulative impacts study area for cultural resources is the extent of the related projects.

The Project Site does not contain any known cultural resources; however, with implementation of regulatory measures, potential impacts from the inadvertent discovery of cultural resources would be reduced to a less than significant level. It is unknown whether or not any of the properties on which the related projects are located contain cultural resources. Any related project sites that contain historical, archaeological, or paleontological resources, or human remains would be required to comply with regulatory measures similar to those that are required for the Project. Nonetheless, as there are no known cultural resources on the Project Site, there is no potential for the Project to contribute to a cumulative impact and no mitigation measures are required.

VI. GEOLOGY AND SOILS

The following section summarizes the information provided in the report *Geotechnical Investigation and Percolation Testing For SUSMP, Proposed Residential Development Project (Apartment Building and Single Family Residences) 7718,7720, 7724, 7726 & 7660 North Lankershim Boulevard, Los Angeles (North Hollywood), California* prepared by Applied Earth Sciences, dated March 17, 2016 (Geotechnical Report). The Geotechnical Report is provided as Appendix C to this Draft Initial Study.

a) Would the project 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.

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to

substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if a project site is located within a State-designated Alquist-Priolo Fault Zone or other designated fault zone, and appropriate building practices are not employed.

The Project Site is located in the seismically active region of Southern California. Southern California faults are classified as "active" or "potentially active." Faults from past geologic periods of mountain building that do not display evidence of recent offset are considered "potentially active." Faults that have historically produced earthquakes or show evidence of movement within the past 11,000 years are considered to be "active faults." The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazards of surface faulting and fault rupture to built structures, and Alquist-Priolo Special Studies Fault Zones have been designated by the California Geological Survey around faults that have been indicated to be active. Surface rupture generally occurs within 50 feet of an active fault line. Locally, the City of Los Angeles Department of Building and Safety (LADBS) has established Preliminary Fault Rupture Study Areas where active faults may exist and present a potential for surface ground rupture to occur during a local earthquake. These preliminary study areas are intended to act as a temporary Earthquake Fault Zone until the California Geological Survey establishes a permanent Alquist-Priolo Earthquake Fault Zone based, in part, on the geologic investigations produced by the City.

No known active faults cross the Project Site, and the Project Site is not located within a currently-designated Alquist-Priolo Earthquake Fault Zone.[19] The nearest active fault to the Project Site is the Verdugo Fault, approximately 2.1 miles from the site.[20] Thus, the potential for future surface rupture on site is very low. Moreover, the Project Site is not within a Preliminary Fault Rupture Study Area.[21] Therefore, impacts would be less than significant and no mitigation measures are required.

b) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?

Less-Than-Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this analysis, a significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically-induced ground shaking hazards that are greater than the average risk associated with locations in the Southern California region.

The Project Site is within the seismically active Southern California region and is, therefore, susceptible to ground shaking during a seismic event. The nearest fault to the Project Site is the Hollywood Fault, located approximately 2.1 miles from the Project Site.[22] The Project Site is located within Site Class D per the 2013 California Building Code, and accordingly, would comply with the City Building Code and the California Building Code seismic standards appropriate to the Project Site area, as well as the determinations of the Project structural engineer.[23] Thus, through compliance with existing applicable

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[19] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: July 2016.*

[20] *Ibid.*

[21] *Ibid.*

[22] *Ibid.*

[23] *Applied Earth Sciences, Geotechnical Investigation and Percolation Testing For SUSMP, Proposed Residential Development Project (Apartment Building and Single Family Residences) 7718,7720, 7724, 7726 & 7660 North Lankershim Boulevard, Los Angeles (North Hollywood), California, March 17, 2016, page 4.*

building codes and structural engineering determinations related to seismic standards and design, ground-shaking hazards at the Project Site would not be greater than the average risk in the Southern California region. Therefore, impacts would be less than significant and no mitigation measures are required.

c) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the project is located in an area identified as having a high risk of liquefaction and mitigation measures required within such designated areas are not incorporated into the project.

Liquefaction is a process whereby strong seismic shaking causes unconsolidated, water-saturated sediment to temporarily lose strength and behave as a fluid. The possibility of liquefaction occurring at a given site is dependent on several factors, including: anticipated intensity and duration of ground shaking; the origin, texture, and composition of shallow sediments (in general, cohesionless, fine-grained sediments such as silts or silty sands, and areas of uncompacted or poorly compacted fills are more prone to liquefaction); and the presence of shallow groundwater.

The Project Site is not located in a liquefaction zone.[24] According to the Soils Engineering Exploration report prepared for the Project, the potential for liquefaction at the Project Site is very low.[25] The State Seismic Hazard Zone Maps has placed the Project Site outside the zone of potential liquefaction.[26] Further, the City of Los Angeles Safety Element does not identify the Project Site as a liquefiable area or potentially liquefiable area.[27] Therefore, no impact would occur and no mitigation measures are required.

d) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. According to City of Los Angeles Department of Planning, Zone Information and Map Access System[28] and the City of Los Angeles

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[24] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: July 2016.*

[25] *Applied Earth Sciences, Geotechnical Investigation and Percolation Testing For SUSMP, Proposed Residential Development Project (Apartment Building and Single Family Residences) 7718,7720, 7724, 7726 & 7660 North Lankershim Boulevard, Los Angeles (North Hollywood), California, March 17, 2016, page 4.*

[26] *Ibid.*

[27] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Safety Element Exhibit B: Areas Susceptible to Liquefaction in the City of Los Angeles, May 1995, website: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed: July 2016.*

[28] *City of Los Angeles Department of Planning, Zone Information and Map Access System, website: http://zimas.lacity.org/, accessed July 2016.*

General Plan, Safety Element (1996),[29] the Project Site is not located within an area identified as having potential for landslides.

The Project Site is in a developed area of the City and there are no known landslides nearby, nor is the site in the path of any known or potential landslides. Therefore, no impact would occur and no mitigation measures are required.

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

Less-Than-Significant Impact. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. The Project Site is partially developed with a small cluster of commercial buildings, a parking area and two single-family homes with the balance of the majority of the site undeveloped. Thus, soil is currently exposed on the Project Site. Project grading, excavation, and construction would continue to expose soil on the site, for a limited time, resulting in possible erosion during the initial stages of construction. Although there is a potential to expose soil to erosion, this potential would be reduced through implementation of stringent controls imposed by grading and building regulations.

The potential for soil erosion during operation of the Project is low due to the fact that the Project Site would be almost entirely paved and/or landscaped. All grading activities would require permits from the Department of Building and Safety, which would include requirements to limit the potential impacts associated with erosion. In addition, onsite grading and site preparation must comply with all applicable provisions in Chapter IX, Division 70 of the LAMC, which addresses grading, excavation, and fills. With implementation of the applicable grading and building requirements as well as best management practices, impacts associated with soil erosion would be less than significant.

f) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less-Than-Significant Impact. A significant impact may occur if a project is built in an unstable area without proper site preparation or design features to provide adequate foundations for proposed buildings, thus posing a hazard to life and property. Potential impacts with respect to liquefaction and landslides are evaluated in Questions 6(a)(iii) and (iv) above. There is no evidence that the Project Site is susceptible to lateral spreading or subsidence. Safe construction practices would be exercised through compliance with the City of Los Angeles Building Code, which includes building foundation requirements appropriate to site conditions. The Project would not be located on a geologic unit or on soil that is unstable, or that would become unstable as a result of the Project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Further, safe construction would be assured through compliance with the City Building Code. Therefore, impacts related to soil stability would be less than significant and no mitigation measures are required.

[29] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Safety Element Exhibit C: Landslide Inventory and Hillside Areas in the City of Los Angeles, May 1995, website: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed: July 2016.*

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

No Impact. A significant impact may occur if the project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property.

The on-site soil profile, as depicted in the borings to the depth explored, consists of predominantly sand soils with slight to no fines and gravelly pockets. Thickness of surficial fill was found to be approximately 2 feet. The native soils were found to be generally medium dense. The results of laboratory testing indicated that the site native soils within the influence zone of foundation pressure were of moderate strengths and moderately compressible. The site soils were found to be granular in nature and considered to be virtually non-expansive.[30] Even so, it should be noted that safe construction practices would be exercised through compliance with the State and City building codes requirements, which includes building foundation requirements appropriate to site conditions, as well as through the Project incorporating the recommendations of the geotechnical consultant in the Soils Engineering Investigation. Therefore, as expansive soil has not been identified at the Project Site, no impact would occur and no mitigation measures are required.

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

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, this question would apply to a project only if it was located in an area not served by an existing sewer system.

The Project Site is located in a developed area, which is served by an existing wastewater collection, conveyance, and treatment system operated by the City. No septic tanks or alternative disposal systems are necessary, nor are they proposed by the Project. Therefore, no impact would occur and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. The focus of this cumulative impacts analysis is on the combined impact of the Project and the 15 related projects (see Section II.3, Related Project with respect to the topics listed in the geology and soils analysis above, including seismicity, landslides, loss of topsoil, soil stability, fault rupture, etc. Geological hazards are site-specific and there is little, if any, cumulative relationship between a project and other nearby projects. Nonetheless, cumulative development in the Project vicinity would increase the overall population in the area, thus, increasing the potential risk of exposure to seismically-induced hazards. However, with adherence to applicable local, State, and federal regulations, building codes, and comprehensive engineering practices, geologic hazards would be less than significant. Furthermore, the analysis of the Project's geology and soils impacts (see analysis above) concluded that, with compliance with existing State and City building codes and City grading plan check requirements, impacts would be less than significant. Therefore, cumulative impacts would be less than significant.

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[30] *Applied Earth Sciences, Geotechnical Investigation and Percolation Testing For SUSMP, Proposed Residential Development Project (Apartment Building and Single Family Residences) 7718,7720, 7724, 7726 & 7660 North Lankershim Boulevard, Los Angeles (North Hollywood), California, March 17, 2016, page 4.*

VII. GREENHOUSE GAS EMISSIONS

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

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

Less Than Significant Impact. The following is a response for both Thresholds a) and b):

Gases that trap heat in the atmosphere are called greenhouse gases (GHGs), since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction strategies for greenhouse gas emissions in California. Activities associated with the Project, including construction and operational activities, would have the potential to generate greenhouse gas emissions.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

California has enacted several pieces of legislation that relate to GHG emissions and climate change, much of which sets aggressive goals for GHG reductions within the state. Per Senate Bill 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines, which address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment. However, neither a threshold of significance nor any specific mitigation measures are included or provided in these CEQA Guideline amendments.

Assembly Bill 32 (Statewide GHG Reductions)

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed to set a statewide GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner. The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020.

The CARB AB 32 Scoping Plan (Scoping Plan) contains the main strategies to achieve the 2020 emissions cap. The Scoping Plan was developed by CARB with input from the Climate Action Team (CAT) and proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve the environment, reduce oil dependency, diversify energy sources, and enhance public health while creating new jobs and improving the State economy. The GHG reduction strategies contained in the Scoping Plan include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

CARB has adopted the First Update to the Climate Change Scoping Plan.[31] This update identifies the next

[31] *CARB, First Update to the Climate Change Scoping Plan: Building on the Framework, May 2014.*

steps for California's leadership on climate change. The first update to the initial AB 32 Scoping Plan describes progress made to meet the near-term objectives of AB 32 and defines California's climate change priorities and activities for the next several years. It also frames activities and issues facing the State as it develops an integrated framework for achieving both air quality and climate goals in California beyond 2020.

In the original Scoping Plan, CARB approved a total statewide GHG 1990 emissions level and 2020 emissions limit of 427 million metric tons of CO_2e. As part of the update, CARB revised the 2020 Statewide limit to 431 million metric tons of CO_2e, an approximately 1 percent increase from the original estimate. The 2020 business-as-usual (BAU) forecast in the update is 509 million metric tons of CO_2e. The State would need to reduce those emissions by 15.3 percent to meet the 431 million metric tons of CO_2e 2020 limit.

California Senate Bills 1078, 107, and 2; Renewables Portfolio Standard

Established in 2002 under California Senate Bill 1078 and accelerated in 2006 under California Senate Bill 107, California's RPS requires retail suppliers of electric services to increase procurement from eligible renewable energy resources by at least 1 percent of their retail sales annually, until they reach 20 percent by 2010.

On April 2, 2011, Governor Jerry Brown signed California Senate Bill 2 to increase California's RPS to 33 percent by 2020. This new standard also requires regulated sellers of electricity to procure 25 percent of their energy supply from certified renewable resources by 2016.

Low Carbon Fuel Standard

California Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average carbon intensity for transportation fuels in California regulated by CARB. CARB identified the LCFS as a Discrete Early Action item under AB 32, and the final resolution (09-31) was issued on April 23, 2009.

Sustainable Communities and Climate Protection Act (SB 375)

California's Sustainable Communities and Climate Protection Act, also referred to as Senate Bill (SB) 375, became effective January 1, 2009. The goal of SB 375 is to help achieve AB 32's GHG emissions reduction goals by aligning the planning processes for regional transportation, housing, and land use. SB 375 requires CARB to develop regional reduction targets for GHGs, and prompts the creation of regional plans to reduce emissions from vehicle use throughout the State. California's 18 Metropolitan Planning Organizations (MPOs) have been tasked with creating Sustainable Community Strategies (SCS) in an effort to reduce the region's vehicle miles traveled (VMT) in order to help meet AB 32 targets through integrated transportation, land use, housing and environmental planning. Pursuant to SB 375, CARB set per-capita GHG emissions reduction targets from passenger vehicles for each of the State's 18 MPOs. On September 23, 2010, CARB issued a regional eight (8) percent per capita reduction target for the planning year 2020, and a conditional target of 13 percent for 2035.

California Green Building Standards (CALGreen) Code

Although not originally intended to reduce greenhouse gases, California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended with recognition that energy-efficient buildings that require less electricity and reduce fuel consumption, which in turn decreases GHG emissions. The current 2013 Title

24 standards (effective as of January 1, 2014) were revised and adopted in part to respond to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2014 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11). As noted on page 37 in the First Update to the Scoping Plan (May 2014), building efficiency standards were updated in 2013 and are now 25 percent more efficient for residential construction and 30 percent more efficient for non-residential construction.[32]

Local Policies and Regulations

The City is addressing the issue of global climate change through implementation of the Green LA, An Action Plan to Lead the Nation in Fighting Global Warming (LA Green Plan), which outlines the goals and actions that the City has established to reduce the generation and emission of GHGs from public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO_2 to 35 percent below 1990 levels by the year 2030. To achieve this goal, the City is increasing the generation of renewable energy, improving energy conservation and efficiency, and changing transportation and land use patterns to reduce dependence on automobiles.

In 2010, the City adopted the 2010 California Green Building Standards Code, also known as CALGreen, with amendments, as Ordinance No. 181,480, thereby codifying provisions of CALGreen as the new Los Angeles Green Building Code. As stated in Section 99.01.101.1 of the LAMC, these regulations shall be known as the Los Angeles Green Building Code and may be cited as such. The Los Angeles Green Building Code is Article 9 of a total of 9 Articles of Chapter IX of the LAMC, and adopts by reference the CALGreen Code except as amended therein. The provisions of this code shall apply to the construction of every new building, every building alteration with a building permit valuation of $200,000 or more, and every building addition, unless otherwise indicated in this code, throughout the City. The Los Angeles Green Building Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. The Los Angeles Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards. In addition, the Proposed Project is required to implement applicable energy conservation measures to reduce GHG emissions such as those described in AB 32, described above.

On April 8th 2015, Los Angeles released pLAn, a sustainability plan for the City of Los Angeles. The plan covers a multitude of environmental, social, and economic sustainability issues. Many of the sustainability plan goals and actions relate to greenhouse gas reduction either specifically or by association. Actionable goals include increasing the green building standard for new construction, create benchmarking policy for building energy use, develop "blue, green, and black" waste bin infrastructure, reduce water use by 20%, and possibly require LEED Silver or better new construction.

GHG Significance Threshold

The City, the SCAQMD nor the State CEQA Guidelines Amendments provide adopted quantitative thresholds of significance for addressing a residential project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines Amendments serves to assist lead agencies in determining the significance of the impacts of GHGs. As required in Section 15064.4 of the CEQA Guidelines, this analysis

[32] *Computed from California Energy Demand, 2012–2022 Final Forecast, June 2012, Form 2.2 on Committed Energy Impacts.*

includes an impact determination based on the following: (1) an estimate of the amount of greenhouse gas emissions resulting from the project; (2) a qualitative analysis or performance based standards; (3) a quantification of the extent to which the project increases greenhouse gas emissions as compared to the existing environmental setting; and (4) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

In December 2008, the SCAQMD adopted an interim 10,000 metric tons CO_2e ($MTCO_2e$) per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. The SCAQMD continues to consider adoption of significance thresholds for non-industrial development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

> Tier 1: Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
>
> Tier 2: Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
>
> Tier 3: Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 $MTCO_2e$/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 $MTCO_2e$/year), commercial projects (1,400 $MTCO_2e$/year), and mixed-use projects (3,000 $MTCO_2e$/year). Under option 2 a single numerical screening threshold of 3,000 $MTCO_2e$/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.
>
> Tier 4: Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 $MTCO_2e$ per service population for project level analyses and 6.6 $MTCO_2e$ per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.
>
> Tier 5: Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above are not adopted by the SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. However, for the purpose of evaluating the GHG impacts associated with the Project, this analysis utilizes the proposed 3,000 $MTCO_2e$ per year Tier 3 threshold for non-industrial projects. These draft thresholds have been utilized for other projects in the South Coast Air Basin.

In addition, and separate from the above quantitative threshold, if the Project can demonstrate qualitative consistency with applicable plans, policies and regulations adopted for the purpose of reducing the emissions of GHGs, then impacts associated with GHG emissions would be less than significant.

Construction GHG Emissions

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

Emissions of GHGs were calculated using CalEEMod 2013.2.2 for each year of construction of the proposed project and the results of this analysis are presented in Table IV-6, Project Construction-Related GHG Emissions. As shown in Table IV-6, the greatest annual increase in GHG emissions from project construction activities would be 506.27 metric tons in 2019, and total construction GHG emissions would be 1,005.80 metric tons. Consistent with SCAQMD recommendations and to ensure construction emissions are assessed in a quantitative sense, construction GHG emissions have been amortized over a 30-year period and have been added to the annual operational GHG emissions of the Project identified in Table IV-8.

Table IV-6
Project Construction-Related GHG Emissions

Year	CO_2e Emissions (Metric Tons per Year)
2018	484.81
2019	506.27
2020	14.72
Total Project Construction GHG Emissions	**1,005.80**
Calculation data and results are provided in Appendix D to this Draft IS/MND.	

Operational GHG Emissions

The Project Site is currently occupied with a small collection of one-story commercial buildings fronting Lankershim Boulevard and two single-family homes behind the commercial buildings. As such, GHG emissions are currently generated by the use of on-road motor vehicles, energy (electricity and natural gas), water, and generation of solid waste and wastewater. The GHG emissions generated by the existing uses at the Project Site have been estimated utilizing CalEEMod 2013.2.2 recommended by the SCAQMD and are shown in Table IV-7, Existing Greenhouse Gas Emissions. As shown, GHG emissions generated by existing conditions at the Project Site are approximately 226.35 CO2e MTY.

The Project includes the demolition of existing uses and the construction of 163 residential units. The operations of the Project would generate GHG emissions from the usage of on-road motor vehicles, electricity, natural gas, water, and generation of solid waste and wastewater. Emissions of operational GHGs are shown in Table IV-8, Project Operational GHG Emissions. As shown, the net increase in GHG emissions generated by the Project would be approximately 1,729.70 CO_2e MTY.

Table IV-7
Existing Greenhouse Gas Emissions

Emissions Source	Estimated Project CO_2e Emissions (Metric Tons per Year)
Area	0.67
Energy (Electricity & Natural Gas)	83.62
Mobile (Motor Vehicles)	115.23
Solid Waste Generation	12.39
Water Demand	14.44
Existing Project Site Total	**226.35**
Calculation data and results provided in Appendix D to this Draft IS/MND.	

Table IV-8
Project Operational GHG Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)
Area Sources	38.48
Energy Demand (Electricity & Natural Gas)	431.31
Mobile (Motor Vehicles)	1,314.43
Solid Waste Generation	34.32
Water Demand	103.98
Construction Emissions [a]	33.53
Project Total	***1,956.05***
Less Existing Project Site	226.35
Project Net Increase	**1,729.70**
[a] *The total construction GHG emissions were amortized over 30 years and added to the operation of the Project.* *Calculation sheets are provided in Appendix D to this Draft IS/MND.*	

As noted previously, the SCAQMD released a draft guidance document regarding interim CEQA GHG significance thresholds. The SCAQMD proposed a tiered approach, whereby the level of detail and refinement needed to determine significance increases with a project's total GHG emissions. The SCAQMD also proposed a screening level of 3,000 metric tons of CO_2e per year for all land use projects (non-industrial projects), under which project impacts would be considered "less than significant." As shown in Table 8, the Project would be under the 3,000 $MTCO_2e$ per year threshold for non-industrial projects.

In addition, and separate from the quantitative analysis above, there is substantial evidence to support that the project is qualitatively consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including AB 32 and the corresponding Scoping Plan. As discussed previously, the City adopted the L.A. Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of greenhouse gas emissions. In order to further implement the L.A. Green Plan's goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code applicable to new development projects. As it relates to new development, the

City adopted the Los Angeles Green Building Code, which incorporates applicable provisions of the CALGreen Code, and in some cases, outlines stricter GHG reduction measures available to development projects in the City of Los Angeles. The Los Angeles Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission. The Scoping Plan encourages communities to adopt building codes that go beyond the state code. Accordingly, as the Los Angeles Green Building Code meets and exceeds applicable provisions of the CALGreen Code, a new development project that can demonstrate it complies with the Los Angeles Green Building Code is considered consistent with statewide GHG-reduction goals and policies, including AB 32. The Project would be required to meet the LA Green Building Code and the CALGreen Code and would thus be consistent with applicable plans, policies and regulations adopted for the purpose of reducing the emissions of GHGs.

GHG Emissions Associated With Motor Vehicles

Motor vehicle related GHG emissions are regulated at the Federal, State and local levels. As discussed in the CARB Scoping Plan, the transportation sector – largely the cars and trucks that move goods and people – is the largest contributor with 38 percent of the State's total GHG emissions. Many of the transportation-related reduction measures identified in the Scoping Plan are focused on improving motor vehicle efficiencies through more restrictive statewide laws and regulations. Some of these measures include Pavley I & II Standards for light-duty vehicles, Low Carbon Fuel Standards (LCFS), aerodynamic improvements for heavy-duty vehicles, and medium- and heavy-duty vehicle hybridizations. Together, these measures are estimated to reduce 2020 forecasted emissions by 52.60 $MMTCO_2E$. These regulatory measures are aimed at improving efficiencies of the motor vehicle fleet mix across the State, and as such, GHG emissions from future motor vehicles accessing the project would be reduced as a result of these statewide programs. In addition, according to the Project's traffic analysis, vehicle trips and associated vehicle miles traveled (VMT) would be reduced by approximately 5% compared to a project without transit proximity. Thus, the Project would be consistent with SB 375 and SCAG's SCS/RTP goal to reduce the region's VMT in order to help meet AB 32 targets through integrated transportation, land use, housing and environmental planning.

Cumulative Impacts

Given the Project's compliance with the CALGreen Code and Los Angeles Green Building Code, proximity to transit, and urban location, the Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's AB 32 Scoping Plan aimed at achieving 1990 GHG emission levels by 2020. In addition, the project's operational GHG emissions would not have the potential to exceed the 3,000 metric tons of CO_2e per year screening threshold proposed by the SCAQMD staff. Therefore, the project's generation of GHG emissions would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS

The following section summarizes information provided in the Environmental Site Assessment – *Updated Phase 1 Environmental Site Assessment, Mixed Use Property Located at 7718-7728 Lankershim Blvd., North Hollywood, CA*, prepared by *soil PACIFICA Inc.*, (Pacifica), March 2016 (Phase I ESA). The Phase I ESA is provided as Appendix E to this Initial Study.

According to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance with respect to hazards and hazardous materials shall be made on a case-by-case basis considering the following factors:

- The regulatory framework for the health hazard;
- The probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance;
- The degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance;
- The probable frequency and severity of consequences to people from exposure to the health hazard; and
- The degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

The following specific checklist questions are evaluated applying the foregoing methodology.

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

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project involves use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors.

Uses sensitive to hazardous emissions (i.e., sensitive receptors) in the area include the future residents of the Project and the nearby residential neighborhood to the north and east and multi-family structures to the north wand west of the Project Site. There are no Aboveground Storage Tanks (AST's) used for storing hazardous materials; however, two underground septic tanks were observed in the area of the single-family homes.[33] These septic tanks will be removed, and with implementation of Mitigation Measure VIII-1, impacts associated with removal of the underground septic tanks would be less than significant.

The types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used in other residential and commercial developments (e.g., cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products). Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations as identified in Mitigation Measure VIII-2. Any associated risk would be adequately reduced to a less than significant level through implementation of Mitigation Measures VIII-1, VIII-2 and compliance with these standards and regulations. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. A less-than significant impact would occur and no mitigation measures are required.

[33] *Updated Phase I Environmental Site Assessment, Mixed Use Property Located at 7718-7728 Lankershim Blvd, North Hollywood, CA, prepared by Soil Pacifica Inc., Geotechnical and Environmental Services, March 3, 2016, pages 12 and 13.*

Mitigation Measure

VIII-1 Prior to issuance of grading and construction permits, the Project Applicant shall remove the underground septic tanks with oversight by the Los Angeles Fire Department (LAFD) pursuant to the Los Angeles County Department of Public Works, Underground Storage Tank closure and removal procedures and submit a letter from the LAFD to Los Angeles Planning Department, Los Angeles County Public Health Department, Bureau of District Surveillance and Enforcement indicating that the septic tanks have been removed in accordance to applicable federal, state and local regulations.

VIII-2 The Applicant shall ensure the following construction Best Management Practices (BMPs) are incorporated:

Hazardous materials shall be contained, stored, and used in accordance with manufacturer's instructions and handled in compliance with applicable standards and regulations.

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

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project could potentially pose a hazard to nearby sensitive receptors by releasing hazardous materials into the environment through accident or upset conditions. The Project would involve demolition of the small collection of one-story commercial buildings fronting Lankershim Boulevard totaling approximately 8,449 square feet with surface parking lots and two single-family homes totaling approximately 2,619 square feet behind these commercial buildings and construction of a 64-unit four story apartment building and 99 three-story small lot homes. The Project Site is not located within a Methane Zone or Methane Buffer Zone.[34]

Review of Sanborn Fire Insurance Maps

Sanborn Maps were originally compiled for fire insurance purposes. The Sanborn Fire Insurance maps were initially produced by private companies for the insurance industry to provide information regarding risks associated with fires in the structures and often contained detailed information regarding the history and past uses of a property. Sanborn Map research performed by EDR showed no coverage available for the Project Site.

Topographic Map Review

Historical Topographic Map Report includes a search of public and private color historical topographic map collections throughout the United States. These maps are dated back to early 1900s and they show changes in land use, geological information, and potential environmental concerns. The Project Site is located on the United Stated Geological Survey (USGS) 7.5-minute series Topographic Maps were available for the years 1896-1972 for the Van Nuys California Quadrangle. No major topographic changes that indicate a potential liability in or around the property were observed.

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[34] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: July 2016.*

Review of Aerial Photographs

A Phase I Environmental Site Assessment[35] (ESA) (see Appendix E) was prepared for the Project Site. Historical aerial photographs were obtained from Environmental Data Resources, Inc. The photographs include the years 1928, 1938, 1956, 1965, 1976, 1989, 1994, 2005, 2009, 2010, and 2012. The purpose of our review of aerial photographs was to review the history of the property and surrounding areas for any signs of potential negative environmental impact. Items searched for in each photograph included, but were not limited to: evidence of tanks or gas stations on the subject or surrounding properties; evidence of any industrial site usage which may have impacted the subsurface soils; historical drains and water drainage pathways; areas which show evidence of drums or excessive debris; soil areas suspected as being discolored or stained; areas of distressed vegetation, etcetera. The following provides the year and description of the aerial photograph of the Project Site:

Year	Description of Aerial Photograph
1928	The site appears to be occupied by residential buildings
1938	The site appears to be occupied by residential buildings
1956	The site appears to be occupied by a commercial and residential buildings
1965	The site appears to be occupied by a commercial and residential buildings
1976	The site appears to be occupied by a commercial and residential buildings
1989	The site appears to be occupied by a commercial and residential buildings
1994	The site appears to be occupied by a commercial and residential buildings
2005	The site appears to be occupied by a commercial and residential buildings
2009	The site appears to be occupied by a commercial and residential buildings
2010	The site appears to be occupied by a commercial and residential buildings
2012	The site appears to be occupied by a commercial and residential buildings

No potential environmental concerns were identified based on review of aerial photographs.

Polychlorinated Biphenyls (PCBs)

PCBs are a group of man-made organic chemicals consisting of carbon, hydrogen and chlorine atoms. The number of chlorine atoms and their location in a PCB molecule determine many of its physical and chemical properties. PCBs have no known taste or smell, and range in consistency from an oil to a waxy solid. PCBs belong to a broad family of man-made organic chemicals known as chlorinated hydrocarbons. PCBs were domestically manufactured from 1929 until manufacturing was banned in 1979. Although no longer commercially produced in the United States, PCBs may be present in products and materials produced before the 1979 PCB ban. Products that may contain PCBs include:

- Transformers and capacitors
- Electrical equipment including voltage regulators, switches, re-closers, bushings, and electromagnets
- Oil used in motors and hydraulic systems
- Old electrical devices or appliances containing PCB capacitors
- Fluorescent light ballasts
- Cable insulation

[35] *AECOM, Final Phase I Environmental Site Assessment Norms Canoga Park 7050 Topanga Canyon Boulevard, Canoga Park, California 91303, January 15, 2015.*

- Thermal insulation material including fiberglass, felt, foam, and cork
- Adhesives and tapes
- Oil-based paint
- Caulking
- Plastics
- Carbonless copy paper
- Floor finish[36]

Transformers were not observed on the Project Site during the Phase I ESA reconnaissance survey. The commercial buildings on the site house three auto bays. These auto bays may include hydraulic systems that could involve the use of PCBs. In addition, Light ballasts were observed on the Project Site. Exposure of persons to PCBs during demolition activities would constitute a potentially significant hazardous material impact. Provided that the removal and disposal of PCBs from the Project Site adheres to the various required guidelines and implementation outlined in Mitigation Measure VIII-3, hazardous materials impact relative to exposure to lead would be less than significant.

Radon

Radon is a naturally-occurring, odorless, invisible gas. Natural radon levels vary and are closely related to geologic formations. Radon may enter buildings through basement sumps or other openings. The US EPA has prepared a map to assist National, State, and local organizations to target their resources and to implement radon-resistant building codes. The map divides the country into three Radon Zones, Zone 1 being those areas with the average predicted indoor radon concentration in residential dwellings exceeding the EPA Action limit of 4.0 picoCuries per Liter (pCi/L). It is important to note that the EPA has found homes with elevated levels of radon in all three zones, and the EPA recommends site specific testing in order to determine radon levels at a specific location. However, the map does give a valuable indication of the propensity of radon gas accumulation in structures.

Radon sampling was not requested as part of this investigation. According to the US EPA, the radon zone level for the area is Zone 2, which has a predicted average indoor screening level of greater than/and equal to 2.0 pCi/L and less than/and equal to 4.0 pCi/L.

Further, the California Sate Radon Survey, which was conducted by the Department of Health Services (DHS) in conjunction with the U.S. EPA, organized the state into nine sampling regions. The Project Site is located in Region 9, which includes Los Angeles, San Bernardino, Orange, Riverside, San Diego and Imperial Counties. The results of the survey indicate that over 95 percent of all homes in the region have radon concentrations below 4.0 pCi/L. Based on this information, there is a low potential that radon may be present at the Project Site due to the low concentrations.

Petroleum Products and Hazardous Materials

The Project Site has no signs of mishandling and unsafe storage of potentially hazardous materials. Based on the contents of the reports it is our opinion that further investigation is not necessary at the site. There are 3 Auto Repair bays on the Project Site, and there is evidence of a possible well at the site.

In accordance with the EDR report, the Project Site is listed under the Well Investigation Program

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[36] *Description of PCBs: US Environmental Protection Agency website: https://www.epa.gov/pcbs/learn-about-polychlorinated-biphenyls-pcbs, accessed, August 2016.*

Database (refer to 8.d., below, for further discussion). Other environmentally concerned sites within one-mile radius from the site include: certain NPL, CERCLIS, RCRA-SQG, US ENG CONTROLS, US INST CONTROL, ENVIROSTOR, LUST, SLIC, UST, SWRCY, HIST Cal-Sites, CA FID UST, HIST UST, SWEEPS UST, RCRA NonGen/ NLR, CONSENT, ROD, Cortese, HIST CORTESE, DRYCLEANERS, WIP, HWP, EDR Historical Auto Stations and EDR Historical Cleaners databases.

A review of the LUST list as provided by EDR has revealed that, although there are LUST sites located within approximately 1- mile from the Project Site, these are located at a lower elevation, down gradient or have obtained a "case closed" status and do not present a REC for the SITE. A site located 1/4 mile north of the property is listed under LUST, HIST Cortese and HIST UST. This site is currently under verification monitoring according to EDR.

Asbestos-Containing Materials

Given the date of construction of the existing buildings (1940, 1947, 1948, 1955, 1978)[37], there is the potential that asbestos containing materials (ACM) may be present in the existing buildings. The Phase I ESA did not conduct asbestos testing as it was beyond the scope of work.

Asbestos removal is stringently controlled by Federal Regulations and SCAQMD Rule 1403. However, removal of ACM in a building is not unusual and can be readily accomplished. In accordance with the EPA's NESHAP regulation and SCAQMD Rule 1403, all materials which are identified as ACM would be removed by a trained and licensed asbestos abatement contractor before demolition. The asbestos removal operations would be conducted in accordance with Cal-OSHA Asbestos for the Construction Industry Standard, SCAQMD and EPA rules and regulations and industry standards. Generally, asbestos removal operations are low risk. When following asbestos-related regulations, the possibility of exposure to airborne asbestos fibers from asbestos removal projects is limited. Regulations include the requirement of conducting the removal of certain ACM from within enclosed work areas, keeping the ACM wet during removal to reduce dust, ensuring that employees wear protective equipment, and collecting air samples during the removal operations to ensure that airborne fiber levels are within acceptable levels. Adhering to these and other asbestos regulations and implementing Mitigation Measures VIII-4 and VIII-5 would ensure that the ACM removal and demolition activities do not present significant exposure potential to the residential and school uses in the vicinity of the Project Site.

Lead-Based Paint

Given the date of construction of the existing buildings (1940, 1947, 1948, 1955, 1978), there is the potential that lead-based paint (LBP) may be present in the existing buildings. Structures built prior to 1978 and especially prior to the 1960s should be expected to contain LBP.

Exposure of persons to LBP during demolition activities would also constitute a potentially significant hazardous material impact. Provided the removal and disposal of LBP from the Project Site follows the various required guidelines and implementation of Mitigation Measures VIII-4 and VIII-6 occurs, hazardous materials impact relative to exposure to lead would be less than significant.

Mitigation Measure

VIII-3 Prior to issuance of demolition permits, the light ballasts found on the Project Site shall be removed and disposed according to federal regulations (40 CFR part 761.60).

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[37] *City of Los Angeles, Planning Department, ZIMAS website: http://zimas.lacity.org/, accessed August 2016.*

VIII-4 Prior to issuance of demolition permits, Comprehensive surveys for ACM and LBP shall be completed for all buildings on the Project Site.

VIII-5 If ACM are found to be present in the on-site structures, prior to the issuance of the demolition permit for the buildings, the Applicant shall provide a letter/report to the Department of Building and Safety from a qualified asbestos abatement contractor identifying the location of ACM present in any of the structures. ACM shall be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other state and federal rules and regulations (including, but not limited to California Health and Safety Code, Division 20. Chapter 6.5) prior to other demolition activities at the Project Site.

VIII-6 If LBP is found to be present in the structures, prior to the issuance of the demolition permit for the structures, the Applicant shall provide a letter to the Department of Building and Safety from a qualified lead paint abatement contractor demonstrating that while LBP is present in the structures, it shall be abated in compliance with applicable state and federal rules and regulations governing LBP and LCP abatement prior to other demolition activities of the structures. The qualified lead paint abatement contractor shall comply with Cal-OSHA Construction Safety Orders, California Code of Regulations, Title 8, Section 1532.1 and with the California Health and Safety Code, Division 20, Chapter 6.5 for the evaluation, handling and transport of materials containing LBPs and LCPs.

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

Less Than Significant Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact to hazards and hazardous materials if:

- A project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or
- A project involved the creation of any health hazard or potential health hazard.

The closest school to the Project Site is Arminta Street Elementary School, located approximately 0.25 miles northeast of the site. As stated in 8(a), above, the Project would use, at most, minimal amounts of hazardous materials for routine household cleaning and therefore would not pose any substantial potential for accident conditions involving the release of hazardous materials. Further, with implementation of Mitigation Measure VIII-2 potential impacts due to the release of hazardous materials during construction would also be less than significant. Therefore, the Project would not create a significant hazard through hazardous emissions or the handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and a less than significant impact would occur.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Unless Mitigation Incorporated. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized

releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if a Project Site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

As part of the Phase I ESA, regulatory databases such as those required by California Government Code Section 65962.5 were reviewed for the Project Site and properties within the standard search radii. The Phase I ESA for the Project Site identified a possible well on the eastern side of the property. The Project Site is listed with the Well Investigation Program (WIP) database. The WIP was developed to locate, assess and remediate sources of solvent contamination impacting drinking water wells. WIP is no longer in use. Existing WIP cases that are still being assessed or remediated are now overseen under the Spills, Leaks, Investigation & Cleanup (SLIC) program.

The SLIC Program oversees soil and water investigations, corrective actions, and health risk assessments at sites with current or historic unauthorized discharges, which have adversely affected or threaten to adversely affect waters of the state. The program covers all types of pollutants (such as solvents, petroleum fuels, heavy metals, pesticides, etc.) and all environments (including surface water, groundwater, sediment, and soil). Public participation is conducted and tailored to the needs of the community. Procedures for site investigation and remediation are promulgated in State Water Resources Control Board Resolution No. 92-49 entitled Policies and Procedures For Investigation and Cleanup and Abatement of Discharges Under Water Code Section 13304. Responsible parties conduct work in a stepwise fashion, starting with preliminary assessment, then soil and water investigation; interim remedial measures if warranted; risk assessment; setting cleanup goals; cleanup plan; cleanup implementation and monitoring; and No Further Action determination.

The Los Angeles City Fire Department was contacted to obtain copies of the records on file for the Project Site. According to the Phase I ESA's search, no file is present for the Project Site in the Hazardous Materials Division. As previously mentioned, the Phase I ESA surveillance identified a potential well on the eastern side of the Project Site. The well is not on the Los Angeles Department of Public Works groundwater well location map for active and inactive wells.[38] The closest inactive and active wells are approximately 0.12 miles southwest and 0.5 miles southwest of the Project Site, respectively. Further, a review of California Division of Oil, Gas and Geothermal Resources Maps for the area of the Project Site does not reveal any oil well on or bordering the Project Site.[39] The closest active well is approximately 1.5 miles southeast and closest idle well is approximately 2.9 miles south of the Project Site. Given that the well was listed on the WIP database that it's a water well and possible that the well is private.

The County of Los Angeles, Department of Public Health, Environmental Health, Bureau of Environmental Protection Drinking Water Program includes requirements for well decommissioning[40]. Any associated risk with removal of the well would be adequately reduced to a less than significant level through implementation of Mitigation Measures VIII-7 and VIII-8 and compliance with these standards

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[38] *City of Los Angeles Department of Public Works, Groundwater Wells map website: http://dpw.lacounty.gov/general/wells/, accessed August 2016.*

[39] *California State Department of Conservation, Division of Oil, Gas & Geothermal Resources Well Finder map website: http://maps.conservation.ca.gov/doggr/#close, accessed August 2016.*

[40] *County of Los Angeles, Department of Public Health, Environmental Health, Bureau of Environmental Protection Drinking Water Program: http://publichealth.lacounty.gov/eh/AreasofInterest/waterwell.htm and http://publichealth.lacounty.gov/eh/docs/ep_dw_decommission_req.pdf, accessed August 2016.*

and regulations. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Mitigation Measure

VIII-7 Prior to the issuance of grading and construction permits and pursuant to California Water Code Section 13304, the Project Applicant shall permit the Los Angeles Regional Water Quality Control Board (or other responsible agency) access to the Project Site's well to perform any cleanup, abatement, or other remedial work that might be necessary.

VIII-8 Prior to issuance of grading and construction permits and after any clean up, abatement or other remedial work necessary and pursuant to Water Code Section 13304, the Project Applicant shall decommission the well in accordance to the Los Angeles Department of Public Health, Environmental Health, Bureau of Environmental Protection Drinking Water Program well decommissioning requirements and procedures.

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?

Less Than Significant Impact. A significant impact may occur if a project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard.

The closest public airports to the Project Site are Whiteman Airport (3.25 miles northwest), Burbank Bob Hope Airport (1.42 miles east), and Van Nuys Airport (5.8 miles west). Whiteman Airport and Van Nuys Airport are not within two miles of the Project Site and no further analysis is required. Though Burbank Bod Hope Airport is within two miles of the Project Site, it's not located within the Airport Influence Area or the Airport Runway Protection Zone (RPZ) and Inner Safety Zone.[41] Therefore, implementation of the Proposed Project would not put residents into an airport safety hazard zone or area and impacts would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

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

The Project Site is not located in the vicinity of a private airstrip. Therefore, no impact would occur.

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

No Impact. Based upon the criteria established in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact to hazards and hazardous materials if:

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[41] *Los Angeles County, Department of Regional Planning, Airport Land Use Commission website: http://planning.lacounty.gov/assets/obj/anet/Main.html, accessed August 2016 and http://planning.lacounty.gov/assets/upl/project/aluc_airport-burbank.pdf, accessed August 2016.*

- A project involved possible interference with an emergency response plan or emergency evacuation plan.

According to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The degree to which a project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences.

According to the City of Los Angeles Safety Element's Critical Facilities & Lifeline Systems Map, Lankershim Boulevard in the Project Site area is not an emergency evacuation route.[42] Nonetheless, as discussed under Question 16(a), below, the Project would not result in any significant traffic impacts. Moreover, the Project would not cause permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way. An emergency response plan would be submitted to LAFD during review of plans as part of the building permit process. Furthermore, no full road closures are anticipated during construction of the Project, and none of the surrounding roadways would be impeded. Access for emergency service providers and evacuation routes would be maintained during construction. Therefore, impacts would be less than significant and no mitigation measures are required

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if a project site is located in proximity to wildland areas and poses a significant fire hazard, which could affect persons or structures in the areas in the event of a fire.

The Project Site is located in a highly urbanized area of Northeast Valley, and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone;[43] nor is the Project Site within a wildland fire hazard area.[44] Therefore, no impact from wildland fires would occur and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. The focus of this cumulative impacts analysis is on the combined impacts of the Project and the 15 related projects (see Section II.3, Related Projects) with respect to the topics listed in the hazards and hazardous materials analysis above, including the transport of hazardous materials, upset and accident conditions, handling of hazardous materials, etc. The cumulative impacts study area for hazardous materials is the extent of the related projects.

Development of the Project in combination with the related projects could increase, to some degree, the risks associated with the use and potential accidental release of hazardous materials in the City. With respect to the related projects, the potential presence of hazardous substances would require

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[42] *City of Los Angeles Department of City Planning, Safety Element, Exhibit H, Critical Facilities & Lifeline Systems in the City of Los Angeles, November 2016.*

[43] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: August 2016.*

[44] *City of Los Angeles Department of City Planning, Los Angeles City General Plan Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles, November 1996.*

evaluation on a case-by-case basis, in combination with the development proposals for each of those properties. However, the Project's impact would be less than significant and, therefore, would not substantially contribute to a cumulative impact. Furthermore, local municipalities will be required to follow local, State, and federal laws regarding hazardous materials. With compliance with local, State, and federal laws pertaining to hazardous materials, cumulative impacts to hazardous materials would be less than significant and no mitigation measures are required.

IX. HYDROLOGY AND WATER QUALITY

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

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

Construction

Construction activities associated with the Project have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment. Construction associated with the Project would be subject to the requirements of LARWQCB Order No. R4-2012-0175, NPDES No. CAS004001, effective December 28, 2012, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County (the "Los Angeles County MS4 Permit"), which controls the quality of runoff entering municipal storm drains in Los Angeles County. Section VI.D.8 of the Los Angeles County MS4 Permit, Development Construction Program, requires permittees (which include the City) to enforce implementation of Best Management Practices (BMPs), including, but not limited to, approval of an Erosion and Sediment Control Plan (ESCP) for all construction activities within their jurisdiction.[45] ESCPs are required to include the elements of a Stormwater Pollution Prevention Plan. Accordingly, the construction contractor for the Project would be required to implement BMPs that would meet or exceed local, State, and federal mandated guidelines for stormwater treatment to control erosion and to protect the quality of surface water runoff during the construction period. BMPs utilized could include, without limitation: disposing of waste in accordance with all applicable laws and regulations; cleaning up leaks, drips, and spills immediately; conducting street sweeping during construction activities; limiting the amount of soil exposed at any given time; covering trucks; keeping construction equipment in good working order; and installing sediment filters during construction

[45] *California Regional Water Quality Control Board – Los Angeles Region, MS4 Discharges within the Coastal Watersheds of Los Angeles County Except those Discharges Originating from the City of Long Beach MS4, Order No. R4-2012-0175, as amended by Order WQ 2015-0075, NPDES No. CAS004001, page 116 et seq.*

activities. Therefore, potential impacts during construction of the project would be less than significant and no mitigation measures are required.

Operation

With respect to water quality during operation of the Project, Los Angeles County and all incorporated cities within Los Angeles County (except the City of Long Beach) are permittees under the Los Angeles County MS4 Permit. Section VI.D.7 of the Los Angeles County MS4 Permit, Planning and Land Development Program, is applicable to, among others, land-disturbing activities that result in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site, which would apply to the Project.[46] This Program requires, among other things, that the Project runoff volume from the following be retained on-site: (a) the 0.75 inch, 24-hour rain event; or (b) the 85th percentile, 24-hour rain event, as determined from the Los Angeles County 85th percentile precipitation isohyetal map, whichever is greater. The Project would also be subject to the BMP requirements of the SUSMP adopted by LARWQCB. As a permittee, the City is responsible for implementing the requirements of the County-wide SUSMP within its boundaries. A Project-specific SUSMP would be implemented during the operation of the Project. In compliance with the Los Angeles County MS4 Permit and SUSMP requirements, the Project would be required to retain, treat and/or filter stormwater runoff through biofiltration before it enters the City stormwater drain system. The system incorporated into the Project must follow design requirements set forth in the MS4 permit and must be approved by the City. Adherence to the requirements of the MS4 Permit and SUSMP would ensure that potential impacts associated with water quality would be less than significant. With appropriate Project design and compliance with the applicable federal, State, local regulations, and permit provisions, impacts of the Project related to stormwater runoff quality would be less than significant.

In addition, the Project would be subject to the provisions of the City's Low Impact Development (LID) Ordinance, which is designed to mitigate the impacts of increases in runoff and stormwater pollution as close to the source as possible. LID comprises a set of site design approaches and BMPs that promote the use of natural systems for infiltration, evapotranspiration and use of stormwater, as appropriate. The LID Ordinance will require the Project to incorporate LID standards and practices to encourage the beneficial use of rainwater and urban runoff, reduce stormwater runoff, promote rainwater harvesting, and provide increased groundwater recharge. In this regard, the City has established review procedures to be implemented by the Department of City Planning, LADBS, and Department of Public Works that parallel the review of the SUSMP discussed above. Incorporation of these features would minimize the increase in stormwater runoff from the Project Site. The SUSMP consists of structural BMPs built into the Project for ongoing water quality purposes over the life of the Project. Additionally, because the Project Site does not currently operate under a SUSMP, implementation of the Project with a SUSMP would improve water quality leaving the Project Site compared to existing conditions. Therefore, impacts would be less than significant and no mitigation measures are required.

[46] *Ibid., page 97 et seq.*

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to:

- Reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought;
- Reduce yields of adjacent wells or well fields (public or private);
- Adversely change the rate or direction of flow of groundwater; or
- Result in demonstrable and sustained reduction in groundwater recharge capacity.

The Project does not involve the extraction of groundwater and it would not result in a reduction in aquifer volume or lower the local groundwater table. According to the Geotechnical Investigation prepared by Applied Earth Sciences for the site, groundwater was not encountered during exploration in borings to 26 feet (see Appendix C). Historically highest groundwater in this area of the Project Site is estimated to be more than 100 feet below the ground surface. As the maximum depth of excavation for the Project is approximately less than 20 feet for removal and recompaction of fill, no dewatering (i.e., removal of groundwater) during construction is anticipated.

Additionally, operation of the Project would not interfere with any groundwater recharge activities within the area. The Project Site is currently partially developed with a cluster of single story commercial buildings and two single family residences, surface parking and vacant undeveloped space. Under the Project, the amount of permeable surface area would be decreased. Construction and operation of the Project would not substantially affect groundwater levels beneath the Project Site, including depleting groundwater supplies or resulting in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Therefore, impacts on groundwater would be less than significant, and no mitigation measures are required.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

Construction

Construction is regulated by the City Building Code (Sections 91.7000 through 91.7016 of the LAMC). The City Building Code provides requirements for construction, grading, excavations, use of fill, and foundation work, including type of materials, design, procedures, etc., which are intended to limit the probability of occurrence and the severity of consequences from sedimentation and erosion. Necessary

permits, plan checks, and inspections are specified therein. Also included in these requirements is the provision that any grading work in excess of 200 cubic yards that would occur between November 1 and April 15 (the "rainy season") must include an erosion control system approved by LADBS, which would be applicable to the Project. During Project construction, a temporary alteration of the existing on-site drainage pattern may occur. However, these changes would not result in substantial erosion or siltation due to stringent controls imposed via NPDES, ESCP, LID, and SUSMP regulations, as discussed under threshold question 9.a), above.

Operation

The Project Site is located in an urbanized area, and no streams or river courses are located on or immediately adjacent to the Project Site. The Project Site is currently partially occupied with a small collection of one-story commercial buildings fronting Lankershim Boulevard totaling approximately 8,449 square feet with surface parking lots and two single-family homes totaling approximately 2,619 square feet behind these commercial buildings. The remaining majority area of the Project Site is undeveloped, vacant land with exposed soil.

Runoff associated with the Project would be either directed in non-erosive drainage devices to landscaped areas for evaporation and/or directed to the existing City storm drain system, and thus, would not encounter exposed soils. With the development of the Project, the drainage pattern would be generally similar to the pattern at the Project Site currently (developed portions of the site) by conveying runoff to the City storm drain system. Implementation of the Project would cover the exposed soil of the undeveloped vacant potions of the site. Thus, operation of the Project would not result in substantial erosion or siltation on- or off-site, nor would the Project result in the alteration of the course of a stream or river. Therefore, impacts would be less than significant and no mitigation measures are required.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow.

There are no streams or rivers within the Project Site. Runoff associated with the Project would be either directed in non-erosive drainage devices to landscaped areas for evaporation and/or directed to the existing City storm drain system and, thus, would not encounter exposed soils. The conveyance of runoff to the City storm drain system would not result in flooding on- of off-site. Therefore, impacts would be less than significant and no mitigation measures are required.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code or that cause regulatory standards to be violated, as defined in the applicable NPDES

stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this issue, a significant impact may occur if the volume of stormwater runoff from a project were to increase to a level that exceeds the capacity of the storm drain system serving the Project Site. A significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach the storm drain system.

Runoff associated with the Project would be directed in non-erosive drainage devices to either landscaped areas for evaporation and/or directed to the existing City storm drain system. The Project would be subject to the provisions of the LID Ordinance. In this regard, the City has established review procedures to be implemented by the Department of City Planning, LADBS, and Department of Public Works that expand the review of the SUSMP discussed above. Incorporation of these features would minimize the stormwater runoff from the Project Site. It can be reasonably anticipated, then, that the existing storm drain system has adequate capacity to accommodate flows from the Project Site. Therefore, impacts would be less than significant and no mitigation measures are required.

f) Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project includes sources of water pollutants that would have the potential to substantially degrade water quality.

As described under threshold questions 9.a) and 9.e), above, with implementation of regulatory requirements, water quality impacts associated with construction and operation of the Project would be less than significant. No mitigation measures are required.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if a project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood which results from a severe rainstorm with a probability of occurring approximately once every 100 years.

According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map, the Project Site is within Zone X – Other Areas, which is a designation for areas determined to be outside the 0.2 percent annual chance floodplain.[47] Thus, the Project Site is not within a 100-year flood hazard area. Therefore, no impact would occur and no mitigation measures are required.

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

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project was located within a 100-year flood zone, which would impede or redirect flood flows.

As discussed under threshold question 9.g), above, FEMA's Flood Insurance Rate Map shows the Project Site is not within a 100-year flood hazard area. Therefore, no impact would occur and no mitigation measures are required.

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[47] *Federal Emergency Management Agency, Flood Insurance Rate Map, Los Angeles County, California, FIRM Panel 06037C1590F, website: http://msc.fema.gov/portal, accessed: August 2016.*

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less-Than-Significant Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche (a surface wave created when a body of water is shaken), which could result in a water storage facility failure. The Project Site is located within a potential dam inundation area in the event either the Hansen Dam and/or Pacoima Dam failed.[48]

The Hansen Dam, which is operated and maintained by the U.S. Army Corps of Engineers, is located approximately one mile below the confluence of the Big Tujunga and Little Tujunga washes, and approximately 3.45 miles north of the Project Site. In conjunction with the Sepulveda and Lopez dams, the Hansen Dam is an essential element for flood risk reduction in the Los Angeles River Watershed, specifically within the San Fernando Valley. Water is temporarily stored behind the dam during periods of high inflows (i.e., from stormwater) and is released more slowly through, and within conveyance capacity of, the downstream Tujunga Wash Channel and Los Angeles River Channel. Dam releases for water conservation during periods of favorable weather and runoff forecasts are made in coordination with Los Angeles County Department of Public Works and the City, who operate groundwater recharge spreading basins along Tujunga Wash. However, the Hansen Dam does not provide for the temporary or permanent storage of floodwaters as floodwaters are released quickly (a matter of days) in order to regain storage space to capture future flood inflows.[49] Thus, as the Hansen Dam does not impound a substantial reservoir for most of the year and also considering the distance of the Project Site from the Hansen Dam (3.45 miles), the potential risk of inundation from failure of the Hansen Dam resulting in loss of life, injury, or death at the Project Site is very low.

The Pacoima Dam is owned by the Los Angeles County Flood Control District, and operated and maintained by Los Angeles County Department of Public Works under the jurisdiction of the California Department of Water Resources' Division of Safety of Dams. The dam is located approximately 8.5 miles north of the Project Site. The dam provides flood protection and debris control for downstream communities in the San Fernando Valley, and serves as an impound reservoir. Facilities for discharging flood waters consist of several outlets in the dam and a tunnel spillway. Based on modifications completed in 2004, the Pacoima Dam is now capable of discharging the probable maximum flood through the existing outlet tunnels without overtopping the dam crest. Considering the construction of the Pacoima Dam, the primary threat of dam failure would be the result of an earthquake. The Pacoima Dam is constructed of concrete, and there are no historical examples of concrete dam failures during an earthquake event. Moreover, Los Angeles County Department of Public Works has several regulations, polices, and activities in place to evaluate the safety of dams and to respond to emergency situations. Inspection and monitoring programs for the Pacoima Dam would provide considerable forewarning of any overtopping threat and provide adequate warning to evacuate areas in immediate danger.[50] Thus, with also considering the distance of the Project Site from the Pacoima Dam (8.5 miles), the potential

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[48] *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Adopted November 26, 1996, Exhibit G: Inundation & Tsunami Hazard Areas in the City of Los Angeles, page 59.*

[49] *U.S. Army Corps of Engineers, Los Angeles District, Hansen Dam Basin, Los Angeles County, California, Master Plan and Environmental Assessment, September 2011, pages 11-4 – 11-6.*

[50] *Los Angeles Unified School District, Valley Region High School No. 5, Environmental Impact Report, certified January 23, 2007, Subchapter 3E, Hydrology and Water Quality, pages 3E-2 –3E-4, 3E-9 – 3E-10.*

risk of inundation from failure of the Pacoima Dam resulting in loss of life, injury, or death at the Project Site is very low.

Furthermore, it should be noted that for purposes of conservatively mapping a dam failure inundation area, the water level contained by each dam is assumed to be the peak storage capacity, and the failure is assumed to be catastrophic (i.e., instantaneous). The greatest hazard is closest to the dam where the flood waters would have the greatest volume (and depth) and velocity which causes direct impact to structures, flooding, and severe erosion. Some property damage and injury could be caused at much greater distances due to collateral considerations (e.g., vehicle accidents, electrical shock). The State Division of Safety of Dams regulates the siting, design, construction, and periodic review of all dams in the State. Dam safety regulations and flood plain ordinances are the main means of mitigating damage or injury due to dam failure inundation; even so, dam failure inundation has a relatively low probability of occurrence.[51]

Considering (1) the relatively small proportional increase in number of residents and workers that would be put at potential risk from dam inundation, (2) the distance of the Project Site from the Hansen and Pacoima dams allowing for adequate forewarning and potential evacuation if necessary, and (3) safety requirements and inspections by the U.S. Army Corps of Engineers and the State Division of Safety of Dams, impacts would be less than significant. No mitigation measures are required.

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

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a Project Site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami), or if a Project Site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows.

The Project Site is located approximately 15 miles from the Pacific Ocean, and is not within an area potentially impacted by a tsunami.[52] There are also no major water bodies in the vicinity of the Project Site that would put the site at risk of inundation by seiche. Furthermore, the Project Site is located within a developed area where little open space exists. The Project Site is relatively flat and is not located adjacent to a hillside area and, thus, the potential for mudflows to impact the Project Site would be highly unlikely. Therefore, no impacts with respect to the risk of loss, injury, or death by seiche, tsunami, or mudflow would occur and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. The focus of this cumulative impacts analysis is on the combined impacts of the Project and the 15 related projects (see Section II.3, Related Projects) with respect to the topics listed in the hydrology and water quality analysis above. The cumulative impacts hydrology and water quality study area is the extent of the related projects as well as the Los Angeles River Watershed.

With respect to construction impacts, it is unknown whether or not any of the related projects would have overlapping construction schedules with the Project. However, similar to the Project, the related

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[51] *City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Section 2.17, Geologic/Seismic Conditions, pages 2.17-38, 2.17-40, 2.17-61 – 2.17-62.*

[52] *City of Los Angeles Department of City Planning, Los Angeles City General Plan Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles, November 1996.*

projects would be required to comply with the City Building Code, NPDES requirements, etc. Assuming compliance, similar to the Project, the cumulative water quality impact during construction would be less than significant.

With respect to operational impacts, development of the Project in combination with the related projects would result in the further infilling in an already developed area. As discussed above, the Project Site and the surrounding area are served by the existing City storm drain system. Runoff from the Project Site and the adjacent land uses is typically directed into the adjacent streets, where it flows to the drainage system. It is likely that most, if not all, of the related projects would also drain to the surrounding street system or otherwise retain stormwater on-site.

The runoff associated with the related projects would either be directed in non-erosive drainage devices to landscaped areas or directed to an existing storm drain system and would not encounter exposed soils. The related projects would include a drainage system with pipes that would adequately convey surface water runoff into the existing storm drain or the on-site cisterns. Additionally, all of the related projects would be required to implement BMPs and to conform to the existing NPDES water quality program. Therefore, cumulative hydrology, water quality, and flooding impacts during operation would be less than significant.

X. LAND USE AND PLANNING

a) Would the project physically divide an established community?

No Impact. A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community (a typical example would be a project which involved a continuous right-of-way such as a roadway which would divide a community and impede access between parts of the community). According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Project.

The Project Site is currently occupied with a small collection of one-story commercial buildings fronting Lankershim Boulevard totaling approximately 8,449 square feet with surface parking lots and two single-family homes totaling approximately 2,619 square feet behind these commercial buildings. The existing buildings and homes are currently occupied. The Project Site is relatively flat and irregularly shaped with a small portion fronting Lankershim Boulevard with multi-family and single family residential uses to the north, single-family residential uses to the east, mix of commercial and multi-family residential uses (and associated parking lot) to the west and commercial uses to the south. The single-family residences to the north and east are located on R1-1 zoned lots and the houses generally range from 1,400 to 2,000 square feet in size. Near the Project site to the north and west are large apartment buildings (ranging from two- to four-stories), as well as miscellaneous commercial and retail uses, along with various automobile repair shops.

a) The Project would involve the demolition of the existing commercial buildings fronting Lankershim Boulevard and two single-family homes behind these commercial buildings and construction of a 64-unit four-story multifamily residential building (with ground floor enclosed parking) on the northerly portion of the Project Site (fronting Lankershim Boulevard) and 99 three-story small lot homes on the remainder of the site. The apartment building will be comprised of a mix of studios, 1-bedroom and 2-bedroom units. The small lot homes will be 3-bedroom single-family houses averaging 1,698 square feet in size with an average lot size of approximately 1,729 square feet. Vehicular and pedestrian access for the entire Project is proposed off of Lankershim Boulevard through the northerly portion of the site.

Lankershim Boulevard is developed with multi-family (one as four-stories including a parking level) and commercial uses in this area and the project would not be out of scale with these land uses. The four-story multifamily residential building would be taller in height than the existing adjacent apartment complex to the north and commercial building to the south, but would be similar in height to an existing commercial building northerly of the adjacent existing two-story apartment building to the north as well as the multifamily residential buildings directly across Lankershim Boulevard to the east. Further, the proposed building would be set back from the property line on both sides. A drive aisle would be located immediately south of the proposed apartment building, which would create separation of the building with the adjacent commercial use.

The small lot homes would be set back from the residential land uses to the north and east, with landscaped areas and residential yards. These areas and yards would be adjacent to existing residential rear yards for the most part and would serve to transition and buffer the small lot homes from the existing residential development.

The Project Site is relatively flat and is immediately surrounded by multi- and single-family residential and commercial land uses in an urban setting that is similar to other areas in Los Angeles. The Project's four-story apartment building would be consistent with the other apartments in the immediate area. The small lot single-family homes would be taller and sited slightly more densely than the existing single-family residential to the north and east, and the commercial development to the south. However, the building massing and setback developed with the implementation of the Project would be compatible with the character of the surrounding area along Lankershim Boulevard, which is developed as a denser urban corridor, and would serve as a transition to the less dense single-family residential uses to the north and east. As such, the Project would not cause a conflict of land use that would physically divide an existing community.

The Project would not cause any permanent street closures, block access to any surrounding land use, or cause any change in the existing street grid system. New streets would be developed as part of the Project, to provide access to the new multi- and single-family homes. Since the Project would be developed within a long-established urban area, the Project would not physically divide an established community by blocking or changing the existing street grid pattern. Additionally, as the Project would be located in an established developed area, the Project would not create secondary impacts such as the development in onsite open space areas. Since the Project would not physically disrupt or divide the surrounding established community, no impact would occur and no mitigation measures are required.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the Project Site and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site;
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

i) Applicable Land Use Policies and Regulations

At the local level, the Sun Valley - La Tuna Canyon Community Plan implements land use policies for the Project Site and vicinity. Other applicable City plans include the General Plan Framework. The LAMC governs land use at the Project Site through development and building standards. At the regional level, the Southern California Association of Government (SCAG) has prepared a Regional Comprehensive Plan and Guide (RCPG) that is a framework for decision-making with respect to regional growth and through its Growth Management policies addresses land use within a broader context. An overview of each of these plans and regulations is provided below. However, not every policy or goal of these plans is intended to mitigate or avoid environmental impacts. Where a policy is not intended to mitigate or avoid an environmental impact, consistency with that policy may not be relevant to an environmental impact analysis.

Southern California Association of Government - Regional Comprehensive Plan and Guide

The RCPG of the SCAG is a framework for decision-making with respect to regional growth to year 2015 and beyond, including growth management and regional mobility. Adopted policies related to land use are contained primarily in Chapter 2, Growth Management, of the RCPG. The purpose of the Growth Management chapter is to present forecasts that establish expectations related to growth and land use. These forecasts encourage local land use actions that could ultimately lead to the development of an urban form that would help minimize development costs, protect natural resources, and enhance the quality of life in the region. The Project would be consistent with Growth Management policies of infill development by adding housing to a currently underutilized lot in an existing multi-residential neighborhood with existing access to transportation, utilities, and resources, in a location that would result in fewer environmental consequences. Additionally, the Project would locate denser multi- and single-family residential uses along the well-developed Lankershim Boulevard, which would be consistent as an infill use. Therefore, project impacts are less than significant with respect to the policies of the RCPG.

General Plan

The City of Los Angeles General Plan is divided into several elements, including Land Use, Transportation, Noise, Safety, Housing, and Open Space/Conservation, and 35 Community Plans. As further described below, the Project Site is located within the Sun Valley - La Tuna Canyon Community

Plan area. The Project Site is divided into two zoning designations, R1 and R3. The R1 zoned lots have a General Plan land use designation of Low Residential and the R3 lots are designated as Medium Residential. The Project proposes a general plan amendment to change the land use designation of the Small Lot homes portion of the Project Site from Low Residential to Low Medium II Residential.

The Framework Element of the General Plan (General Plan Framework), adopted in December 1996 and readopted in August 2001, sets forth a citywide comprehensive long-range growth strategy by providing policies to guide long-term development and physical form and character of the City. The General Plan Framework includes housing goals related to both multi- and single-family residential preservation, including "multifamily neighborhoods that enhance the quality of life for the City's existing and future residents (Goal 3C) and "preservation of the City's stable single-family residential neighborhoods" (Goal 3B).

The proposed general plan amendment for the Small Lot homes portion of the Project Site from Low Residential to Low Medium II Residential would serve to buffer and transition the multi-family uses with Small Lot homes adjacent to single-family homes. The arrangement of land uses (multi-family residential along Lankershim Boulevard with Small Lot homes behind and adjacent to single-family residential) would place denser uses located along Lankershim Boulevard with less dense uses adjacent to the single-family homes to the north and east. The multi-family and Small Lot homes would be compatible with the existing surrounding multi- and single-family neighborhood and the Project would be consistent with the General Plan goals by guiding long-term development and physical form and character of the City by developing multi- and single-family residences on an underutilized lot. Therefore, the Project would meet the General Plan Framework goals for development and physical form. Impacts would be less than significant.

Sun Valley - La Tuna Canyon Community Plan

The Project Site is located within the Sun Valley - La Tuna Canyon Community Plan area. Within the Community Plan, the Project Site is designated as Low Residential and Medium Residential. This land use designation corresponds with the R1 and R3 zoning classifications. As previously discussed, the Project is requesting a general plan amendment for the Small Lot homes portion of the Project Site from Low Residential to Low Medium II Residential.

The project would meet the following goals and objectives of the Community Plan:

- Preserving and enhancing the positive characteristics of existing residential neighborhoods while providing a variety of compatible new housing opportunities.
- Improving the function, design and economic vitality of the commercial corridors.
- Preserving and enhancing the positive characteristic of existing uses which provide the foundation for community identity, such as scale, height, bulk, setbacks and appearance.

The Project would provide additional housing opportunities within an area developed with existing residential and commercial uses, at a density that is consistent with the character of Lankershim Boulevard and the surrounding area. In addition, the Project would provide new residential units on a lot designated for residential uses that is developed with commercial uses, thus becoming consistent with the General Plan policies for the Project Site, which designate residential uses on the site. Additionally, the general plan amendment would increase the housing supply to serve the needs of existing and future residents if the area. In the vicinity of the Project Site, Lankershim Boulevard is developed with a mixture of commercial and multi-family residential uses. The Project would improve

the function, design and economic vitality of the commercial areas along Lankershim Boulevard by increasing residential demand for retail and commercial uses. Although the Project proposes a decrease in front and rear yard setbacks and a height increase, multi-family uses along Lankershim Boulevard in the Project Area are multi-storied and these requested variances would not be out of character or scale with the existing multi-family uses.

Overall, Project buildout would be of a scale and built form consistent with the surrounding area and would serve the housing needs of existing and possible future residents within Community Plan Area. The Project would be consistent with the land use goals of the Community Plan that are applicable to the Project Site and surrounding area.

City of Los Angeles Municipal/Planning and Zoning Code

With the proposed land use application, the Applicant is seeking the following entitlements for the Project:

- General Plan Amendment to the Sun Valley-La Tuna Canyon Community Plan to change the land use designation of the Small Lot homes portion of the Project Site from Low Residential to Low Medium II Residential;
- Vesting Zone Change pursuant to LAMC Section 12.32 F and 12.32 Q from R-1 to the RD-1.5-1 Zone on the Small Lot portion of the site;
- Site Plan Review Findings be made as part of this discretionary approval;
- Division of Land Vesting Tentative Map (VTTM 74107), for small lot subdivision purposes; and
- Request for Density Bonus pursuant to LAMC SECTION 12.22 A.25, to set aside of 8% of the base density units (i.e. 4 units) at the Very Low Income ("VLI") level, and request for a Density Bonus increase of 27.5%, or the equivalent of 14 units. Additionally, the Applicant requests the following "Off-Menu" Density Bonus Incentives pursuant to LAMC Section 12.22 A.25(g)(3):
    - A decrease of the required Front Yard setback from 15 ft. to 5 ft.
    - A decrease of the required Rear Yard setback from 15 ft. to 10 ft.
    - An increase in the allowed maximum height from 45 ft. to 52 ft. (i.e. a 7-ft. increase) and within 50 ft. of an R1 zoned lot.

Similar to the discussion above related to the General Plan amendment and consistency, zoning changes on the Project Site would serve to buffer and transition the density of land uses from denser land uses along Lankershim Boulevard to less dense uses adjacent to single-family residential uses. Although the Project proposes a decrease in front and rear yard setbacks and a height increase, considering the existing multi-family uses along Lankershim Boulevard in the Project Area these requests are not out of character with surrounding properties along Lankershim Boulevard.

In addition to the current Project Site zoning of R3-1 and R1-1, the Site is zoned Clean Up Green Up (CUGU). The City of Los Angeles "seeks to reduce cumulative health impacts resulting from land uses including, but not limited to, concentrated industrial land use, on-road vehicle travel, and heavily freight-dominated transportation corridors, which are incompatible with the sensitive uses to which

they are in close proximity, such as homes, schools and other sensitive uses."[53] The Project is a residential development and does not contain any of the subject uses defined in LAMC Section 13.18 E.2(d). Confirmed by the Los Angeles Department of Building and Safety (LADBS), the Project Site is considered a publicly habitable space adjacent to a subject use as the site is adjacent to a storage building.

In compliance with LAMC 13.18.F.3 the Project has provided the required buffering between the adjacent use and the proposed Project uses. The proposed open space area nearest to the subject use would be fully buffered by the abutting landscaped yard setback and single-family homes on lots 92 – 99, which are located on the western portion of the Project Site. The proposed outdoor courtyard of the apartment building is located on the second floor and oriented towards the south. The orientation of the storage building is towards the south and west, which means that the subject use does not open towards the apartment building or small lot homes. In addition, the storage building does not have any open windows that faces the Project Site. There is also a vertical height separation between the one-story storage building and the second-floor courtyard, which acts as a buffer since the courtyard would not have direct views of the storage building. The storage building and the proposed apartment building would be separated by a driveway and a fully landscaped yard setback. All yards abutting the storage building lot would be fully landscaped. Landscape features include various groundcovers and shrubs, and an abundance of trees would be densely placed throughout the yards abutting the Subject Use.

The Division of Land VTTM 74107 for small lot subdivision purposes would provide the needed lot sizes for the Project. Following the granting of the above entitlements and based on the requisite findings, the Project would be in full compliance with the applicable land use polices of the City of Los Angeles and project impacts would be less than significant.

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

No Impact. Although not specified in the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project-related significant adverse effect could occur if a Project Site were located within an area governed by a habitat conservation plan or natural community conservation plan.

As discussed in Section 4(f) above, no such plans presently exist which govern any portion of the Project Site. Furthermore, the Project Site is located in an area which is already fully developed with residential, commercial, and retail uses, and is also within a heavily urbanized area of the City of Los Angeles. Therefore, the Project would not have the potential to cause such effects and there would be no impact.

Cumulative Impacts

Less than Significant Impact. Development of any related projects is expected to occur in accordance with adopted plans and regulations. Overall, the Sun Valley - La Tuna Canyon Community Plan area is experiencing an increase in density as more housing is constructed. However, it is also expected that most of the related projects would be compatible with the zoning and land use designations of each related Project Site and its existing surrounding uses. In addition, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, cumulative land use impacts are anticipated to be less than significant.

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[53] *City of Los Angeles Ordinance No. 184246, adopted, June 4, 2016.*

XI. MINERAL RESOURCES

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone (MRZ) 2 zone or other known or potential mineral resource area, and
- Whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

The Project Site is partially developed and no oil wells are present (see also *8.d, Hazards*, above).[54] Additionally, the Project Site is not located within an oil field or oil drilling area.[55] The Project Site is located within a surface mining district or MRZ-2 zone, for cement concrete aggregate material.[56] Although the site has the potential for mineral resources underlying it, there are no current mineral extraction activities on or near the Project Site, and therefore the Project would not affect any ongoing extraction activities. All mineral extraction sites are zoned Industrial in the Sun Valley – La Tuna Canyon Community Plan, many of which are exhausted operations. The Project Site is divided into two zoning designations in the Los Angeles Planning and Zoning Code. The northerly and easterly lots off of Lankershim Boulevard are zoned R3-1 CUGU (Multiple Dwelling Zone) and the remainder of the site is zoned R1-1 CUGU (One-Family Zone). The R1 zoned lots have a General Plan land use designation of Low Residential and the R3 lots are Medium Residential designations. Implementation of the Proposed Project would not impact on existing or future regionally important mineral extraction site. Therefore, no impact would occur and no mitigation measures are required.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. As noted above, according to the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a MRZ-2 zone or other known or potential mineral resource area, and

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[54] *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: http://zimas.lacity.org, accessed: August 2016.*

[55] *City of Los Angeles Department of City Planning, Los Angeles City General Plan Safety Element, Exhibit E, Oil Field and Oil Drilling Areas, November 1996.*

[56] *City of Los Angeles Department of City Planning, Los Angeles City General Plan Conservation Element, Exhibit A, Mineral Resources, Adopted September 2001.*

- Whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

Because the Project Site is subject to the applicable land use and zoning requirements in LAMC, particularly Chapter 1, General Provisions and Zoning (City of Los Angeles Planning and Zoning Code), it is subject to development standards for the various districts in the City of Los Angeles. The Project Site is not zoned for oil extraction or drilling, but the site is located within a surface mining district or MRZ-2 zone, for cement concrete aggregate material.[57] Although the site has the potential for mineral resources underlying it, there are no current mineral extraction activities on or near the Project Site, and therefore the Project would not affect any ongoing extraction activities. Development of the Project does not include significant excavation and therefore would not result in the loss of availability of a mineral resource that would be of value to the residents of the state or a locally-important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan. Thus, no impact associated with mineral resources would occur.

Cumulative Impacts

No Impact. The focus of this cumulative impacts analysis is on the combined impact of the Project and the 15 related projects (see Section II.3 [Related Projects]) with respect to the topics listed in the mineral resources analysis above, including loss of availability of a known mineral resource or locally important mineral resource recovery site. The cumulative impacts mineral resources study area is the extent of the related projects.

It is unknown whether or not any of the related project sites contain mineral resources. However, as the Project would have no impact on mineral resources, it would not contribute to a cumulative impact. Furthermore, no known mineral resources or extraction operations for such resources are in the Project vicinity. Therefore, there would be no cumulative impact on mineral resources.

XII. NOISE

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). See Section 111.00 through Section 116.01 of the LAMC, and LAMC Section 41.40. Implementation of the Proposed Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.

Construction Noise

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

[57] *City of Los Angeles Department of City Planning, Los Angeles City General Plan Conservation Element, Exhibit A, Mineral Resources, Adopted September 2001.*

technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. Additionally, as defined in the L.A. CEQA Thresholds Guide threshold for construction noise impacts, a significant impact would occur if construction activities lasting more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Furthermore, the L.A. CEQA Thresholds Guide also states that construction activities lasting more than ten days in a three-month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact.

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

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

Table IV.9
Noise Range of Typical Construction Equipment

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

[a] Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.
Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Table IV-10
Typical Outdoor Construction Noise Levels

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

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

The noise levels shown in Table IV-10 represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. As shown in Table IV-10, construction noise during the heavier initial periods of construction is presented as 86 dBA Leq when measured at a reference distance of 50 feet from the center of construction activity. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA Leq measured at 50 feet from the noise source to the receptor would reduce to 78 dBA Leq at 100 feet from the source to the receptor, and reduce by another 6 dBA Leq to 72 dBA Leq at 200 feet from the source to the receptor. Construction activities associated with the project would be expected to occur and generate noise at off-site locations consistent with the estimates provided in Table IV-10.

The nearest sensitive receptors that could potentially be subject to noise impacts associated with construction of the project include the following (see Figure IV-1, Noise Monitoring and Sensitive Receptor Location Map):

1. Residential uses to the north (immediately adjacent to the Project Site);
2. Residential uses to the east (immediately adjacent to the Project Site);
3. Religious institution to the south (approximately 110 feet from the Project Site);
4. Residential uses to the west (approximately 110 feet from the Project Site); and
5. Residential uses to the south (approximately 200 feet from the Project Site);

To identify the existing ambient noise levels in the general vicinity of the Project Site, noise measurements were taken with a 3M SoundPro SP DL-1 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1.[58] The measured noise levels are shown in Table IV-11, Existing Ambient Daytime Noise Levels. See Figure IV-1, previously, for the locations of the noise measurements.

[58] *This noise meter meets the requirement specified in LAMC Section 111.01(l) that the instruments be "Type S2A" standard instruments or better. This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately five feet above grade.*

Table IV-11
Existing Ambient Daytime Noise Levels

No.	Location	Primary Noise Sources	Noise Levels[a]		
			L_{eq}	L_{min}	L_{max}
1	Western boundary of Project Site fronting Lankershim Blvd.	Traffic and pedestrian activity along Lankershim Blvd.	67.2	52.1	78.4
2	Near the northeast corner of the Project Site, on cul-de-sac of Wixom St to east.	Light traffic and pedestrian/residential activity in on Wixom St.	51.1	39.9	70.2
3	Near the southeast corner of the Project Site, on cul-de-sac of Keswick St. to east.	Light traffic and pedestrian/residential activity in on Keswick St.	44.8	39.2	56.2

[a] *Noise measurements were taken on August 11, 2016 at each location for a duration of 15 minutes. See Appendix F to this Draft IS/MND.*

Due to the use of construction equipment during the construction phase, the project would expose surrounding off-site receptors to increased ambient exterior noise levels comparable to those previously listed above in Table IV-10. Specifically, based on the data provided in Table IV-10, construction noise levels at the adjacent residences to the north, east, and within 50 feet of the Project Site could reach and exceed 86 dBA compared to the existing measured noise levels of 44.8 dBA to 67.2 dBA for the area.

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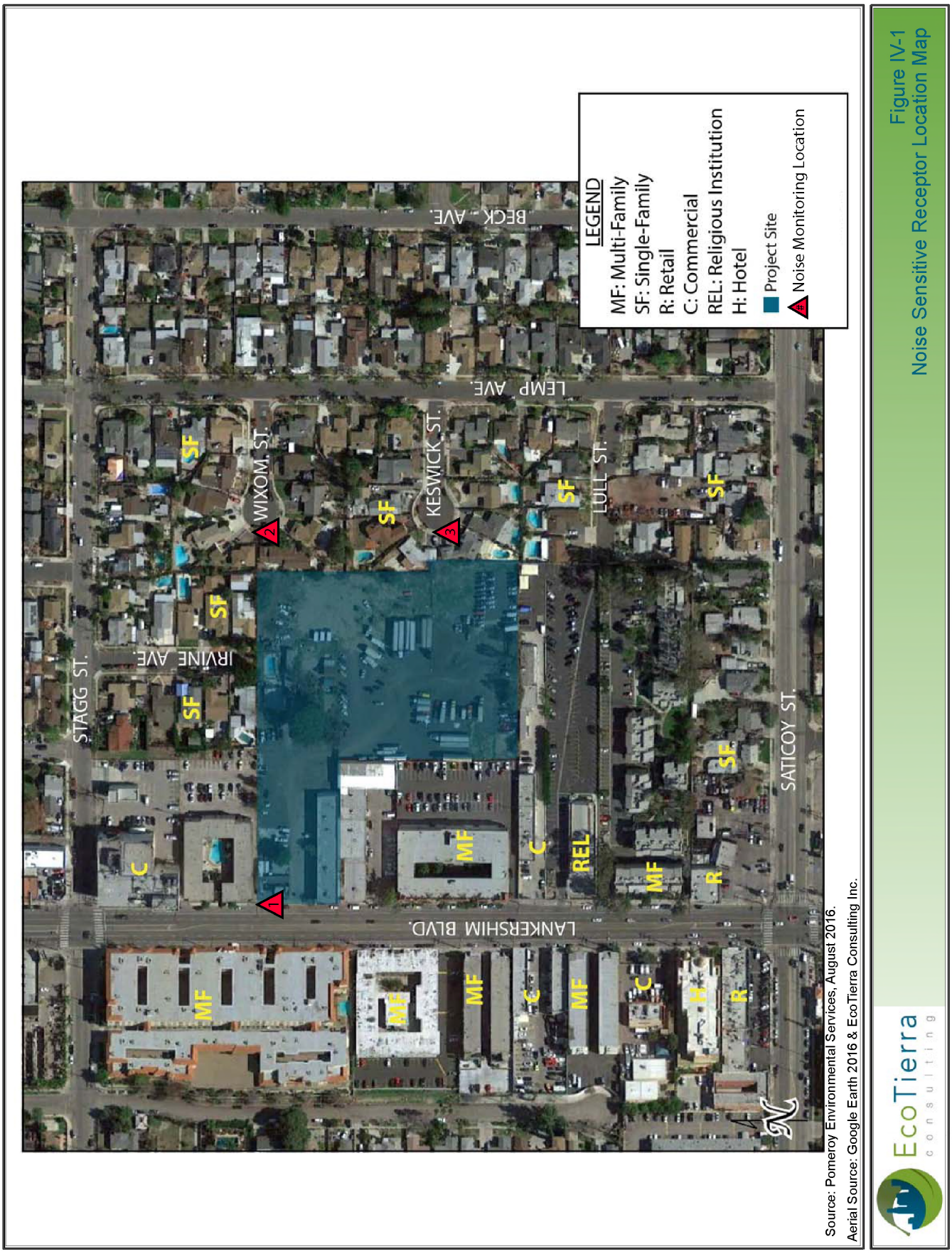
LEGEND
MF: Multi-Family
SF: Single-Family
R: Retail
C: Commercial
REL: Religious Institution
H: Hotel
Project Site
Noise Monitoring Location
BECK AVE.
LEMP AVE.
WIXOM ST.
KESWICK ST.
LULL ST.
IRVINE AVE.
STAGG ST.
LANKERSHIM BLVD.
SATICOY ST.
Source: Pomeroy Environmental Services, August 2016.
Aerial Source: Google Earth 2016 & EcoTierra Consulting Inc.
EcoTierra consulting
Figure IV-1
Noise Sensitive Receptor Location Map

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It should be noted, however, that any increase in noise levels at off-site receptors during construction of the project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier initial periods of construction (i.e., demolition and grading work) would typically be reduced in the later construction phases (i.e., interior building construction) as the physical structure of the proposed structures would break the line-of-sight noise transmission from the construction area to the nearby sensitive receptors.

LAMC Section 41.40 regulates noise from construction activities. Exterior construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, and between 6:00 P.M. and 8:00 A.M. on Saturday. Construction activities are prohibited on Sundays and all federal holidays. The construction activities associated with the project would comply with these LAMC requirements. In addition, pursuant to LAMC Section 112.05, construction noise levels are exempt from the 75 dBA noise threshold if all technically feasible noise attenuation measures are implemented. According to the LAMC, technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. Although the estimated construction-related noise levels associated with the project would exceed the numerical noise threshold of 75 dBA at 50 feet from the noise source as outlined in LAMC Section 112.05, and the typical construction noise levels associated with the project would exceed the existing ambient noise levels at the identified off-site sensitive receptors by more than the 5 dBA threshold established by the L.A. CEQA Thresholds Guide during construction, implementation of the following attenuation measures, as required by the LAMC, would reduce the noise levels associated with construction of the project to the maximum extent that is technically feasible. Specifically, the use of barriers such as plywood structures, flexible sound control curtains, or intervening construction trailers, could reduce line-of-sight noise levels by approximately 10 dbA.[59] Thus, based on the provisions set forth in LAMC 112.05, implementation of the noise attenuation measures provided below would ensure the Project would be consistent with the LAMC and construction noise impacts would be less than significant. Further, implementation of Mitigation Measure XII-20 would ensure that increased noise levels during demolition, grading and construction would be less than significant. Noise attenuation measures required by LAMC 112.05 would include the following:

1. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 (see LAMC Section 112.05), and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

2. Construction 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.

3. Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

4. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

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[59] *Based on a review of Table 4 of the FHWA Noise Barrier Design Handbook (July 14, 2011), the design feasibility of a sound barrier that reduces noise by 5 dBA is considered "simple" and a reduction of up to 10 dBA as "attainable." And, reductions of 15 and 20 dBA are considered "very difficult" and "nearly impossible," respectively.*

5. Noise and groundborne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

6. Barriers such as, but not limited to, plywood structures or flexible sound control curtains shall be erected around the perimeter of the construction site to minimize the amount of noise during construction on the nearby noise-sensitive uses.

7. The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (see LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

Mitigation Measure

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

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

Operational Noise

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

In addition, on-site residences would not be adversely impacted by elevated ambient urban noise levels because the project would be constructed to meet and exceed Title 24 insulation standards of the California Code of Regulations for residential buildings, which serves to provide an acceptable interior noise environment for sensitive uses. Specifically, as required by Title 24, the Project would be designed and constructed to ensure interior noise levels would be at or below a CNEL of 45 dBA in any habitable room of the project. Given the existing measured noise levels of 44.8 dBA to 67.2 dBA in the vicinity, and an approximate 30 dBA exterior-to-interior noise reduction for new residential construction,[60] it is clear that standard construction methods and materials would achieve interior noise levels at or below 45 dBA. As such, impacts associated with interior noise levels at the proposed residences would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if a project were to generate excessive vibration during construction and/or operation.

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

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

Construction Vibration

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

In terms of construction-related impacts on buildings, the City of Los Angeles has not adopted policies or

[60] *Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings requires substantial building insulation and windows which reduces exterior to interior noise transmission.*

guidelines relative to groundborne vibration. While the Los Angeles County Code (LACC Section 12.08.350) states a presumed perception threshold of 0.01 inch per second RMS, this threshold applies to groundborne vibrations from long-term operational activities, not construction. Consequently, as both the City of Los Angeles and the County of Los Angeles do not have a significance threshold to assess vibration impacts during construction, the Federal Transit Administration (FTA) and California Department of Transportation's (Caltrans) adopted vibration standards for buildings which are used to evaluate potential impacts related to construction. Based on the FTA and Caltrans criteria, construction impacts relative to groundborne vibration would be considered significant if the following were to occur:[61]

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

In addition, the City of Los Angeles has not adopted any thresholds associated with human annoyance for groundborne vibration impacts. Therefore, this analysis uses the FTA's vibration impact thresholds for human annoyance. These thresholds include 80 VdB at residences and buildings where people normally sleep (e.g., nearby residences) and 83 VdB at institutional buildings, which includes schools and churches. No thresholds have been adopted or recommended for commercial and office uses. Table IV-13, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction.

Table IV-12
Vibration Source Levels for Construction Equipment

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

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

With respect to construction vibration impacts upon existing off-site structures, there are no known structures adjacent to the Project Site that would be considered structurally fragile or susceptible to vibration damages. The surrounding buildings consist primarily of engineered concrete and masonry

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

buildings, and reinforced-concrete, steel, or timber buildings. As such, the potential for construction-related vibration damage to off-site structures would be considered low. In addition, it should be noted the Project would be subject to compliance with Section 91.3307 of the LAMC (Protection of Adjoining Property). Specifically, Section 91.3307.1 (Protection Required) states adjoining public and private property shall be protected from damage during construction, remodeling and demolition work. Protection must be provided for footings, foundations, party walls, chimneys, skylights and roofs. Provisions shall be made to control water runoff and erosion during construction or demolition activities. Therefore, impacts with respect to potential building damages from construction-related vibration would be less than significant.

With respect to human annoyance resulting from vibration generated during construction, the sensitive receptors located in the vicinity of the Project Site could be exposed to increased vibration levels. Based on the data provided in Table 4, the adjacent residential uses to the north, east and within 25 feet could experience vibration levels of 87 VdB. As such, the 80 VdB residential annoyance threshold could be exceeded at these off-site locations during a worst-case construction activity. With respect to the religious institution 110 feet to the south, project construction vibration levels would not exceed 69 VdB at this location which would be under the 83 VdB threshold for institutional buildings. It should be noted that vibration levels experienced in the project vicinity would be temporary and intermittent, and would be reduced when the construction activities are located toward the center of the Project Site. Furthermore, consistent with the requirements of LAMC Section 112.05, construction vibration levels would be considered exempt from the thresholds if all technically feasible noise attenuation measures are implemented. The construction noise attenuation measures listed previously would also serve to reduce construction vibration levels to the maximum extent feasible. As such, human annoyance impacts with respect to construction vibration would be less than significant.

Operational Vibration

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

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

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the project. As defined in the City of Los Angeles CEQA Thresholds Guide threshold for operational noise impacts, a project would normally have a significant impact on noise levels from Proposed Project operations if the Proposed Project causes the ambient noise level measured at the property line of affected uses that are shown in Table IV-13, Community Noise Exposure (CNEL), to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase. Thus, a significant impact would occur if noise levels associated with operation of the project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA

CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a Leq standard of 5 dBA over ambient conditions as constituting a LAMC violation.

Traffic Noise

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

As detailed in the Project's Traffic Report (see Appendix F to this Draft IS/MND), the Project is estimated to generate a net increase of 856 daily trips, including 61 morning peak hour trips and 75 afternoon peak hour trips. As shown in greater detail in the Project's Traffic Report, the highest project-related trip increase would occur at intersection number 3 (Lankershim Blvd. & Stagg St.) during the AM peak hour with 44 peak hour trips. When compared to the existing 2,101 vehicle trips occurring at intersection number 3 during the AM peak hour, it is clear that the Project would not double the traffic volumes on any roadway segment in the vicinity of the Project Site. As such, the Project would not increase roadway noise levels by 3 dBA and, thus, traffic noise impacts would be less than significant.

Table IV-13
Community Noise Exposure (CNEL)

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

[a] Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
[b] Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
[c] Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
[d] Clearly Unacceptable: New construction or development should generally not be undertaken.
Source: Office of Planning and Research, State of California Genera Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

Stationary Noise Sources

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

Parking Noise

Noise would be generated by activities within the proposed surface and private garage parking areas. Sources of noise within the parking areas would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. It is anticipated that the types of parking related noise would be substantially similar to the existing noise generated by the existing parking and roadway activity, and existing surface parking lots in the Project Site vicinity. In addition, parking-related noise generated by motor driven vehicles within and around the Project Site is regulated under the LAMC. Specifically, with regard to motor driven vehicles, LAMC Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City such that the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels. Further, implementation of Mitigation Measure XII-30 would ensure that increased noise would be reduced to less than significant with construction of a 6 foot high solid decorative masonry wall adjacent to residential uses. As such, noise impacts associated with the project's parking areas would be less than significant.

Mitigation Measure

XII-30 Increased Noise Levels (Parking Wall)

- A 6-foot-high solid decorative masonry wall, measured from the lowest adjacent grade, adjacent to residential use and/or zones shall be constructed if no such wall exists.

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

Less Than Significant Impact. A significant impact may occur if the Project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the Project. According to the L.A. CEQA Thresholds Guide, a significant impact would occur if construction activities lasting more than 10 days in a three month period would increase the ambient noise levels by 5 dBA or more at any off-site noise-sensitive location.

As discussed above, impacts would be less than significant for construction noise and vibration, and operational noise and vibration.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The closest public airports to the Project Site are Whiteman Airport (3.25 miles northwest), Burbank Bob Hope Airport (1.42 miles east), and Van Nuys Airport (5.8 miles west). Whiteman Airport and Van Nuys Airport are not within two miles of the Project Site and no further analysis is required. Though Burbank Bob Hope Airport is within two miles of the Project Site, it's not located within the Airport Influence Area.[62] The Project Site is subject to occasional over flights from jet and propeller aircraft, but the project would not expose people to excessive aircraft noise levels. Therefore, no impact would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in a project area to excessive noise levels?

No Impact. A significant impact may occur if a project were in the vicinity of a private airstrip and would project students and workers to excessive noise levels from aircraft operations.

The Project Site is not located within the vicinity of any private airstrip. Therefore, no impact would occur.

Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the related projects (see Section II.6 [Related Projects]) with respect to the topics listed in the noise analysis above, including construction noise, operational noise, vibration, etc. The cumulative impacts noise study area is the extent of the related projects. Development of the Project in combination with the related projects would result in an increase in construction noise, traffic noise, as well as on-site stationary noise sources in a developed area of the City.

With respect to construction impacts, it is unknown whether or not any of the related projects would have overlapping construction schedules with the Project. Therefore, any quantitative analysis that assumes multiple concurrent construction projects is speculative. Construction noise from the Project and each related project (that has not yet been built) would be localized. However, similar to the Project, the related projects would be required to comply with the City's Noise Ordinance as well as mitigation measures that may be prescribed pursuant to CEQA that require significant impacts to be reduced to the extent feasible. As such, it is anticipated that the cumulative construction noise impact would be less than significant.

With respect to cumulative traffic noise impacts, it should be noted that the Project's traffic noise impacts are based on the predicted traffic volumes presented in the Traffic Report. Based on the Project's estimated trip generation, it is clear that the Project would not double the traffic volumes on any roadway segment or study intersection in the Project Site vicinity. It is unknown whether or not any of the related projects would double the traffic volumes on any roadway segment or study intersection. However, if there were a significant cumulative noise impact, the Project would not make a cumulatively considerable contribution to the impact for the reasons described above.

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[62] *Los Angeles County, Department of Regional Planning, Airport Land Use Commission website: http://planning.lacounty.gov/assets/obj/anet/Main.html, accessed August 2016 and http://planning.lacounty.gov/assets/upl/project/aluc_airport-burbank.pdf, accessed August 2016.*

XIII. POPULATION AND HOUSING

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. For the purpose of this issue, a significant impact may occur if a project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the project area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on population and housing growth shall be made considering the following factors:

- The degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment;
- Whether a project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and
- The extent to which growth would occur without implementation of a project.

As part of its comprehensive planning process for the Southern California region, SCAG, the MPO for Southern California with exception to San Diego County, has divided its jurisdiction into 14 subregions. The Project Site is located within the City of Los Angeles subregion, which includes all areas within the boundaries of the City of Los Angeles, the City of San Fernando, and a portion of unincorporated Los Angeles County. However, the numbers discussed herein pertain only to the City of Los Angeles. SCAG's 2014 population and housing estimates for the City were 3,904,657 residents and 1,432,553 total housing units, and SCAG estimated the City had 1,753,559 jobs in 2013.[63] Moreover, SCAG estimates the population of the City will increase to 3,991,700 residents by 2020 and 4,320,600 residents by 2035, a 2.2 percent and 10.7 percent increase from the 2014 estimate, respectively. Housing in the City is estimated by SCAG to increase to 1,455,700 housing units by 2020 and 1,626,600 housing units by 2035, a 1.6 percent and 13.5 percent increase from the 2014 estimate, respectively. Employment in the City is estimated by SCAG to increase to 1,817,700 jobs by 2020 and 1,906,800 jobs by 2035, a 3.7 percent and 8.7 percent increase from the 2013 estimate, respectively.[64]

Construction Impacts

The Project would involve the demolition of the existing commercial buildings fronting Lankershim Boulevard and two single-family homes totaling behind these commercial buildings and construction of a 64-unit four-story multifamily residential building (with ground floor enclosed parking) on the northerly portion of the Project Site (fronting Lankershim Boulevard) and 99 three-story small lot homes on the remainder of the site. Construction would result in increased employment opportunities in the

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[63] *Southern California Association of Governments, Local Profiles Report 2015, Profile of the City of Los Angeles, May 2015, website: http://www.scag.ca.gov/Documents/LosAngeles.pdf, page 3, accessed: August 2016.*

[64] *Southern California Association of Governments, 2012-2035 Regional Transportation Plan/Sustainable Communities Strategies, Growth Forecast Appendix, Adopted April 2012, website: http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_GrowthForecast.pdf, accessed: August 2016.*

construction industry. However, it is not likely that construction workers would relocate their households as a result of their employment associated with construction of the Project. The construction industry differs from other employment sectors in that many construction workers are highly specialized and move from job site to job site as dictated by the demand for their skills, and they remain at a job site for only the timeframe in which their specific skills are needed to complete a particular phase of the construction process. Furthermore, it is likely that the construction workers employed for the construction of the Project would be taken from the labor pool currently residing in the City. Therefore, the construction workers would not likely relocate their homes as a result of employment on the Project. Impacts on population and housing due to construction activities would be less than significant and no mitigation measures are required.

Operational Impacts

Population

Based on the most recent City estimates for the Sun Valley – La Tuna Canyon Community Plan Area, the average household size is 3.87 residents per unit, or specifically 3.83 residents per multi-family unit and 3.89 residents per single-family unit.[65] The Project would include 64 multi-family units and 99 small lot single-family residential units, which could generate approximately 630 residents (64 x 3.83 = 245; 99 x 3.89 = 385). The addition of approximately 630 residents represents a 0.016 percent increase in resident population estimates for the City in 2014, 0.016 percent of the estimated population in the City by 2020, and 0.015 percent of the estimated population in the City by 2035. This increase would not be considered a substantial increase for the area and is within the anticipated SCAG forecast for population. As such, population growth associated with the Project would be less than significant and no mitigation measures are required.

Housing

With respect to housing, the Project would introduce 64 multi-family and 99 small lot single-family units for a total of 163 residential units to the area. These 163 residential units would represent a 0.011 percent increase in the overall estimated housing units for the City in 2014, 0.011 percent of the estimated housing units for the City by 2020, and 0.010 percent of the estimated housing units for the City by 2035. This increase would not be considered a substantial increase in housing for the area as the addition of 163 new residential units is within the anticipated housing increases based on SCAG projections for housing. As such, housing growth associated with the Project would be less than significant and no mitigation measures are required.

Employment

The Project would not introduce new operational jobs to the Project Site, as the project only involves development of residential housing. Thus, the project would have no impact on operational employment in the City or in the region. As such, employment associated with the Project would be less than significant and no mitigation measures are required.

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[65] *Los Angeles Department of City Planning, Demographic Research Unit, Population & Housing Data by Community Plan Area: Sun Valley – La Tuna Canyon Community Plan Area, 2009 Population Estimates, website: http://planning.lacity.org/DRU/Locl/LocRpt.cfm?geo=CP&sgo=CT, accessed: August 2016.*

Infrastructure

The Project would not require the extension of roadways or other infrastructure (e.g., water facilities, sewer facilities, electricity transmission lines, natural gas lines, etc.) into undeveloped areas. As a result, the development of the Project would not indirectly induce population growth. Therefore, impacts would be less than significant and no mitigation measures are required.

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

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether a project results in a significant impact on population and housing displacement shall be made considering the following factors:

- A net loss of housing equal to or greater than a one-half block equivalent of habitable housing units through demolition, conversion, or other means; or
- A net loss of any existing housing units affordable to very low- or low-income households (as defined by federal and/or City standards), through demolition, conversion, or other means.

The Project Site is partially developed with two single-family residences totaling approximately 2,619 square feet and one-story commercial buildings totaling approximately 8,449 sq.ft. and associated surface parking. Implementation of the Proposed Project would involve demolition of the two single-family residences and the commercial buildings. Removal of these two residential units is not considered a net loss of housing to or greater than a one-half block equivalent of habitable housing units. Therefore, displacement of the two residential units would not displace a substantial number of existing units and impacts would be less than significant and no mitigation measures are required.

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

Less Than Significant Impact. For the purpose of this Initial Study, a project-related significant adverse effect could occur if a project would result in the displacement of a substantial amount of people. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, the determination of whether a project results in a significant impact on population and housing displacement shall be made considering the following factors:

- A net loss of housing equal to or greater than a one-half block equivalent of habitable housing units through demolition, conversion, or other means; or
- A net loss of any existing housing units affordable to very low- or low-income households (as defined by federal and/or City standards), through demolition, conversion, or other means.

The Project Site is partially developed with two single-family residences totaling approximately 2,619 square feet and one-story commercial buildings totaling approximately 8,449 sq.ft. and associated surface parking.

Based on the most recent City estimates for the Sun Valley – La Tuna Canyon Community Plan Area, the average household size for single-family is 3.89 residents per single-family unit. Using the average household size, the existing two residential units total approximately eight residents. Removal of these

two residences does not equal to or greater than a one-half block of equivalent habitable housing units. Therefore, removal of these two residential units totaling approximately eight persons would not result in displacement of substantial number of people, necessitating the construction of displacement housing elsewhere. Thus, implementation of the Proposed Project would result in less than significant impacts and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. The focus of this cumulative impacts analysis is on the combined impact of the Project and the 15 related projects (see Section II.3 [Related Projects]) with respect to the topics listed in the population and house analysis above, including growth inducement, and housing and population displacement. The cumulative impacts population and housing study area is the extent of the related projects and the zip code in which the Project is located (91607).

Housing, and population projections contained in the SCAG forecasts are based upon land uses designated in the General Plan. The related projects identified in Section II.6 (Related Projects) of this Initial Study and other potential development projects that may occur throughout the City of Los Angeles subregion are expected to be largely consistent with their respective General Plan land use designations. Furthermore, SCAG periodically updates its projections for the various subregions that comprise the SCAG region, which allows these projections to be revised to reflect land use and planning changes that have occurred since previous updates. Accordingly, the effects of cumulative growth associated with the Project and other development within the City of Los Angeles subregion will be accommodated in SCAG forecasts over time and cumulative impacts with respect to housing and population growth would be less than significant.

XIX. PUBLIC SERVICES

Would a project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objective for any of the following public services:

a) Fire protection?

Less Than Significant Impact. Based on the City of Los Angeles *L.A. CEQA Thresholds Guide 2006*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to Section 57.09.07A of the LAMC, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles; while for a commercial land use, the distance is one mile for an engine company and 1.5 miles for a truck company. If either of these distances is exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems.

The Project Site is within the service area of LAFD Valley Bureau, which covers the San Fernando Valley Region. The Valley Bureau has five bureaus (10, 12, 14, 15, and 17) and 114 stations.

The Project Site is within Valley Bureau Number 14 and would be served primarily by Fire Station No. 89, located at 7063 Laurel Canyon Boulevard, approximately 1.2 miles southwest of the Project Site.[66] Fire Station No. 89 includes an engine, assessment light force, paramedic rescue ambulance, BLS rescue ambulance, and backup US&R apparatus[67] This fire station is located within the recommended response distance. Furthermore, the Project Site is currently partially developed and currently receives adequate fire protection services from the LAFD.

Based on response metrics from January through July 2016, Fire Station No. 89 had an average response time for non-EMS calls of 4 minutes and 15 seconds and 4 minutes and 36 seconds for EMS calls.[68] Under national standards set forth by the National Fire Protection Association, which have been adopted by LAFD, the response time goal is six minutes to nearly all medical emergencies.[69] Thus, under LAFD criteria, both the existing fire response distance from Fire Station No. 98 to the Project Site and average response time to the Project Site would be adequate.

The adequacy of fire protection is also based on the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.507.3.1, City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing.[70] The overall fire flow requirement for the Project's residential development is 2,000 gpm from three fire hydrants flowing simultaneously with a residual water pressure of 20 PSI.[71] Fire hydrants would be required every 600 feet for the Project. The adequacy of existing water pressure and availability in the Project area with respect to required fire flow would be confirmed by LAFD during the plan check review process. As part of the normal building permit process, the Project would be required to upgrade water service laterals, meters, and related devices, as applicable, in order to provide required fire flow; however, no new water facilities are anticipated. Moreover, such improvements would be conducted as part of the Project either on-site or off-site within the right-of-way, and as such, the construction activities would be temporary and not result in any significant environmental impacts.

Emergency vehicle access to the Project Site would continue to be provided from local roadways (i.e., Lankershim Boulevard). All improvements proposed would be in compliance with the Fire Code, including any additional access requirements of LAFD. Additionally, emergency access to the Project Site would be maintained at all times during both Project construction and operation.

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66 *City of Los Angeles Department of City Planning, Fire and Police Stations Directory website: http://www.lafd.org/fire-stations/, accessed: July 2016; Google website: https://www.google.com/maps, accessed July 2016.*

67 *City of Los Angeles Fire Department, Fire Station Directory, website: http://www.lafdacs.org/pdf_files/FIRE%20STATION%20DIRECTORY%20Sept.%202013.pdf, August 2016.*

68 *City of Los Angeles Fire Department, Fire Stat LA, website: http://www.lafd.org/fsla/stations-map, accessed August 2016.*

69 *National Fire Protection Association, NFPA 1710: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, website: http://www.nfpa.org/codes-and-standards/document-information-pages?mode=code&code=1710&DocNum=1710, accessed: August 2016.*

70 *LAMC, Chapter 5, Public Safety and Protection, Division 9, Access, Hydrants, and Fire Flow, Section 57.09.06.*

71 *ibid.*

As required by the City as a regulatory compliance measure, the Project would implement the Fire Department's recommendations for fire safety which would include submittal of a plot plan approved by the Fire Department prior to 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.

Also, prior to plan check review, the Fire Department recommends the Project Applicant to consult with the Fire Department regarding the installation of public and/or private fire hydrants, sprinklers, access, and/or other fire protection features within the Project. All required fire protection features shall be installed to the satisfaction of the Los Angeles Fire Department.

Therefore, for the reasons stated above, impacts related to adequate proximity to a fire station, fire flow, fire hydrants, and emergency access would be less than significant and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. The focus of this cumulative impacts analysis is on the combined impact of the Project and the 15 related projects (see Section II.3, Related Projects) with respect to the fire protection analysis above. The cumulative impacts study area for fire protection is the extent of the related projects in the LAFD service area.

Development of the Project in combination with the related projects would cumulatively increase the demand for fire protection services. Over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded fire station would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and cumulative growth would contribute. Moreover, all of the cumulative development would be reviewed by LAFD in order to ensure adequate fire flow capabilities and adequate emergency access. Compliance with LAFD, City Building Code, and Fire Code requirements related to fire safety, access, and fire flow would ensure that cumulative impacts to fire protection would be less than significant and no mitigation measures are required.

b) Police protection?

Less Than Significant Impact. For the purpose of this issue, a significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors:

- The population increase resulting from the Project, based on the net increase of residential units or square footage of non-residential floor area;

- The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and

- Whether the project includes security and/or design features that would reduce the demand for police services.

The Project Site is served by the Foothill Community Police Station, which is located at 12760 Osborne Street, approximately 2.5 miles southwest of the Project Site.[72] The Foothill Community Police Station's boundaries include a population of approximately 182,214 people and covers approximately 46.13 square miles. The Foothill Community Police Station is under the jurisdiction of LAPD's Valley Bureau.[73] The Project Site is located in Reporting District 1606.[74]

Construction Impacts

Construction sites, if not properly managed, have the potential to attract criminal activity (such as trespassing, theft, and vandalism) and can become a distraction for local law enforcement from more pressing matters that require their attention. However, as required by the City as a regulatory compliance measure, the Project would employ construction safety features including erecting temporary fencing along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to deter trespassing, vandalism, short-cut attractions, potential criminal activity, and other nuisances. Therefore, potential impacts to police protection services during the construction of the Project would be less than significant and no mitigation measures are required.

Operational Impacts

Operation of the Project could result in an on-site population of approximately 630 residents,[75] thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to increase as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. However, as required by the City as a regulatory compliance measure, the Project would implement principles of the City's Crime Prevention through Environmental Design Guidelines subject to the approval of LAPD prior to the issuance of building permits.[76] Specifically, the Project would include adequate and strategically positioned lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited, and, where possible, security

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[72] *City of Los Angeles Department of City Planning, Fire and Police Stations Map, May 2015, website: http://planning.lacity.org/mapgallery/Image/Citywide/LAPD_LAFD.pdf, accessed: August 2016.*

[73] *City of Los Angeles Police Department, Central Bureau, Central Community Police Station, About Foothill, website: http://www.lapdonline.org/foothill_community_police_station/content_basic_view/1673, accessed: August 2016.*

[74] *City of Los Angeles Department of City Planning, Parcel Profile Report, 11600-11630 Eldridge Avenue, website: www.zimas.lacity.org, accessed May 2016.*

[75] *Based on the most recent City estimates for the Sun Valley - La Tuna Canyon Community Plan Area, the average household size for multi-family dwelling units is 3.83 residents per unit and 3.89 residents per single-family unit. The Project would include 64 multifamily units and 99 small lot single-family residential units, which could generate approximately 630 residents (64 x 3.83; 99 x 3.89).*

[76] *City of Los Angeles Police Department, Crime Prevention Section, Design Out Crime Guidelines: Crime Prevention through Environmental Design, November 1997.*

controlled to limit public access. Additionally, the continuous visible and non-visible presence of residents at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project's residents would be able to monitor suspicious activity in the neighborhood. These preventative and proactive security measures would decrease the amount of service calls that LAPD would otherwise receive. In light of these features, it is anticipated that any increase in demands upon police protection services would be relatively low, and not necessitate the construction of a new police station, the construction of which may cause significant environmental impacts. Therefore, potential impacts to police protection services during the operation of the Project would be less than significant and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. The focus of this cumulative impacts analysis is on the combined impact of the Project and the 15 related projects (see Section II.3 [Related Projects]) with respect to the police protection analysis above. The cumulative impacts police protection study area is the extent of the related projects and the service area of the North Hollywood Community Police Station.

It is anticipated that the Project in combination with the related projects would increase the demand for police protection services. This cumulative increase in demand for police protection services would increase demand for additional LAPD staffing, equipment, and facilities over time. Similar to the Project, other projects served by LAPD would implement safety and security features according to LAPD recommendations. LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAPD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded police station would be funded via existing mechanisms (e.g., property and sales taxes, government funding, and developer fees) to which the Project and cumulative growth would contribute. For these reasons, the cumulative impact on police protection services would be less than significant and no mitigation measures are required.

c) Schools?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on public schools shall be made considering the following factors:

- The population increase resulting from a project, based on the net increase of residential units or square footage of non-residential floor area;
- The demand for school services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAUSD services (facilities, equipment, and personnel) and a project's proportional contribution to the demand;
- Whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and

- Whether a project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

The Project is in an area that is currently served by LAUSD public schools, as well as private schools and after-school programs. The Project would construct 64 multi-family units and 99 small lot single-family residential homes. It is anticipated that the Project would result in an on-site population of approximately 630 residents.[77] As shown in Table IV-14, compared to the existing uses, the Project is expected to increase the local student population by a net total of approximately 102 students.

Table IV-14
Student Generation

Land Use	Size	Employees per Square Foot[a]	Students per Household	Total Students
Existing Uses				
Commercial	8,449 sf	0.00135	N/A	11
Single-Family Residential Units	2 du	N/A	0.7	1.4
			Total Existing Students	***12.4***
Proposed Uses				
Multifamily Residential Units	64 du	N/A	0.7[a]	45
Small Lot Single Family Units	99 du	N/A	0.7[a]	69
			Total Proposed Students	***114***
			Less Existing	*12.4*
			Total Net New Students Generated	**101.6**

Notes: du = dwelling units; sf=square feet
[a] *Los Angeles Unified School District, Residential Development School Fee Justification Study, March 2014.*
Source (table): EcoTierra Consulting, 2016.

Although it is very likely that some of the students generated by the Project would already be enrolled in LAUSD schools, for a conservative analysis, it is assumed that all students generated by the Project would be new to the school district.

The Project Site is currently served by the following LAUSD schools:[78]

- Arminta Street Elementary (Grades K-5), located at 11530 Strathern Street;
- Sun Valley Magnet: Environmental Studies (Grades 6-8), located at 7330 Bakman Avenue;
- Sun Valley Magnet: Engineering Technology (Grades 6-8), located at 7330 Bakman Avenue; and
- John H. Francis Polytechnic Senior High School (Grades 9-12), located at 12431 Roscoe Blvd.

It should be noted that a State-mandated open enrollment policy enables students anywhere in LAUSD to apply to any regular, grade-appropriate LAUSD school with designated "open enrollment" seats. The number of open enrollment seats is determined annually. Each individual school is assessed based on

[77] *Based on the most recent City estimates for the Sun Valley - La Tuna Canyon Community Plan Area, the average household size for multi-family dwelling units is 3.83 residents per unit and 3.89 residents per single-family unit. The Project would include 64 multi-family and 99 small lot single-family residential units, which could generate approximately 630 residents (64 x 3.83; 99 x 3.89).*

[78] *Los Angeles Unified School District, Resident School Identifier, website: http://rsi.lausd.net/ResidentSchoolIdentifier/, accessed: August 2016.*

the principal's knowledge of new housing and other demographic trends in the attendance area. Open enrollment seats are granted through an application process that is completed before the school year begins. Students living in a particular school's attendance area are not displaced by a student requesting an open enrollment transfer to that school.

To reduce any potential population growth impacts on public schools, the governing board of any school district is authorized to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for the purpose of funding the construction or reconstruction of facilities (pursuant to California Education Code Section 17620(a)(1)). The Developer Fee Justification Study for LAUSD was prepared to support the school district's levy of the fees authorized by Section 17620 of the California Education Code.[79] The Project would be required to pay the appropriate fees, based on the square footage, to LAUSD.

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits, and subdivisions. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other State or local law. Therefore, as payment of appropriate school fees to LAUSD is required by law and considered full mitigation, impacts would be less than significant and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. The focus of this cumulative impacts analysis is on the combined impact of the Project and the 15 related projects (see Section II.3, Related Projects) with respect to the school's analysis above. The cumulative impacts study area for schools is the extent of the related projects and the attendance boundaries of the LAUSD schools that serve the Project Site.

As discussed above, payment of developer impact fees in accordance with SB 50 and pursuant to Section 65995 of the California Government Code would ensure that the impacts of the Project on school facilities would be less than significant. Similar to the Project, the related projects would be required to pay school fees to the appropriate school district wherein their site is located. The payment of school fees would fully mitigate any potential impacts to school facilities. Therefore, cumulative impacts would be less than significant and no mitigation measures are required.

d) Parks?

Less Than Significant Impact. For the purpose of this issue, a significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of a project. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on recreation and parks shall be made considering the following factors:

- The net population increase resulting from a project;
- The demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and a project's proportional contribution to the demand; and

[79] *Los Angeles Unified School District, Developer Fee Justification Study, March 2014.*

- Whether a project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipal recreation and park facilities within the City.

Community parks that are between 10 and 50 acres and within two-mile radius serving the Project Site include the following[80]:

- Sheldon-Arleta Park – a 45.16-acre park located at 8701 N. Sharp Avenue, approximately 1.50 miles northwest of the Project Site.
- Strathern Park North – a 12.74-acre park located at 8041 N. Whitsett Avenue, approximately 1.06 miles west of the Project Site.
- Sun Valley Park – a 17.26-acre park located at 8133 N. Vineland Avenue, approximately 1.50 miles northeast of the Project Site.

Regional parks that are greater than 50 acres and are within a two-mile radius serving the Project Site include the following[81]:

- Valley Plaza Park/Recreation Center/Tennis Court, a 77.64-acre park, located at 12240 Archwood Street, approximately 1.6 miles southwest of the Project Site.

The Project Site is partially developed with two single-family residences totaling approximately 2,619 square feet and one-story commercial buildings totaling approximately 8,449 sq.ft. and associated surface parking. Based on the most recent City estimates for the Sun Valley – La Tuna Canyon Community Plan Area, the average household size for single-family is 3.89 residents per single-family unit. Using the average household size, the existing two residential units total approximately eight residents. The Project could result in an on-site population of approximately 630 residents.[82]

Based on the standard minimum parkland-to-population ratio provided in the City's General Plan Framework Element (i.e., 2 acres per 1,000 residents), the proposed Project would generate a need for approximately 1.26 acre (approximately 54,886 square feet) of public parkland (neighborhood and community parks). Based on LADRP's long-range minimum parkland-to-population ratio provided in the Public Recreation Plan (i.e., 4 acres per 1,000 residents), the proposed Project would generate a need for approximately 2.52 acre (approximately 109,771 square feet) of public parkland.

Consistent with the LADRP's recommended strategy to help alleviate the burden on existing park and recreational facilities, the Project would provide open space for Project residents at each single-family home. Even so, the Project would result in an increase in the use of parks and recreational facilities that may not have the capacity to serve residents. However, this impact would be reduced to a less than

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80 *Letter correspondence, City of Los Angeles Department of Recreation and Parks, Ramon Barajas, Assistant General Manager, Planning, Construction and Maintenance Branch, August 15, 2016.*

81 *Ibid.*

82 *Based on the most recent City estimates for the Sun Valley - La Tuna Canyon Community Plan Area, the average household size for multi-family dwelling units is 3.83 residents per unit and 3.89 residents per single-family unit. The Project would include 64 multi-family and99 small lot single-family residential units, which could generate approximately 630 residents (64 x 3.83; 99 x 3.89).*

significant level through the required payment of Quimby fees and the Dwelling Unit Construction Tax to the City for the construction of apartment units. Quimby fees are assessed for the purpose of funding localized open space and recreational amenities. Monies collected as part of the Dwelling Unit Construction Tax is placed in a "Park and Recreational Sites and Facilities Fund" and used exclusively for the acquisition and development of park and recreational sites and facilities as set forth in LAMC Section 21.10.3(d). Therefore, impacts would be less than significant and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. The focus of this cumulative impacts analysis is on the combined impact of the Project and the 15 related projects (see Section II.3 [Related Projects]) with respect to the parks analysis above. The cumulative impacts parks study area is the extent of the related projects and the service area of the parks and recreation facilities that serve the Project Site (i.e., Sheldon-Arleta Park, Strathern Park North, Sun Valley Park, and Valley Plaza Park/Recreation Center/Tennis Court).

As discussed above, the Project would result in a less than significant impact on parks and recreational facilities. Similar to the Project, the related projects in the area would be required to pay a Dwelling Unit Construction Tax or other similar purpose fees such as Quimby fees, as appropriate to the projects' location and proposed uses. The payment of fees would fully mitigate any potential impacts to park and recreational facilities. Therefore, the cumulative impact would be less than significant and no mitigation measures are required.

e) Other public facilities?

Less Than Significant Impact. For the purpose of this issue, a significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve a Project Site. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on libraries shall be made considering the following factors:

- The net population increase resulting from a project;
- The demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and
- Whether a project includes features that would reduce the demand for library services (e.g., library facilities or direct financial support to the Los Angeles Public Library).

Los Angeles Public Library (LAPL) provides library services to the City. The following libraries currently serve the Project Site[83]:

- Sun Valley Branch, located at 7935 Vineland Avenue, approximately 1.4 miles northeast of the Project Site, with a size of 12,500 square feet.
- Valley Plaza Branch, located at 12311 Vanowen Street, approximately 1.9 miles southwest of the Project Site, with a size of 10,500 square feet.

[83] *Email correspondence with Tom Jung, Management Analyst II, Business Office, Los Angeles Public Library, August 31, 2016.*

The Sun Valley Branch and the Valley Plaza Branch are open seven days and four nights a week. Currently, the Sun Valley Branch houses approximately 50,221 volumes and has eight staff positions. The Valley Plaza Branch houses approximately 49,716 volumes and has seven staff positions. Both branches presently have resources for children, teens, adults, and Spanish speakers and also provides free wireless Internet access and wireless printing. Similar to every branch of the LAPL, these libraries offer free use of computer workstations that provide access to the LAPL's information network. These workstations also provide Internet access, the ability to search the LAPL online catalog, subscription databases, word processing and language learning tools, access to an historic document and photograph collection, and access to specially designed websites for children, teens, and Spanish speakers.[84] Although the increase of approximately 630 residents that would occur with the development of the Project could increase demand for library materials, the increase in residential population would not result in a demand for new or expanded library facilities. The demand for library materials could be accommodated by the over six million books, audiobooks, periodicals, DVDs, and CDs throughout the LAPL system.

On February 8, 2007, the Board of Library Commissioners approved a Branch Facilities Plan. This Plan includes Criteria for New Libraries, which recommends new size standards for the provision of LAPL facilities – 12,500 square feet for community with less than 45,000 population and 14,500 square feet for community with more than 45,000 populations and up to 20,000 square feet for a Regional branch. It also recommends that when a community reaches a population of 90,000, an additional branch library should be considered for the area.[85] While the updated Branch Facilities Plan provides general guidance on library facility improvements, no new development or renovation of library facilities is currently planned.

On March 8, 2011, City voters approved ballot Measure L, which amends the City Charter to incrementally increase the amount the City is required to dedicate annually from its General Fund to LAPL to an amount equal to 0.03 percent of the assessed value of all property in the City, and incrementally increase LAPL's responsibility for its direct and indirect costs until it pays for all of its direct and indirect costs. The measure was intended to provide neighborhood public libraries with additional funding to help restore library service hours, purchase books, and support library programs, subject to audits, using existing funds with no new taxes. Beginning in fiscal year 2014-2015 and thereafter, LAPL was to be responsible for payment of all of its direct and indirect costs.[86]Library funding is now mandated under the City Charter to be funded from property taxes including those assessed against the Project, which would increase with the new development and be utilized for additional staff, books, computers, and other library materials. Therefore, impacts to library facilities would be less than significant and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. The focus of this cumulative impacts analysis is on the combined impact of the Project and the eight related projects (see Section II.6, Related Projects) with respect to the libraries analysis above. The cumulative impacts libraries study area is the extent of the related projects

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[84] *Email correspondence with Tom Jung, Management Analyst II, Business Office, Los Angeles Public Library, August 31, 2016.*

[85] *Los Angeles Public Library, Strategic Plan 2007-2010, Appendix VI, Branch Facilities Plan, 2007.*

[86] *Los Angeles Office of the City Clerk, Interdepartmental Correspondence and Attachments Regarding Measure L, website: http://clkrep.lacity.org/onlinedocs/2011/11-1100-S2_rpt_cao_11-16-10.pdf, accessed: August 2016.*

and the service area of the libraries that serve the Project Site (i.e., Sun Valley Branch, Valley Plaza Branch, and Panorama City Branch).

The related projects that involve the development of residences could increase the demand upon library services. However, library funding is mandated under the City Charter to be funded from property taxes, including those assessed against the Project, which would increase with the new development. The Project as well as the related projects would be required to pay these fees as applicable. It is unknown whether or not any of the related projects would require new or expanded libraries. If there were an impact on libraries due to the combined impacts of the related projects, the Project would not make a cumulatively considerable contribution to the impact for the reasons described above.

XV. RECREATION

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

Less Than Significant Impact. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for park or recreational facilities that would exceed the capacity of existing parks and causes premature deterioration of the park facilities.

As discussed under threshold question 14.d), above, the Project would increase demand for parks and recreational facilities in the Project area. The Project's impact would be reduced to a less than significant level through the required payment of Quimby fees and the Dwelling Unit Construction Tax to the City for the construction of apartment units. Quimby fees are assessed to raise funds for localized open space and recreational facilities. Monies collected as part of the Dwelling Unit Construction Tax is placed in a "Park and Recreational Sites and Facilities Fund" and used exclusively for the acquisition and development of park and recreational sites and facilities as set forth in LAMC Section 21.10.3(d). Therefore, impacts would be less than significant and no mitigation measures are required.

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?

No Impact. A significant impact may occur if a project includes the construction or expansion of park facilities, the construction of which would have a significant adverse effect on the environment.

The Project does not include nor would it necessitate a park or recreational facility component, the construction of which could have an adverse environmental impact. Therefore, no impact would occur with respect to the construction or expansion of recreational facilities and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. The focus of this cumulative impacts analysis is on the combined impact of the Project and the 15 related projects (see Section II.3 [Related Projects]) with respect to the parks analysis above. The cumulative impacts parks study area is the extent of the related projects and the service area of the parks and recreation facilities that serve the Project Site (i.e., Sheldon-Arleta Park, Strathern Park North, Sun Valley Park, and Valley Plaza Park/Recreation Center/Tennis Court).

As discussed above, the Project would result in a less than significant impact on parks and recreational facilities. Similar to the Project, the related projects in the area would be required to pay a Dwelling

Unit Construction Tax or other similar purpose fees such as Quimby fees, as appropriate to the related projects' location and proposed uses. The payment of fees would fully mitigate any potential impacts to park and recreational facilities. Therefore, the cumulative impact would be less than significant and no mitigation measures are required.

XVI. TRANSPORTATION/TRAFFIC

The following section summarizes and incorporates by reference the information provided in the Traffic Impact Analysis for the Lankershim (7660) Residential Project prepared by Crain & Associates in April 2016 (Traffic Report). The Traffic Report is provided as Appendix H to this Draft Initial Study.

a) Would the project conflict with 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?

Less Than Significant Impact. A significant impact could occur if a project were to result in substantial increases in traffic volumes in the vicinity of a Project Site such that the existing street capacity experiences a decrease in the existing volume to capacity ratios, or experiences increased traffic congestion exceeding the Los Angeles Department of Transportation's (LADOT) recommended level of service.

Methodology

The traffic impact analysis has been conducted using the procedures adopted by the City of Los Angeles Department of Transportation (LADOT) Traffic Study Policies and Procedures, August 2014 to analyze the potential traffic impacts of new development projects. The six study intersections were evaluated using the LADOT Critical Movement Analysis (CMA) method. The CMA method calculates the operating conditions of each individual study intersection using a ratio of peak hour traffic volume to the intersection's capacity. Any change to the intersection's peak hour operating condition caused by an increase/decrease in traffic volume can be quantified (i.e. traffic impact) using this analysis method.

Potential traffic impacts caused by a development project that exceeds limits established and identified by the LADOT Traffic Study Policies and Procedures. Any potentially significantly impacted intersections are then evaluated for possible traffic mitigation measures.

Pursuant to the City of Los Angeles traffic impact guidelines, the following steps have been taken to develop the existing and future traffic volume estimate:

(a) Traffic volumes for existing conditions at the study intersections were obtained from manual traffic counts conducted in January 2016. In accordance with LADOT Traffic Study Policies and Procedures, the traffic counts conducted for this study cover the weekday morning and afternoon peak commute periods when most schools are in session.

(b) Peak-hour volumes were determined individually for each intersection based on the combined four highest consecutive 15-minute volumes for all vehicular movements at the intersection.

(c) In order to accurately forecast future (2020) traffic conditions in the Project area, an investigation into anticipated transportation improvements to the street system serving the Project area was conducted.

(d) For the analysis of future conditions for the study year of 2020, an ambient growth factor of 2.0 percent per year, compounded annually, was applied to the existing volumes at the six study intersections. Although the inclusion of the annual growth factor generally accounts for area-wide traffic increases, for the purposes of providing a conservative analysis of the potential cumulative effects, the traffic generated by related projects in the study area was also added to the future baseline traffic volumes. The total future volumes, including related projects, provide the basis for the "Without Project" condition.

(e) The traffic analysis included Existing (2016) traffic conditions, Existing (2016) with Project, Future (2020) Without Project, and Future (2020) With Project scenarios.

A CMA analysis of the existing and future traffic conditions has been completed at those locations expected to have the highest potential for significant traffic impacts. Morning and evening peak hour conditions have been evaluated at six (6) key intersections. A memorandum of understanding (MOU) was prepared and approved by the City of Los Angeles to detail the parameters of the study. A copy of the approved MOU is provided in Appendix A to the traffic report (Appendix H to this Initial Study). It should be noted that future traffic conditions include the potential construction of 15 other land development projects (related projects) in the general vicinity of the Project Site.

The intersections analyzed in this study are:

- Laurel Canyon Boulevard & Saticoy Street
- Lankershim Boulevard/Webb Avenue and Strathern Street
- Lankershim Boulevard and Stagg Street
- Lankershim Boulevard and Saticoy Street
- Lankershim Boulevard and Sherman Way
- Tujunga Avenue and Saticoy Street

Existing (2016) Traffic Volumes

Traffic volumes for existing conditions at the study intersections were obtained from manual traffic counts conducted in January 2016. In accordance with LADOT Traffic Study Policies and Procedures, the traffic counts conducted for this study cover the weekday morning and afternoon peak commute periods when most schools are in session.

Peak-hour volumes were determined individually for each intersection based on the combined four highest consecutive 15-minute volumes for all vehicular movements at the intersection. Figures 3(a) and 3(b) of the Traffic Study presents the weekday peak-hour volumes at the study intersections. The existing lane configuration and traffic control conditions for the six study intersections are illustrated in Appendix C of the Traffic Study.

Public Transit

The Los Angeles County Metropolitan Transportation Authority (MTA) provides an extensive system of bus lines in the Sun Valley – La Tuna Canyon Community Plan area. A number of MTA bus routes are within reasonable walking distance from the Project Site (less than approximately one-quarter mile), providing access for residents, employees and patrons of the Project. The public transit routes serving

the Project area (and routes within walking distance of the Project Site) include: MTA Lines 169, 152/353, and 224.

Project Traffic Generation

Traffic-generating characteristics of many land uses including the proposed single family homes has been surveyed by the Institute of Transportation Engineers (ITE). The results of the traffic generation studies have been published in a handbook titled Trip Generation, 9th Edition. This publication of traffic generation data has become the industry standard for estimating traffic generation for different land uses, and are used as the basis for most traffic studies conducted in the City of Los Angeles and the surrounding region.

Accordingly, for this analysis, the ITE Trip Generation rates were used to determine the daily, AM and PM peak-hour trips generated by the proposed and existing site uses. The rates used to calculate the Project trip generation present a conservative condition, as these rates do not account for such trip-reducing factors as multi-purpose trips, extensive transit usage or pass-by trips. These factors play a significant role in determining the actual traffic generating characteristics of a particular Project, and therefore, adjustments to the traffic generation estimates were deemed appropriate.

The use of public transportation is an important consideration in the evaluation of the Project's trip making potential. As noted previously in the Public Transit section, transit service within the study area is extensive. Significant transit use is not accounted for in the ITE trip generation rates; therefore, appropriate adjustments were made to the Project trip generation to account for transit usage. A summary of the "baseline" trip generation adjustment factors, which were discussed with and agreed to by LADOT, is presented in Table IV-15.

Table IV-15
Project Trip Adjustment Factors

Use	Transit/Walk-In Usage
Apartment	5%
Residential Condominium/Townhouse	5%
Single Family Housing (Existing)	5%
Church (Existing)	5%
Office (Existing)	5%
Furniture Store (Existing)	5%
Table Source: Crain & Associates, April 2016.	

The results of the Project trip generation calculations, including adjustments for transit trips, and the removal of existing site uses, are summarized in Table IV-17. As shown in this table, it is estimated that the Project would generate approximately 856 new trips per day at area intersections, including 61 AM and 75 PM peak-hour trips.

Table IV-16
Estimated Project Traffic Generation

Land Use Code	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
Proposed Project Trips			Total	In	Out	Total	In	Out
220 Apartments	65 du	432	7	26	33	26	14	40
230 Residential Condominium/Townhouse	99 du	575	7	37	44	34	17	51
		1,007	**14**	**63**	**77**	**60**	**31**	**91**

Table IV-16
Estimated Project Traffic Generation

Land Use Code	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
Proposed Project Trips			Total	In	Out	Total	In	Out
Less Transit Credit								
Apartments	-5%	(22)	0	(2)	(2)	(1)	(1)	(2)
Single-Family	-5%	(29)	0	(2)	(2)	(2)	(1)	(3)
		(51)	**0**	**(4)**	**(4)**	**(3)**	**(2)**	**(5)**
Study Intersections Proposed Project	**Trips**	**956**	**14**	**59**	**73**	**57**	**29**	**86**
Existing Site Trips								
210 Single-Family	2 du	19	1	1	2	1	1	2
560 Church	sf	32	1	1	2	1	1	2
710 Office	4,813 sf	53	7	1	8	1	6	7
890 Furniture Store	336 sf	2	0	0	0	0	0	0
		106	**9**	**3**	**12**	**3**	**8**	**11**
Less Transit Credit								
Single-Family	-5%	(1)	0	0	0	0	0	0
Church	-5%	(2)	0	0	0	0	0	0
Office	-5%	(3)	0	0	0	0	0	0
Furniture Store	-5%	0	0	0	0	0	0	0
		(6)	0	0	0	0	0	0
Existing Site Trips		**100**	**9**	**3**	**12**	**3**	**8**	**11**
Net Project Trips		**856**	**5**	**56**	**61**	**54**	**21**	**75**

Table Source: Crain & Associates, April 2016.

Trip Assignment of Project Traffic

Estimation of the directional distribution of Project trips was the next step in the analytical process. This trip distribution pattern for the Project was determined by considering the nature of the Project uses, existing traffic patterns, characteristics of the surrounding roadway system, geographic location of the Project and its proximity to freeways and major travel routes, employment centers to which residents would likely be attracted, and areas from which patrons of the retail uses would likely be attracted. Based on these factors, the overall Project distributions were determined, and are summarized in Table IV-17.

Table IV-17
Directional Trip Distribution

Direction	Project
North	14%
South	25%
East	23%

West	38%
Total	100%
Table Source: Crain & Associates, April 2016.	

The directional distribution percentages shown in Table IV-17 were then disaggregated and assigned to specific routes and intersections within the study area that are expected to be used to access the Project. These Project trip assignment percentages are presented in Figure IV-2 for the Project. These percentages were reviewed and approved by LADOT.

Applying these inbound and outbound percentages to the Project trip generation previously calculated in Table IV-16 for each of the proposed uses, net Project traffic volumes at the 6 study intersections were determined for the AM and PM peak hours, as shown in Figures IV-3 and -4), respectively.

With Project Traffic Conditions

The traffic analysis was performed through the use of established traffic engineering techniques. The methodology used in this study for the analysis and evaluation of traffic operations at each study intersection is based on procedures outlined in Circular Number 212 of the Transportation Research Board. In the discussion of Critical Movement Analysis (CMA) for signalized intersections, procedures have been developed for determining operating characteristics of an intersection in terms of the Level of Service (LOS) provided for different levels of traffic volume and other variables, such as the number of signal phases. The term "Level of Service" describes the quality of traffic flow. Levels of Service A to C operate quite well. Level D typically is the level for which a metropolitan area street system is designed. Level E represents volumes at or near the capacity of the highway, which might result in stoppages of momentary duration and fairly unstable flow. Level F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration.

A determination of the LOS at an intersection, where traffic volumes are known or have been projected, can be obtained through a summation of the critical movement volumes at that intersection. Once the sum of critical movement volumes has been obtained, the values can be used to determine the applicable LOS. "Capacity" represents the maximum total hourly movement volume of vehicles in the critical lanes that has a reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of Level of Service E, as indicated in Table IV-20. The CMA indices used in this study were calculated by dividing the sum of critical movement volumes by the appropriate capacity value for the type of signal control present at the study intersections. Thus, the LOS corresponding to a range of CMA values is shown in Table IV-18.

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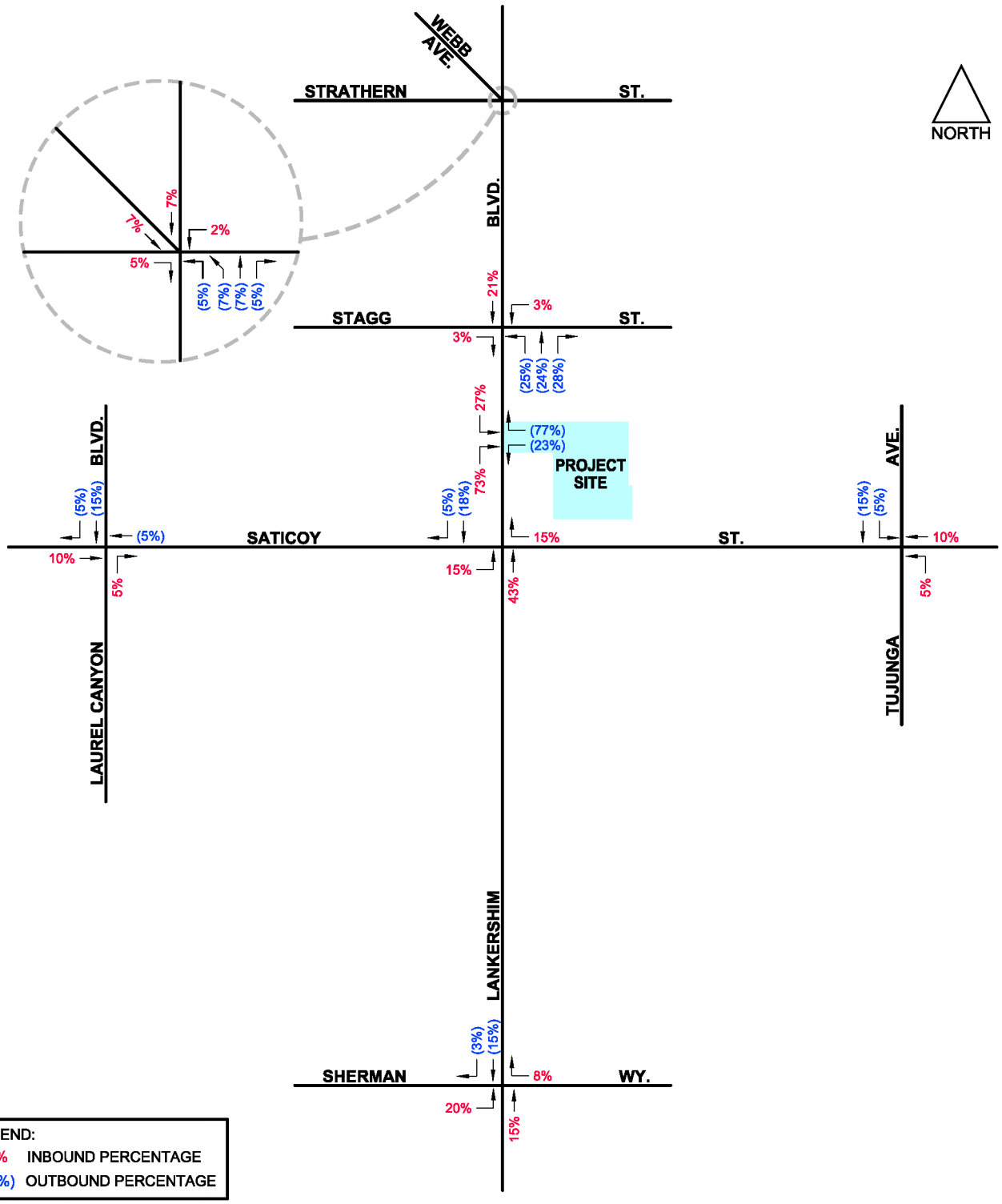

Source: Crain & Associates, April 2016.

Figure IV-2
Project Distribution Percentages

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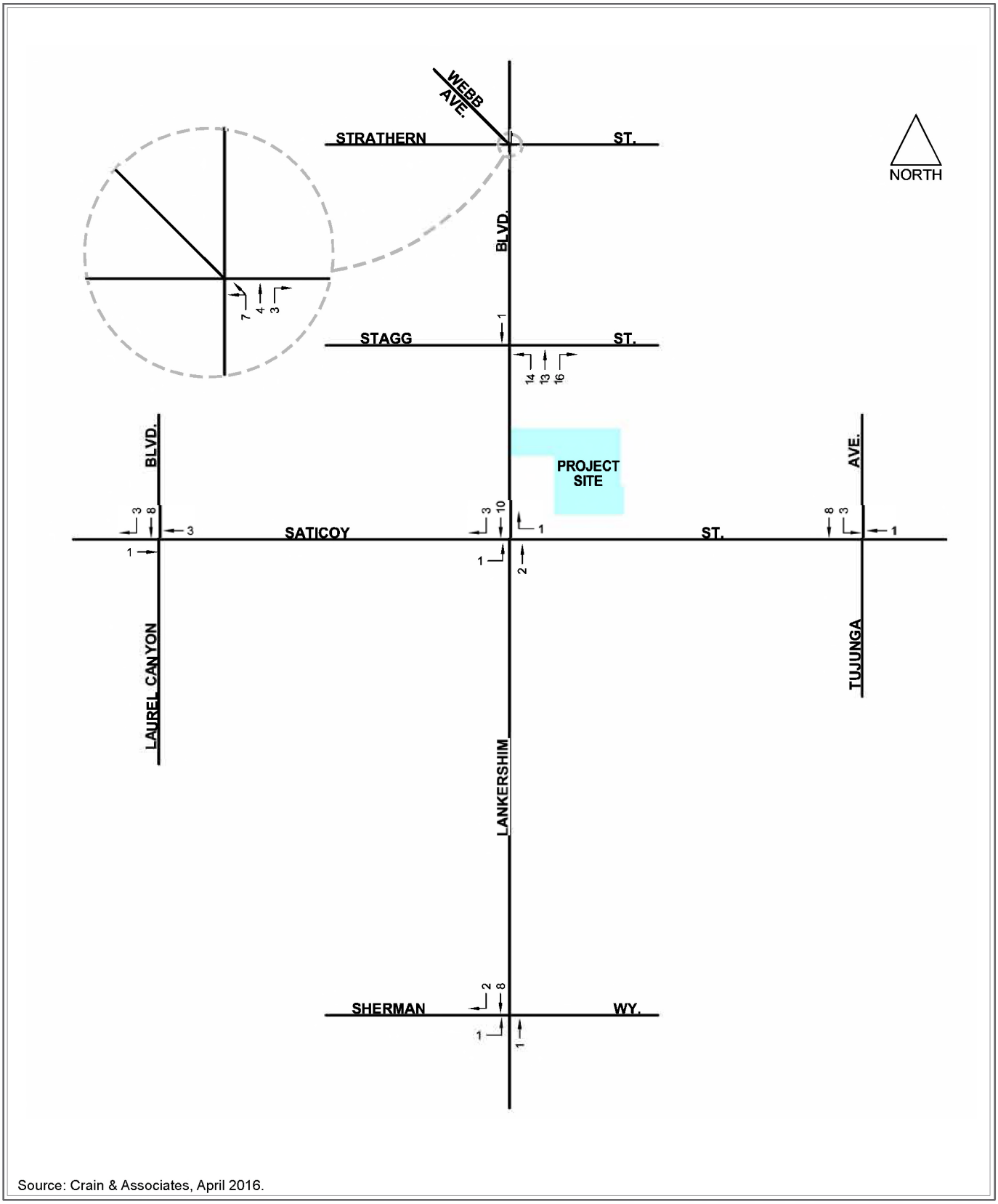

Source: Crain & Associates, April 2016.

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Figure IV-3
Project Traffic AM Peak Hour

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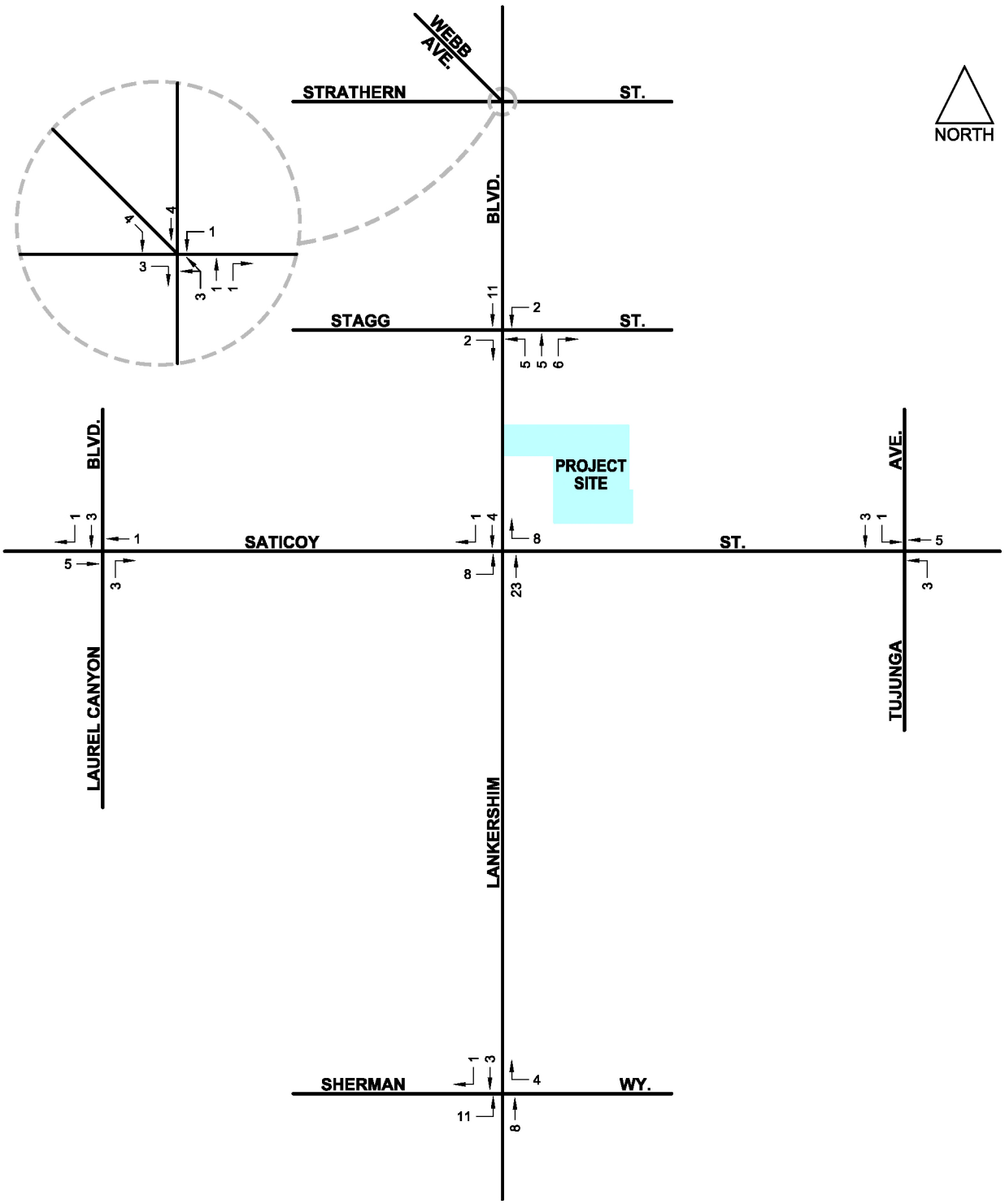

Source: Crain & Associates, April 2016.

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Figure IV-4
Project Traffic PM Peak Hour

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Table IV-18
Level of Service as a Function of CMA Values

LOS	V/C Ratio	Delay per Vehicle (sec/vh)	Operation Conditions
A	0.00 – 0.60	<= 10	Excellent. No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.60 – 0.70	> 10 - 20	Very Good. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles
C	>0.70 – 0.80	> 20 - 35	Good. Occasionally, drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	>0.80 – 0.90	> 35 - 55	Fair. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.90 – 1.00	> 55 - 80	Poor. Represents the most vehicles that intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.00	> 80	Failure. Backups from nearby intersections or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

LADOT defines a significant traffic impact attributable to a Project based on a "stepped scale" with intersections experiencing high volume-to-capacity ratios being more sensitive to additional traffic than those operating with more available capacity. According to LADOT policy, a significant impact is identified as an increase in the CMA value due to Project-related traffic of 0.010 or more when the final (with Project) Level of Service is LOS E or F, a CMA increase of 0.020 or more when the final Level of Service is LOS D, or a CMA increase of 0.040 or more at LOS C. No significant impacts are deemed to occur at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays. These criteria are summarized in Table IV-19.

Table IV-19
City of Los Angeles Intersection Impact Threshold Criteria

LOS	Final V/C	Project Related Increase in V/C
C	>0.701-0.800	equal to or greater than 0.040
D	>0.801-0.900	equal to or greater than 0.020
E or F	>0.901	equal to or greater than 0.010

Analysis of Existing + Project Conditions

The analysis of existing traffic conditions at the study intersections for existing year (2016) was performed. These estimates are the "benchmark" volumes used in determining Project traffic impacts on the existing street system.

Table IV-20 presents the results of the CMA and LOS analysis of the Existing (2016) and Existing With Project conditions. As shown in Table IV-22, none of the six study intersections would be significantly

impacted by Project traffic under Existing (2016) conditions. (The CMA worksheets are included in Appendix H.) Traffic volumes generated by the Project were then added to the Existing (2016) volumes to form the "Existing With Project" intersection volumes, as depicted on Figures IV-5 and -6.

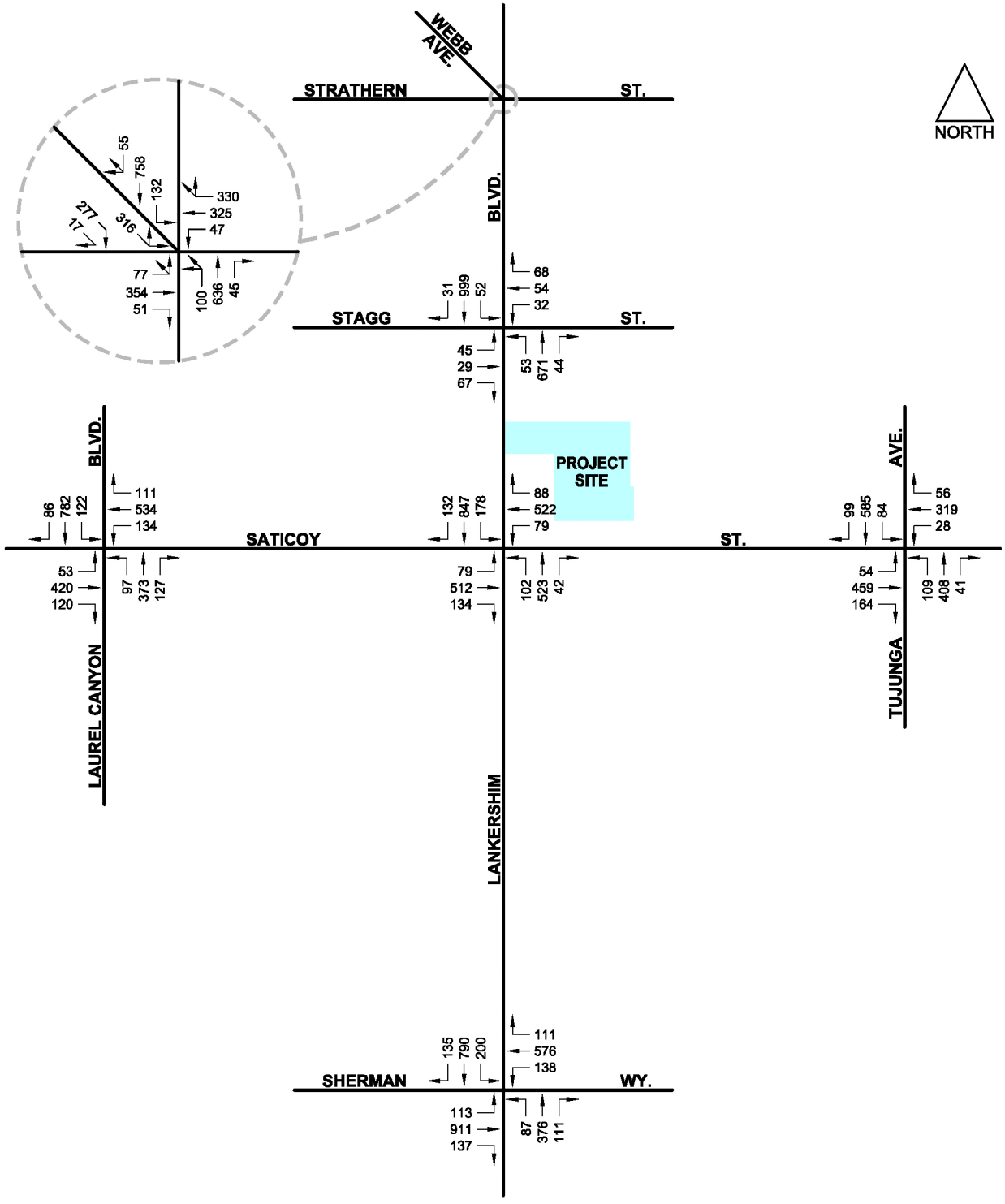
Table IV-20
Traffic Conditions for Existing + Project

No.	Intersection	Peak Hour	Existing		Existing + Project		
			CMA	LOS	CMA	LOS	Impact
1	Laurel Canyon Boulevard & Saticoy Street	AM	0.492	A	0.495	A	0.003
		PM	0.501	A	0.501	A	0.000
2	Lankershim Boulevard/Webb Avenue & Stratham Street	AM	0.739	C	0.744	C	0.005
		PM	0.738	C	0.738	C	0.000
3	Lankershim Boulevard & Stagg Street	AM	0.391	A	0.401	A	0.010
		PM	0.343	A	0.348	A	0.005
4	Lankershim Boulevard & Saticoy Street	AM	0.515	A	0.519	A	0.004
		PM	0.538	C	0.554	C	0.016
5	Lankershim Boulevard & Sherman Way	AM	0.729	C	0.732	C	0.003
		PM	0.712	A	0.715	A	0.003
6	Tujunga Avenue & Saticoy Street	AM	0.584	A	0.589	A	0.005
		PM	0.451	A	0.456	A	0.005

Analysis of Future Traffic Conditions

The analysis of future traffic conditions at the study intersections was performed using the same analysis procedures described previously in this report. As described earlier, for the analysis of future Project traffic impacts, the current roadway system's geometric and signal operation characteristics were assumed to prevail. In order to accurately forecast future (2020) traffic conditions in the Project area, an investigation into anticipated transportation improvements to the street system serving the Project area was conducted. A review of the Bureau of Engineering's "Uniform Project Reporting System" website found no street improvement projects that could affect any of the 6 study intersections or future year analyses were identified. The 2010 LA Bike Plan has included Laurel Canyon Boulevard, Lankershim Boulevard and Sherman Way as part of the Bike Lane system. Field checks have been conducted to verify that these bike lanes have already been installed. No future bike lanes are planned for any other streets that would affect the study intersection lane configurations.

Future (2020) baseline traffic volumes for the without Project condition were determined by combining area ambient traffic growth with the total related projects traffic volumes. Net Project volumes were then combined with the Future (2020) Without Project traffic volumes to develop the Future (2020) With Project volumes, which were used to determine traffic impacts directly attributable to the Project. The Future With Project morning and afternoon peak-hour traffic volumes are shown in Figures IV-7 and IV-8, respectively.



Source: Crain & Associates, April 2016.

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Figure IV-5
Existing (2016) Traffic with Project AM Peak Hour

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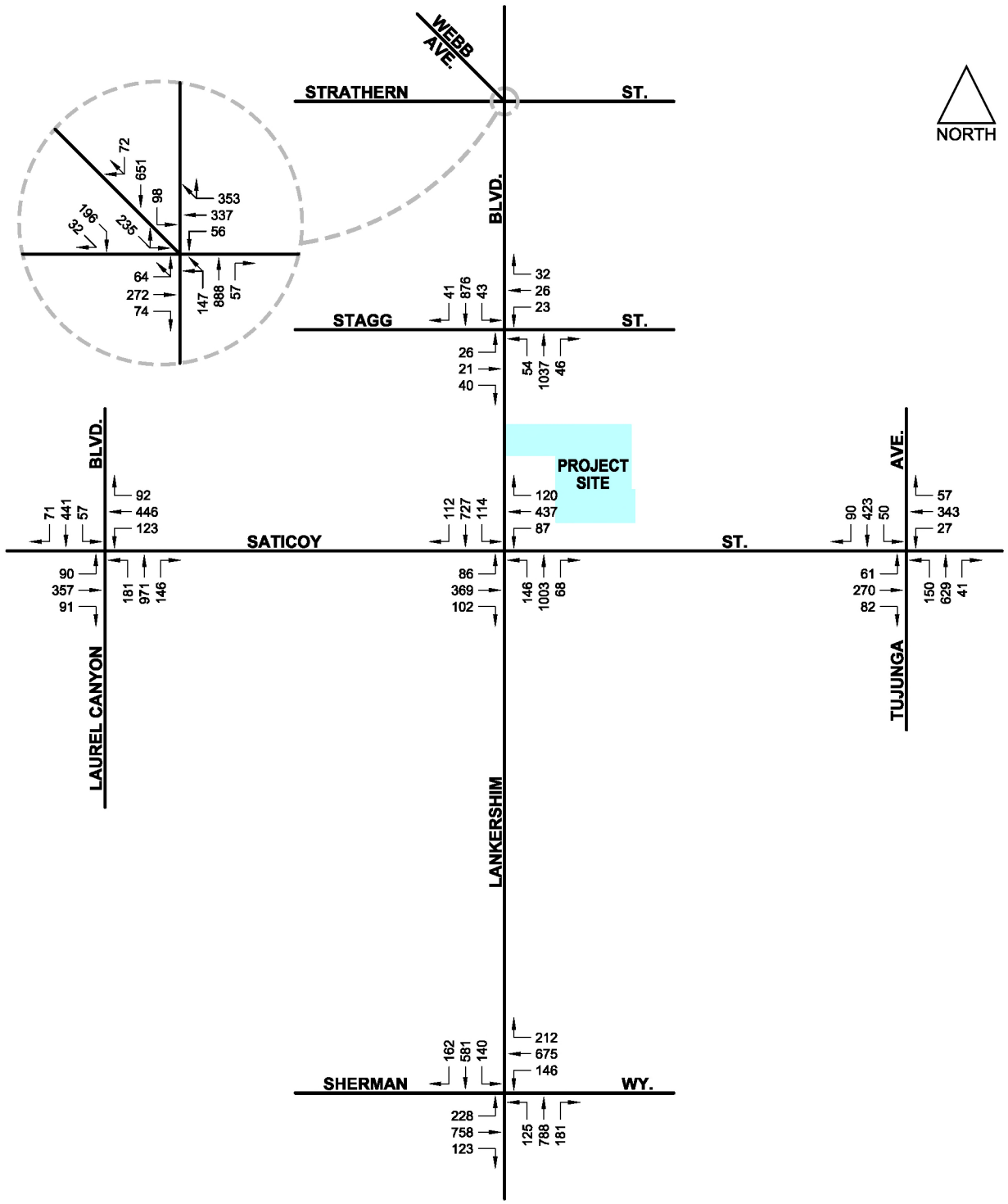

Source: Crain & Associates, April 2016.

Figure IV-6
Existing (2016) Traffic with Project PM Peak Hour

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The results of the analysis of future traffic conditions at the study intersections are summarized in Table IV-21. As shown in this table, although the addition of Project traffic will increase the CMA value at all of the study intersections during both peak hours, the incremental Project traffic additions would not result in a change in level of service at any study intersections. For the Future (2020) Without and With Project conditions, all of the study intersections would continue to operate at acceptable levels of service (LOS A through LOS D) during both peak hours. Impacts would be less than significant and no mitigation measures are required.

Table IV-21
Critical Movement Analysis (CMA) Summary
Traffic Conditions for Future (2020) + Project

No.	Intersection	Peak Hour	Existing		Existing + Project		
			CMA	LOS	CMA	LOS	Impact
1	Laurel Canyon Boulevard & Saticoy Street	AM	0.565	A	0.567	A	0.002
		PM	0.574	A	0.574	A	0.000
2	Lankershim Boulevard/Webb Avenue & Stratham Street	AM	0.849	C	0.854	D	0.005
		PM	0.823	C	0.826	D	0.003
3	Lankershim Boulevard & Stagg Street	AM	0.458	A	0.467	A	0.009
		PM	0.418	A	0.422	A	0.004
4	Lankershim Boulevard & Saticoy Street	AM	0.591	A	0.595	A	0.004
		PM	0.637	C	0.653	B	0.016
5	Lankershim Boulevard & Sherman Way	AM	0.829	C	0.832	D	0.003
		PM	0.829	A	0.832	D	0.003
6	Tujunga Avenue & Saticoy Street	AM	0.645	A	0.650	B	0.005
		PM	0.503	A	0.508	A	0.005

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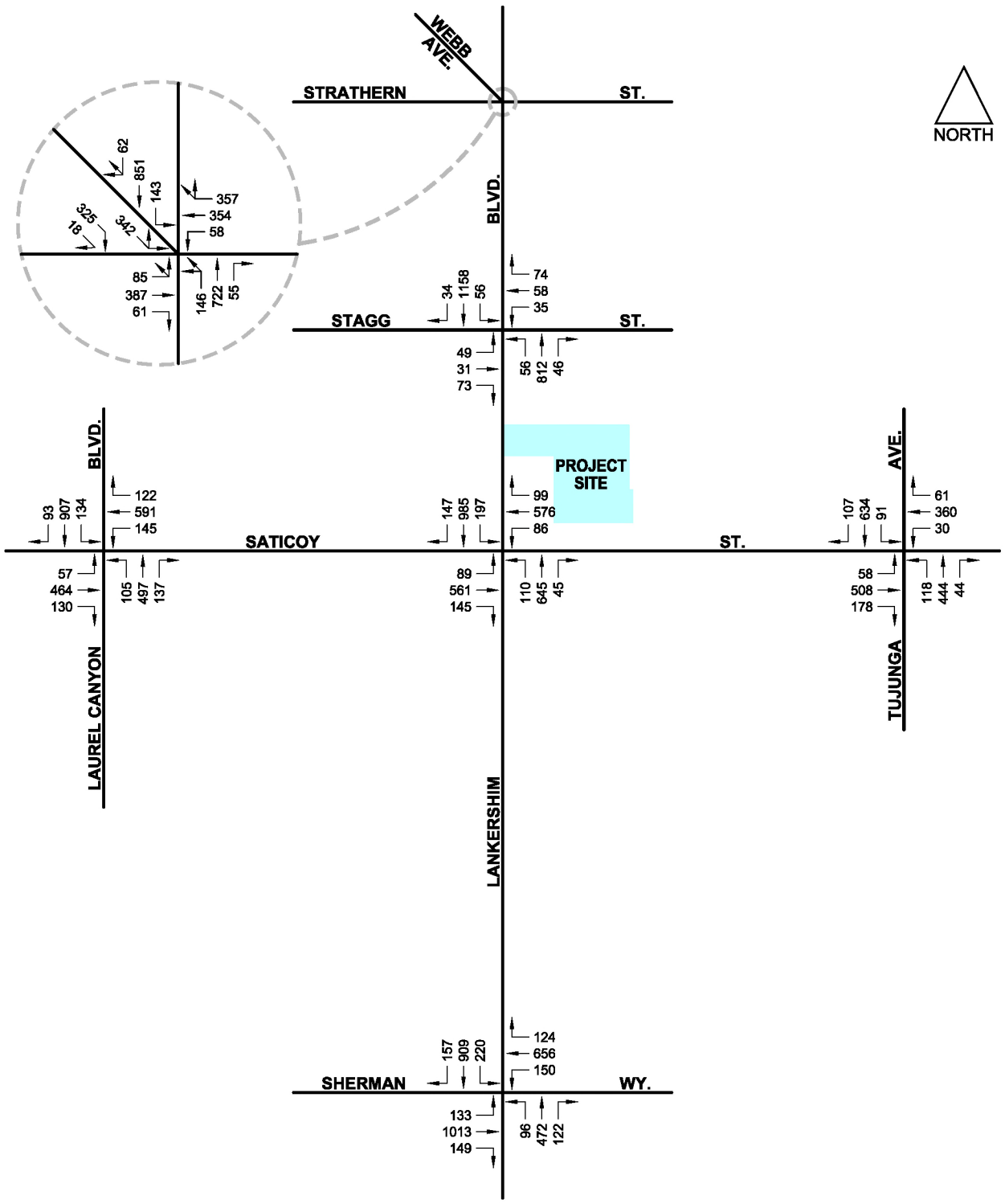

Source: Crain & Associates, April 2016.

Figure IV-7
Future (2020) Traffic with Project AM Peak Hour

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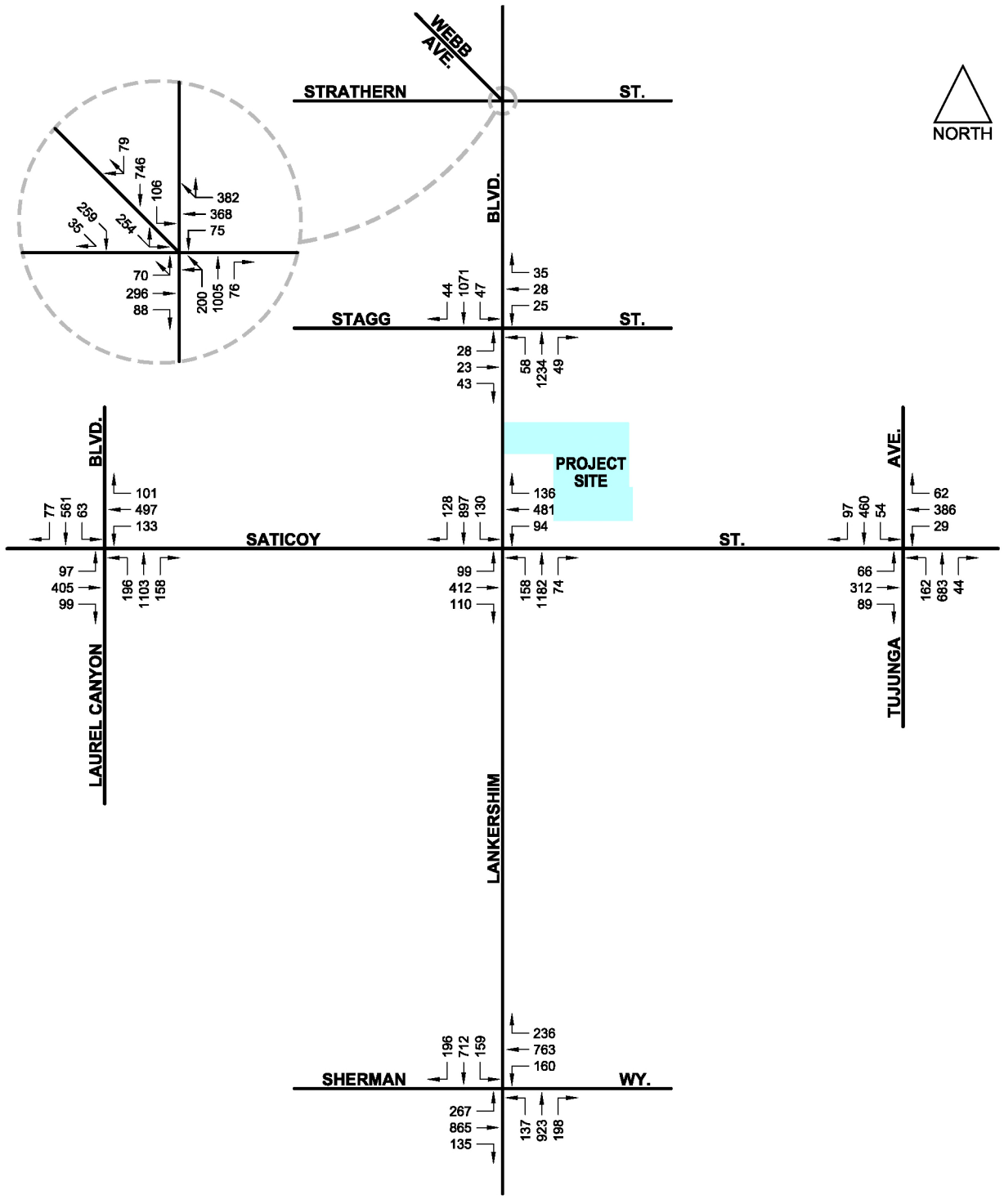

Source: Crain & Associates, April 2016.

Figure IV-8
Future (2020) Traffic with Project PM Peak Hour

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b) Would the project conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. The Congestion Management Program (CMP) was adopted to monitor regional traffic growth and related transportation improvements. The CMP designated a transportation network including all state highways and some arterials within the County to be monitored by local jurisdictions. If LOS standards deteriorate on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the program. Local jurisdictions found to be in nonconformance with the CMP risk the loss of state gas tax funding. For purposes of the CMP LOS analysis, an increase in the freeway volume by 150 vehicles per hour during the am or pm peak hours in any direction requires further analysis. A substantial change in freeway segments is defined as an increase or decrease of 2% in the demand to capacity ratio when at LOS F. For purposes of CMP intersections, an increase of 50 vehicles or more during the am or pm peak requires further analysis.

The nearest such intersection is Woodman Boulevard/Victory Boulevard (three miles southwest of the Project). A review of the Project trip distribution and net Project traffic additions to the study vicinity shows that the Project will not add 50 or more trips to these CMP intersections. It is estimated that the Project would generate at most 3 trips during the AM peak hour and 12 trips during the PM peak hour at the intersection of Woodman Boulevard/Victory Boulevard. As these volumes are below the threshold of 50 trips, no further CMP intersection analysis is warranted.

In addition, any CMP freeway monitoring segment where a project is expected to add 150 or more trips in any direction during the peak hours is to be analyzed. The nearest CMP freeway monitoring segment is the Hollywood Freeway (SR-170) at Sherman Way (1 mile southwest of the Project Site) and the Golden State Freeway (I-5) north of the Hollywood Freeway (SR-170) at Osborne Street (3 miles northwest of the Project Site). Based on the Project trip generation described earlier in this report, the Project is expected to add approximately 61 trips during the AM peak hour (5 inbound, 56 outbound) and 75 trips during the PM peak hour (54 inbound, 21 outbound) to the adjacent street system. This amount of traffic is below the threshold needed for further evaluation. No CMP intersection or freeway impacts are anticipated.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. This question would apply to a project only if it involved an aviation-related use or would influence changes to existing flight paths.

The project does not include any aviation-related uses and would have no airport impact. It would also not require any modification of flight paths for the existing airports in the Los Angeles Basin. Therefore, no impact would occur.

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

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project included new roadway design or introduced a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if Project Site access or other features were designed in such a way as to create hazard conditions.

Vehicular access for the Project parking will be provided via one driveway along Lankershim Boulevard and one emergency only driveway at the end of Irvine Avenue along northern boundary of the Project Site. Driveway location and design will be subject to LADOT approval at the time of building permit issuance which will ensure that City standards regarding sight lines and turning movements that provide for safe access for the project and surrounding uses are implemented. Therefore, the Project would not substantially increase hazards due to a design feature and impacts would be less than significant.

e) Would the project result in inadequate emergency access?

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threaten the ability of emergency vehicles to access and serve a Project Site or adjacent uses.

As previously discussed in Section 8 (g), the Project is not located on or near an adopted emergency response or evacuation plan route. The Project would include one emergency only driveway at the end of Irvine Avenue along northern boundary of the Project site. Emergency access to the Project Site would be provided by the existing and proposed street system. The Project would be designed and constructed in accordance with LAMC requirements to ensure proper emergency access.

As shown in Section 16 (a) while the Project is anticipated to affect vehicle/capacity ratios it does not affect the level of service of roadways in the project vicinity, traffic impacts would be less than significant. Increases in traffic would not greatly affect emergency vehicles since the drivers of emergency vehicles normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Based on the project's proposed circulation plan and the above considerations, it is anticipated that the LAFD and LAPD would be able to respond to on-site areas within the established response time. Furthermore, as described in Section 14 (a), the Project would satisfy the emergency response requirements of the LAFD, and as discussed in Section 16 (d), there are no hazardous design features included in the access design or site plan for the Project that could impede emergency access. The Project would be subject to the site plan review requirements of the LAFD the LAPD and LADOT to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. Therefore, the Project would not be expected to result in inadequate emergency access, and the Project would have a less than significant impact on emergency access.

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

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site.

Public transportation through the study area is provided by the Metropolitan Transit Authority (Metro). There are about 3 bus lines operated by Metro with stops within approximately one-quarter mile walking distance of the Project Site. Line 169 is an east-west oriented route which operates between the Woodland Hills and Sun Valley mostly via Saticoy Street. Line 169 provides stops in the Project vicinity on Saticoy Street at Lankershim Boulevard and Irvine Avenue. Line 152/353 are east-west oriented routes which operate between the Woodland Hills and Sun Valley mostly via Roscoe Boulevard. Line 353 provides stops in the Project vicinity on Lankershim Boulevard at Saticoy Street. Line 224 is a north-south oriented route which operates between the Sylmar and Universal City mostly via San Fernando

Road and Lankershim Boulevard. Line 224 provides stops in the Project vicinity on Lankershim Boulevard at Stagg Street and Saticoy Street. When transfer opportunities are considered, the Project is well served by public transit. Thus, it is expected that some of the person trips generated by the Project will utilize public transportation as their primary travel mode instead of private vehicles.

The analysis of Project impacts on transit was performed by determining if the Project transit trips could be absorbed by the available capacity on the rail and bus lines serving the area. The Project would generate transit demand of approximately 54 person trips per day, including 5 person trips during the AM peak hour and 6 person trips during the PM peak hour. This equates to an estimated average of 0.4 transit riders during AM peak hour and 0.5 transit riders during PM peak hour transit vehicle serving the area from the Project.

Given that the capacity of a standard bus is 40 riders, and an articulated bus capacity is 60 riders, this level of ridership is not considered to have a significant impact. The Project's level of transit increase is not expected to adversely affect the current ridership of the transit services in the area. Since the Project would not modify or conflict with any alternative transportation policies, plans or programs, impacts would be less than significant.

XVII. TRIBAL CULTURAL RESOURCES

a) Would the project be listed or eligible for listing in the California register of historical resources or in a local register of historical resources as defined in public resources code section 5020.1(k)?

No Impact. The Project Site is currently occupied with a small collection of one-story commercial buildings fronting Lankershim Boulevard totaling approximately 8,449 square feet with surface parking lots and two single-family homes totaling approximately 2,619 square feet behind these commercial buildings. According to the City of Los Angeles ZIMAS, Survey LA, and the Los Angeles Historic Resources Inventory, the Project Site is not located within any Historic Preservation Overlay Zones or Significant Ecological Areas. Further, none of the existing structures found on site are listed in the Historic Places LA, Survey LA or Los Angeles Historic Resources Inventory.[87] Additionally, the area is not determined to be a historic district. As such, the Project would not cause any substantial adverse change in the immediate surroundings such that the significance of the historical resource would be materially impaired and no impacts would occur.

b) Would the project site be a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant, pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact. Approved by Governor Brown on September 25, 2014, Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code Section 21074, as part of CEQA. Effective July 1, 2015, AB 52 applies to projects that file a Notice of Preparation of Notice of Negative Declaration/Mitigated Negative Declaration on or after July 1, 2015. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with

[87] *Historic Places LA, Los Angele Historic Resources Inventory website: http://www.historicplacesla.org/search, accessed August 2016.*

the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation.

The Project would involve site preparation with grading to create development pads for the apartment building structure and the small lot homes and footings for support. Portions of the Project Site have been previously graded for the existing commercial buildings, surface parking lots and two residential single-family structures. Although parts of the site have been previously graded and developed, the potential exists for grading to impact a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe. Therefore, in compliance with AB 52, an informational letter was mailed to a total of 10 tribes known to have resources in this area, on May 25, 2017, describing the Project and provided its location, the City's contact information and notification that the tribe had 30 days to request consultation with the City. One tribe, Gabrieleño Band of Mission Indians – KIZH Nation (KIZH Gabrieleño Tribe), requested consultation with a letter response dated June 14, 2017.Initial consultation occurred on October 26, 2017 between the City and Andrew Salas and Matthew Teutimez, representing KIZH Gabrieleño Tribe. The tribal representatives provided oral history of the general area around the Project Site, which included identification of a few water courses and roads that were once used as local trade routes. One of these included a main waterway trade route that was located in the area of Roscoe Boulevard, which is approximately 0.76 miles north of the Project Site and runs east-west across the San Fernando Valley. Other watercourses included the Tujunga Wash, approximately 2 miles northwest of the Project Site and begins at Hansen Dam and flows southwesterly and south to the Los Angeles River. The upper portion of the Wash, north of Hansen Dam, is known as Big Tujunga Wash, or Creek. Other trade routes identified by the tribal representative included San Fernando Road and the nearby railroad, approximately 1.3 miles northeast and east and 0.75 miles south of the Project Site, respectively. San Fernando Road runs northeasterly-southwesterly along the eastern border of the San Fernando Valley connecting the City of San Fernando to the southern portion of the east part of the Valley. The nearby railroad runs east-west connecting Simi Valley to Burbank and merges with a railroad from the north in Santa Clarita Valley. One last watercourse acknowledged was Ventura Canyon area but precise location was not identified but possibly in the area of Ventura Canyon Avenue which is located approximately 2.5 miles southeast of the Project Site. Mr. Salas and Mr. Teutimez requested that a tribal representative be present during Project grading and construction to monitor the site for tribal cultural resources.

On December the 11, 2017, the City sent email correspondence to the KIZH Gabrieleño Tribe stating that the City, after acting in good faith and after reasonable effort, concluded that mutual agreement could not be reached. Following the City's correspondence, on December 11, 2017, the tribal representatives provided additional information that included electronic links to the EIS for the Metro Red Line with highlighted discussion regarding archaeological resources and Native American artifacts found near Union Station, Civic Center, and Fifth and Hill station locations, Hancock Park/La Brea Tar Pits and Campo de Cahuenga. Campo de Cahuenga and the nearest Metro Red Line station in North Hollywood are approximately 5.15 miles and 2.99 miles, respectively, south of the Project Site. Other information provided included descriptions of Cahuenga Boulevard, Toluca Lake and history of the name Toluca Lake. The additional information provided by the KIZH Gabrieleño Tribe does not alter the City's December 11, 2017 conclusion that mutual agreement could not be reached. Dr. Gary Stickel, Ph.D., Consulting Archaeologist, submitted a letter dated December 20, 2017 discussing known archaeological sites in the greater area and stated that major Kizh villages bracket the subject property and significant cultural resources, artifacts, and human burials could be on the subject property. However, this additional information does not alter the City's December 11, 2017 conclusion.

Implementation of regulatory compliance measures would ensure that any potential impact to some previously unknown tribal cultural resources would be reduced to a less than significant level. Therefore, with compliance to regulatory measures, the Project's impacts on disturbing tribal cultural resources would be less than significant. In addition, the Native American Heritage Commission (NAHC) maintains a confidential Sacred Lands File (SFL) which contains sites of traditional, cultural, or religious value to the Native American community. The NAHC was contacted on June 26, 2017 to request a search of the SFL. The NAHC responded to the request in a letter dated June 28, 2017 and stated that "[a] search of the SFL was completed for the project with negative results."[88]

Cumulative Impacts

Less than significant impact. The focus of this cumulative impacts analysis is on the combined impact of the project and the 15 related projects (See Section II.3, Related Projects) with respect to the topics listed in the tribal cultural resources analysis above. The cumulative impacts study area for tribal cultural resources is the extent of the related projects. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. Therefore, the City of Los Angeles, as lead agency, will be responsible for contacting tribes on behalf of each related project and, as the lead agency, must begin the consultation process within 30 days of receiving the request for consultation regarding each related project. Thus, tribal cultural resources are considered on a case-by-case basis and cumulative impacts would be less than significant and no mitigation measures are required.

VIII. UTILITIES AND SERVICE SYSTEMS

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

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project would discharge wastewater, whose content exceeds the regulatory limits established by the governing agency.

This question would typically apply to properties served by private sewage disposal systems, such as septic tanks. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes a NPDES permit that ensures compliance with wastewater treatment and discharge requirements.

The Los Angeles RWQCB enforces wastewater treatment and discharge requirements for properties in the project area. The Project would convey wastewater via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP). The capacity of the HTP is discussed in response to 17(b) below. The HTP is a public facility and, therefore, is subject to the State's wastewater treatment requirements. As such, wastewater from the implementation of the Project would be treated according to the wastewater treatment requirements enforced by the Los Angeles RWQCB. Impacts would be less than significant and no mitigation measures are required.

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[88] *Gayle Totton, M.A., Ph.D., Associate Governmental Program Analyst, Native American Heritage Commission, correspondence, dated June 28, 2017.*

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving a Project Site would be exceeded. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on water shall be made considering the following factors:

- The total estimated water demand for a project;
- Whether sufficient capacity exists in the water infrastructure that would serve a project, taking into account the anticipated conditions at project buildout;
- The amount by which a project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Water Treatment Facilities and Existing Infrastructure

The City of Los Angeles Department of Water and Power (LADWP) currently supplies water to the Project Site. The LADWP is responsible for ensuring that water demand within the City is met and that State and federal water quality standards are achieved. The LADWP ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,337 miles of pipelines, 119 storage tanks and reservoirs within the City, and a total of 315,245 acre feet of total storage capacity.[89] Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd). The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and operates at between 75 and 90 percent capacity. Therefore, the LAAFP has a remaining capacity of treating approximately 50 to 150 mgd, depending on the season.

As previously discussed in Section II (Project Description), the Project would involve the construction of a 64-unit four-story multifamily residential building on the northerly portion of the Project Site (fronting Lankershim Boulevard) and 99 three-story small lot homes on the remainder of the site. Project water use has been calculated and is presented below in Table IV-22 Estimated Average Daily Water Consumption. As shown therein, the Project would consume a net total of approximately 34,779 gallons per day (gpd) or 39.06 acre-feet of water per year. Consequently, implementation of the Project is not expected to measurably reduce the LAAFP's capacity; therefore, no new or expanded water treatment facilities would be required. Therefore, with respect to water treatment facilities, impacts would be less than significant and no mitigation measures are required. The Project would be within the growth projections of the LADWP and it is, therefore, anticipated that LADWP would be able to meet the Project's water treatment demand.

[89] *Los Angeles Department of Water and Power, About Us, Water, Facts & Figures, website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-factandfigures, accessed: August 2016.*

Table IV-22
Estimated Average Daily Water Consumption

Land Use	Size	Consumption Rate[a]	Total Consumption (gpd)
Existing Uses			
Commercial	8,449 sf	60 gpd / 1,000 sf	507
Two-bedroom Single-Family	1 du	222 gpd / du	222
Three-bedroom Single-Family	1 du	276 gpd / du	276
		Total Estimated Water Consumption	***1,005***
Proposed Uses			
Studio Apartments	18 du	90 gpd / du	1,620
One-bedroom Apartments	30 du	132 gpd / du	3,960
Two-bedroom Apartments	16 du	180 gpd / du	2,880
Three-bedroom Single-Family	99 du	276 gpd / du	27,324
		Total Estimated Average Daily Water Consumption	***35,784***
		Less Existing	*1,005*
		Total Net New Daily Water Consumption	**34,779**

Notes: du = dwelling units; sf=square feet
[a] *Based on 120% of rates provided by City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, April 6, 2012.*
Source (table): EcoTierra Consulting, 2016.

In addition to supplying water for domestic uses, the LADWP also supplies water for fire protection services, in accordance with the Fire Code. As identified in Question 14(a) Pursuant to LAMC Section 57.507.3.1, City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing.[90] The overall fire flow requirement for the Project's residential development is 2,000 gpm from three fire hydrants flowing simultaneously with a residual water pressure of 20 PSI.[91] Fire hydrants would be required every 600 feet for the Project. The existing water lines that currently serve the Project Site would serve the proposed Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the applicant or the LADWP. To the extent such upgrades result in a temporary disruption in service, proper notification to LADWP customers would take place. In the event that water main and other infrastructure upgrades are required, it would not be expected to create a significant impact to the physical environment because:

(1) any disruption of service would be of a short-term nature,

(2) replacement of the water mains would be within public rights-of-way, and

(3) any foreseeable infrastructure improvements would be limited to the immediate project vicinity.

Therefore, potential impacts resulting from water infrastructure improvements, if any are required, would be less than significant and no mitigation measures are required.

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[90] *LAMC, Chapter 5, Public Safety and Protection, Division 9, Access, Hydrants, and Fire Flow, Section 57.09.06.*
[91] *ibid.*

Furthermore, compliance with the PDFs listed above, water conservation measures, and regulatory requirements such as Title 20 and 24 of the California Administrative Code, would reduce the projected water demand. Chapter XII of the LAMC comprises the City of Los Angeles Emergency Water Conservation Plan. The Emergency Water Conservation Plan stipulates conservation measures pertaining to water closets, showers, landscaping, maintenance activities, and other uses. At the state level, Title 24 of the California Administrative Code contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. Title 20 of the California Administrative Code addresses public utilities and energy, and includes appliance efficiency standards that promote conservation. Various sections of the Health and Safety Code also regulate water use. Overall, the Project's water demand is expected to comprise a small percentage of LADWP's existing water supplies. All in all, the Project's water demand is expected to comprise a small percentage of LADWP's existing water supplies. Therefore, the impact would be less than significant and no mitigation measures are required.

Wastewater Treatment Facilities and Existing Infrastructure

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if:

- A project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or
- A project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

The Los Angeles Bureau of Sanitation provides sewer service to the Project area. The existing Project Site has sewer connections to the City's sewer system. Sewage from the Project Site is conveyed via sewer infrastructure to the HTP. Since 1987, the HTP has had capacity for full secondary treatment. Currently, the plant treats an average daily flow of 362 mgd, and has capacity to treat 450 mgd. This equals a remaining capacity of 88 mgd of wastewater able to be treated at the HTP.[92]

Estimated Project wastewater generation is presented below in Table IV-23, Estimated Average Daily Wastewater Generation. The Project would generate approximately 29,606 gpd or 0.030 mgd of wastewater. The addition of only 0.030 mgd of wastewater to the HTP is an insignificant fraction of the remaining 88 mgd HTP capacity. Furthermore, the City has indicated that the HTP has adequate capacity to serve the Project.[93] As such, with respect to the capacities of wastewater treatment facilities, impacts would be less than significant and no mitigation measures are required.

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[92] *City of Los Angeles, Department of Public Works Bureau of Sanitation, Clean Water, Hyperion Water Reclamation Plant, website: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=zrgile1yz_4&_afrLoop=21264325157764455#!, accessed: August 2016.*

[93] *Correspondence from Ali Poosti, Division Manager, Wastewater Engineering Services Division, City of Los Angeles Department of Public Works Bureau of Sanitation, August 8, 2016. (See Appendix G to this Initial Study.)*

Table IV-23
Estimated Average Daily Wastewater Generation

Land Use	Size	Generation Rate[a]	Total Generation (gpd)
Existing Uses			
Commercial	8,449 sf	50 gpd / 1,000 sf	422
Two-bedroom Single-Family	1 du	185 gpd / du	185
Three-bedroom Single-Family	1 du	230 gpd / du	230
Total Estimated Wastewater Generation			***837***
Proposed Uses			
Studio Apartments	18 du	75 gpd / du	1,350
One-bedroom Apartments	30 du	140 gpd / du	4,200
Two-bedroom Apartments	16 du	185 gpd / du	2,960
Three-bedroom Single-Family	99 du	230 gpd / du	22,770
Total Estimated Average Daily Wastewater Generation			***30,443***
Less Existing			*837*
Total Net New Daily Wastewater Generation			**29,606**

Notes: du = dwelling units; sf=square feet
[a] *Generation rates source: Correspondence from Ali Poosti, Division Manager, Wastewater Engineering Services Division, City of Los Angeles Department of Public Works Bureau of Sanitation, August 8, 2016.*

With respect to wastewater infrastructure, wastewater service is provided to the Project Site by existing sewer lines maintained by the Bureau of Sanitation. Sewer infrastructure in the vicinity of the Project Site includes two existing 8-inch lines on Lankershim Boulevard and Irvine Avenue. The sewage from the two 8-inch lines run into a 15-inch line before discharging into a 24-inch line on Lankershim Boulevard.[94] Based on the current approximate sewer flow levels (d/D), shown in Table IV-24, Sewer Capacity Flow Levels, and the design capacities at 50 percent in the sewer system, the City indicates that the sewer system might be able to accommodate the wastewater flow from the Project.[95] Nonetheless, the City will require detailed gauging and evaluation of the Project's wastewater connection point at the time of connection to the system. If deficiencies are identified at that time, the Applicant would be required, at their own cost, to build secondary sewer lines to a connection point in the sewer system with sufficient capacity, in accordance with standard City procedures. The installation of any such secondary lines, if needed, would require minimal trenching and pipeline installation, which would be a temporary action and would not result in any adverse environmental impacts. As such, no new or expanded wastewater infrastructure would be required to serve the Project. Impacts would be less than significant and no mitigation measures are required.

[94] *Ibid.*
[95] *Ibid.*

Table IV-24
Sewer Capacity Flow Levels

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Lankershim Blvd	*	280,862 gpd
8	Irvine Ave	*	376,816 gpd
15	Lankershim Blvd	65	1.73 mgd
24	Lankershim Blvd	48	4.07 mgd

** No gauging available.*
Source: Correspondence from Ali Poosti, Division Manager, Wastewater Engineering Services Division, City of Los Angeles Department of Public Works Bureau of Sanitation, August 8, 2016.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. For the purpose of this Initial Study, a significant impact may occur if the volume of storm water runoff would increase to a level exceeding the capacity of the storm drain system serving a Project Site, resulting in the construction of new storm water drainage facilities.

As described in Question 9(c), the Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. Runoff from the Project Site is and would continue to be collected on the site and directed towards existing storm drains in the vicinity. Therefore, the Project would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems. No impact would occur and no mitigation measures are required.

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

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on water shall be made considering the following factors:

- The total estimated water demand for a project;
- Whether sufficient capacity exists in the water infrastructure that would serve a project, taking into account the anticipated conditions at project buildout;
- The amount by which a project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The City's water supply primarily comes from the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District of Southern California (MWD), which is obtained from

the Colorado River Aqueduct, and to a lesser degree from local groundwater sources. MWD uses a land use based planning tool that allocates projected demographic data from SCAG into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's 2012-2035 RTP/SCS. These sources, along with recycled water, are expected to supply the City's water needs in the years to come. LADWP's 2015 Urban Water Management Plan (UWMP) projects a supply of 642,400 AF/Y in 2020, 676,900 AF/Y in 2025, and 709,500 AF/Y in 2040. With LADWP's current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to its customers through the 25-year planning period covered by the 2015 UWMP. Any shortfall in LADWP controlled supplies (e.g., groundwater, recycled, conservation, or aqueduct) is offset with MWD purchases to rise to the level of demand.[96] As shown in Table IV-24, Estimated Average Daily Water Consumption, the Project would consume a net total of approximately 34,779 gpd or 39.06 acre-feet per year. This amount represents approximately 0.006 percent of available 2020 supply, and approximately 0.006 percent of the projected 2040 supply. Thus, it is anticipated that the Project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet Project demands.

To ensure that the Project reduces its projected water demand to the extent feasible, the Project would be required to comply with Ordinance No. 170,978 (Landscape Ordinance), which imposes numerous water conservation measures in landscaping, 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).

Water demand would be further reduced through adherence to the City's regulatory compliance measures including the following:

- High-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gallons per flush), including no-flush or waterless urinals, in all restrooms as appropriate.
- Restroom faucets with a maximum flow rate of 1.5 gallons per minute and self-closing design.
- High-efficiency Energy Star-rated dishwashers, if provided.
- Prohibiting the use of single-pass cooling equipment (single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system).
- Demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwellings.
- No more than one showerhead per shower stall, having a flow rate no greater than 2.0 gallons per minute.
- High-efficiency clothes washers (water factor of 6.0 or less), if provided in either individual units and/or in a common laundry room(s).

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[96] *City of Los Angeles Department of Water and Power, Urban Water Management Plan 2015, adopted June 7, 2016.*

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

Furthermore, compliance with the PDFs listed above, water conservation measures, and regulatory requirements such as Title 20 and 24 of the California Administrative Code, would reduce the projected water demand. Therefore, the Project would have a less than significant impact related to water demand.

e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if:

- A project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or
- A project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

As stated in Question 17(b) above, the sewage flow from operation of the Project would ultimately be conveyed to the HTP, which has sufficient capacity for the Project.[97] Therefore, impacts would be less than significant and no mitigation measures are required.

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

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors:

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[97] *City of Los Angeles, Department of Public Works Bureau of Sanitation, Clean Water, Hyperion Water Reclamation Plant, website: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=zrgile1yz_4&_afrLoop=21264325157764455#!, accessed: August 2016.*

- Amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of a project, considering proposed design and operational features that could reduce typical waste generation rates;
- Need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and
- Whether a project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element or its updates, the Solid Waste Management Policy Plan, Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the Source Reduction and Recycling Element.

Solid waste generated within the City is disposed of at privately-owned landfill facilities throughout Los Angeles County. Refuse from single-family residential and limited multi-family residential uses on public streets is collected by the Los Angeles Bureau of Sanitation (LABS) and disposed of at City operated landfills. LABS provide collection services primarily to single-family residences and some of the smaller multi-family residences, collecting over one million tons of refuse annually from 750,000 customers including single- and small multi-family residences, averaging 6,652 tons per day.[98] It is reasonably anticipated, then, that the Project Applicant would contract with a local commercial solid waste hauler following completion of construction for the multi-family portion of the Project. As is typical for most solid waste haulers in the greater Los Angeles Area, the hauler would most likely separate and recycle all reusable material collected from the Project Site at a local materials recovery facility. The remaining solid waste would be disposed of at a variety of landfills, depending on with whom the hauler has contracts. Most commonly, the City is served by the Sunshine Canyon Landfill. This Class III landfill accepts non-hazardous solid waste including construction and demolition (C&D) waste. Chiquita Canyon Landfill is also a Class III landfill accepting non-hazardous solid waste including C&D waste that serves the area; however, this landfill currently has a 2-year life expectancy remaining based on 2014 average daily disposal. An expansion of this landfill is currently proposed, which would add an additional 43 years of use based on 2014 average daily disposal rates.[99] Moreover, as of 2014, Azusa Land Reclamation is the only permitted inert (i.e., unclassified and C&D waste which includes earth, rock, concrete rubble, asphalt paving fragments, etc.) in Los Angeles County that has a full solid waste facility permit.[100] Table IV-25 Current Landfill Capacity and Intake, details the permitted daily intake and estimated remaining capacity at these landfill currently.

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[98] *Los Angeles Bureau of Sanitation, Solid Resources, website: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-c?_adf.ctrl-state=18joy48uvv_70&_afrLoop=572050565180517#!, accessed: August 2016.*

[99] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2014 Annual Report, published December 2015, website: http://dpw.lacounty.gov/landing/wasteManagement.cfm, accessed: August 2016.*

[100] *Ibid.*

Table IV-25
Current Landfill Capacity and Intake

Landfill Facility	Permitted Daily Intake (tpd)[a]	2014 Average Daily Intake (tpd)[a]	Remaining Daily Permitting Capacity (tpd)	Estimated Total Remaining Permitting Capacity[a] (million tons)
Class III Landfills				
Sunshine Canyon	12,100	7,582	4,518	65
Chiquita Canyon[b]	6,000	3,558	2,442	2
		Total Remaining Intake	**6,960**	**67**
Inert Construction & Demolition Waste-Accepting Landfill				
Azusa Land Reclamation	6,500	1,012	**5,488**	**60**

Notes: tpd = tons per day

[a] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2014 Annual Report, published December 2015, page 59 and Appendix E-2 Table 1, website: http://dpw.lacounty.gov/landing/wasteManagement.cfm, accessed: August 2016.*

[b] *An expansion of the Chiquita Canyon Landfill is currently proposed. The proposed expansion project includes lateral extension of the existing waste footprint from 257 acres to 400 acres, increase in maximum elevation from 1,430 feet to 1,573 feet, and increase in maximum daily disposal capacity from 6,000 tpd to 12,000 tpd, which would add an additional 43 years of use based on 2014 average daily disposal rates. On July 9, 2014, Los Angeles County Department of Regional Planning circulated the Chiquita Canyon Landfill Master Plan Revision Draft Environmental Impact Report (State Clearinghouse Number 2005081071) for public review. A Final Environmental Impact Report has not yet been published.*

Source (table): EcoTierra Consulting, 2016.

Construction Solid Waste

Construction activities generate a variety of scraps and wastes, with the majority of recyclables being wood waste, drywall, metal, paper, and cardboard, known as Construction & Demolition (C&D) waste. Table IV-26, Estimated Project Construction and Demolition Solid Waste, presents the Project's estimated C&D waste.

Table IV-26
Estimated Project Construction and Demolition Solid Waste

Construction Activity	Size	Generation Rate[a]	Total Solid Waste Generated
Project Construction	251,776	4.39 lbs/sf	1,105,297 lbs (553 tons)
		Subtotal Project Construction	*1,105,297 lbs (553 tons)*
Demolition of Existing Nonresidential Uses	8,449 sf	158 lbs/sf	1,334,942 (667 tons)
Demolition of Existing Residential Uses	2,424 sf	50 lbs/sf	121,200 (61 tons)
		Subtotal Demolition	*1,456,142 (728 tons)*
		Total:	**2,561,439 lbs (1,281 tons)**

Notes: sf = square feet; lbs = pounds

[a] *Source: U.S. Environmental Protection Agency, Estimating 2003 Building-Related Construction and Demolition Material Amounts, March 2009, Table 2-1 (Residential Construction), Table 2-3 (Residential Demolition), and Table 2-4 (Nonresidential Demolition), pages 9, 14.*

Source (table): EcoTierra Consulting, 2016.

As shown in Table IV-27, the Project would generate approximately 2.6 million pounds or 1,281 tons of C&D debris. Demolition and site clearing would occur for approximately one month (22 construction days), thereby generating approximately 33.0 tons per day. Grading/excavation/foundation preparation would occur for approximately two months (44 construction days), and building construction would occur for approximately 21 months (462 construction days), with a total of 23 months for construction (506 construction days) thereby generating approximately 0.91 tons per day (for 23 months). This forecasted solid waste generation is a conservative estimate as it assumes no reductions in solid waste generation would occur due to recycling. In order to help meet the landfill diversion goals, the City adopted the Citywide C&D Waste Recycling Ordinance (Ordinance No. 181,519). This ordinance, which became effective January 1, 2011, requires that all haulers and contractors responsible for handling C&D waste obtain a Private Solid Waste Hauler Permit from the Bureau of Sanitation prior to collecting, hauling, and transporting C&D waste. It requires that all C&D waste generated within City limits be taken to City certified C&D waste processors, where the waste would be recycled to the extent feasible. Moreover, there are 60 million tons of remaining capacity available in Los Angeles County for the disposal of inert waste. Some C&D waste may also be landfilled at the Class III landfill identified above. Thus, Project-generated C&D waste would represent a very small percentage of the waste disposal capacity in the region, and, as noted, the aggregate amount estimated in the above table would not all be landfilled in compliance with City's recycling requirements to the extent feasible. Therefore, solid waste impacts from C&D activities would be less than significant and no mitigation measures are required.

Operational Solid Waste

The Project would generate solid waste that is typical of residential land uses and would be consistent with all federal, state, and local statutes and regulations regarding proper disposal. As shown in Table IV-27, Estimated Average Daily Solid Waste Generation, the Project would generate approximately 1,184 pounds of solid waste per day.

Table IV-27
Estimated Average Daily Solid Waste Generation

Land Use	Size	Generation Rate[a]	Total Solid Waste Generated (lbs/Day)
Existing Uses			
Commercial	8,449 sf	0.005 lbs/sf	42
Two-bedroom Single-Family	1 du	10 lbs/unit	10
Three-bedroom Single-Family	1 du	10 lbs/unit	10
Total Estimated Solid Waste Generation			***62***
Proposed Uses			
Studio Apartments	18 du	4 lbs/unit	72
One-bedroom Apartments	30 du	4 lbs/unit	120
Two-bedroom Apartments	16 du	4 lbs/unit	64
Three-bedroom Single-Family	99 du	10 lbs/unit	990
Total Estimated Average Daily Solid Waste Generation			*1,246*
Less Existing			*62*
Total Net New Daily Solid Waste Generation			**1,184**

Notes: sf = square feet; lbs = pounds; emp = employees
[a] *City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981. Source: (Table) EcoTierra*

Waste generated in the City may also be diverted from landfills and recycled. In 2000, the City had a rate of diversion of approximately 58.8 percent.[101] More recently, the City achieved a landfill diversion rate of 76.4 percent in 2013, which represents the highest recycling rate out of the 10 largest U.S. cities.[102] This landfill diversion rate exceeds the 75 percent diversion mandate by 2020 set forth in AB 374.[103] The Bureau of Sanitation's Solid Resources Citywide Recycling Division (SRCRD) develops and implements source reduction, recycling, and re-use programs in the City.[104] The SRCRD provides technical assistance to public and private recyclers, manages the collection and disposal programs for Household Hazardous Waste, and helps create markets for recycled materials.[105] Thus, at the City's 2013 diversion rate of 76.4 percent, the Project's net total of 1,184 pounds per day of solid waste would likely result in approximately 888 pounds being recycled and the remaining 296 pounds (0.15 tons) would be landfilled per day. As such, there is adequate landfill capacity for the Project's operational demand (see Table IV-29, above). Furthermore, AB 341 requires multi-family residential developments with five units or more to provide for recycling services on site. Therefore, solid waste impacts from operation of the Project would be less than significant and no mitigation measures are required.

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

Less Than Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Project would generate solid waste that is typical of a commercial/office project and would be consistent with all federal, state, and local statutes and regulations regarding proper disposal. Additionally, the amount of solid waste that would be generated by the Project would be further reduced through source reduction and recycling programs (as required by AB 939). The Project would not conflict with solid waste policies or objectives that are required by law, statute, or regulation. Therefore, the impact would be less than significant and no mitigation measures are required.

Cumulative Impacts

Water

Less Than Significant Impact. The focus of this cumulative impacts analysis is on the combined impact of the Project and the 15 related projects (see Section II.3, Related Projects) with respect to the topics listed in the water utilities analysis above, including water treatment facilities, infrastructure, and water supplies. The cumulative impacts study area for water utilities is the LADWP service area.

Implementation of the Project in combination with the related projects, along with other projects within the service area of LADWP, would generate demand for additional water supplies. In terms of the City's overall water supply condition, the water demand for any project that is consistent with the City's General Plan has been taken into account in the adopted UWMP. The UWMP anticipates that the future

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[101] *Los Angeles Bureau of Sanitation, AB 939 Year 2000 Report, page ES-1, website: http://www.lacitysan.org/solid_resources/pdfs/ab939y2000.pdf/, accessed: August 2016.*

[102] *Los Angeles Bureau of Sanitation, Solid Resources, Recycling, website: http://lacitysan.org/solid_resources/recycling/, accessed: August 2016.*

[103] *California Department of Resources and Recycling, California's 75 Percent Initiative, website: http://www.calrecycle.ca.gov/75percent/, accessed: August 2016.*

[104] *Los Angeles Bureau of Sanitation, Solid Resources, Construction and Demolition Recycling Guide, website: http://www.lacitysan.org/solid_resources/recycling/c&d.htm, accessed: August 2016.*

[105] *Ibid.*

water supplies would be sufficient to meeting existing and planned growth in the City to the year 2040 (the planning horizon required of 2015 UWMPs) under wet and dry year scenarios. The Project would be consistent with the General Plan and the site's Community Plan land use designation, and therefore, has been taken into account in the UWMP. It is unknown whether or not the related projects or other development in the LADWP service area has been taken into account in the UWMP. Nonetheless, it can be assumed that any related projects that are not included in the UWMP would be required to identify water supplies prior to project approval. In addition, larger projects (e.g., over 500 residential units) would have to prepare a Water Supply Assessment (pursuant to Senate Bill 610) to be reviewed and certified by LADWP to demonstrate adequate water supply. Therefore, the cumulative impact would be less than significant and no mitigation measures are required.

With respect to water treatment facilities, the remaining daily capacity of the LAAFP is between 50 mgd and 150 mgd, depending on the season. Therefore, the LAAFP would have adequate capacity to serve the additional water demanded by the Project (which would consume 0. 036 mgd) and the related projects. A less than significant cumulative impact would occur and no mitigation measures are required.

With respect to water infrastructure, the potential need for the related projects to upgrade water lines to accommodate their water needs is site-specific and there is little, if any, cumulative relationship between the development of the Project and the related projects. As discussed above, the Project would have a less-than-significant impact on water infrastructure. Any upgrades to the related projects' water infrastructure would be required to be implemented by the applicants of those projects. Therefore, the cumulative impact would be less than significant.

Wastewater

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 15 related projects (see Section II.3 [Cumulative Impacts Approach]) with respect to the topics listed in the wastewater analysis above, including wastewater treatment requirements, facilities, and capacities. The cumulative impacts wastewater study area is the HTP service area.

Implementation of the Project in combination with the related projects and other projects within the service area of the HTP would generate additional wastewater that would be treated at HTP. The HTP currently treats an average of 362 mgd, with a capacity to treat 450 mgd. Therefore, the HTP would have adequate capacity to serve the additional wastewater demanded by the Project (0.029 mgd) and the related projects within the HTP service area. A less than significant cumulative impact would occur and no mitigation measures are required.

With respect to sewer lines, the potential need for the related projects to upgrade sewer lines to accommodate their wastewater needs is site-specific and there is little, if any, cumulative relationship between the development of the Project and the related projects. Similar to the Project, the City will require detailed gauging and evaluation of the related projects' wastewater connection point at the time of connection to the system. If deficiencies are identified at that time, the applicants of the related projects would be required, at their own cost, to build secondary sewer lines to a connection point in the sewer system with sufficient capacity, in accordance with standard City procedures. Therefore, the cumulative impact would be less than significant.

Solid Waste

The focus of this cumulative impacts analysis is on the combined impact of the Project and the 15 related projects (see Section II.3 [Cumulative Impacts Approach]) with respect to the topics listed in the

solid waste analysis above, including landfill capacity and compliance with solid waste statutes and regulations. The cumulative impacts study area for solid waste are the areas in the City served by the above-identified landfills.

Implementation of the Project in combination with the related projects and other projects within the Southern California region that are serviced by area landfills will increase regional demands on landfill capacities. Construction of the Project and related projects generate C&D waste, resulting in a cumulative increase in the demand for inert (unclassified) landfill capacity. Given the requirements of the Citywide C&D Debris Recycling Ordinance (Ordinance No. 181,519), which requires all mixed C&D waste generated within City limits be taken to a City-certified C&D waste processor, it is anticipated that future cumulative development would also implement similar measures to divert C&D waste from landfills. Furthermore, as described above, the inert landfills do not face capacity issues, as 62.34 million tons of capacity remain for such waste in Los Angeles County, and thus, these landfills would be expected to have sufficient capacity to accommodate cumulative demand. Therefore, cumulative impacts from the C&D waste would be less than significant and no mitigation measures are required.

Operation of the Project in conjunction with the related projects would generate municipal solid waste and result in a cumulative increase in the demand for waste disposal capacity at Class III landfills. The countywide demand for landfill capacity is continually evaluated by Los Angeles County through preparation of the County Integrated Waste Management Plan Annual Reports. Each Annual Report assesses future landfill disposal needs over a 15-year planning horizon. As such, the 2014 Annual Report projects waste generation and available landfill capacity through 2029. Based on the 2014 Annual Report, Los Angeles County has the projected disposal capacity through 2029.[106] The Project's estimated net increase in operational solid waste generation (estimated 1,184 pounds per day), in conjunction with the related projects, would represent an insignificant portion of the estimated approximately 23.5 million tons that is anticipated to be generated in 2018 (Project build-out year).[107] Moreover, a State-mandated 75 percent landfill diversion rate is required by 2020, which would reduce the amount of solid waste being landfilled for the related projects. Therefore, cumulative impacts from operational solid waste would be less than significant and no mitigation measures are required.

IX. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No Impact. For the purpose of this analysis, a significant impact could occur only if a project would have an identified potentially significant impact for any of the above issues, as discussed in the preceding sections.

The Project is located in an urbanized area and would have no significant and unavoidable impacts with respect to biological resources or cultural resources. The Project would not degrade the quality of the environment, reduce or threaten any fish or wildlife species (endangered or otherwise), or eliminate

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[106] *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2014 Annual Report, published December 2015, page 7, website: http://dpw.lacounty.gov/landing/wasteManagement.cfm, accessed: August 2016.*

[107] *Ibid, Appendix E-2 Table 5.*

important examples of the major periods of California history or pre-history. Therefore, no impact would occur and no mitigation measures are required.

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)?

Potentially Significant Unless Mitigation Incorporated. For the purpose of this analysis, a significant impact could occur if a project, in conjunction with other projects in the area of the project site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together.

As concluded throughout this IS/MND, the cumulative impact related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology and soils, GHG gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and utilities would be less than significant. No mitigation measures are required.

Mitigation Measure

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 though compliance with the above mitigation measures.

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

Potentially Significant Unless Mitigation Incorporated. For the purpose of this analysis, a significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections.

The analysis contained in this IS/MND concludes that the Project would not result in significant and unavoidable adverse effects after implementation of mitigation measures, where appropriate. Therefore, this impact would be less than significant and no additional mitigation measures are required.

Mitigation Measures

XVIII-20 Effects on Human Beings

- The project has potential environmental effects which cause substantial adverse effects on human beings, either directly or indirectly. However, these potential impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

XVIII-30 End

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

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VI. ACRONYMS & ABBREVIATIONS

AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BMPs	Best Management Practices
CalEEMod	California Emissions Estimator Model
CalGreen	California Green Building Standards
CARB	California Air Resources Board
Caltrans	California Department of Transportation
CCR	California Code of Regulations
C&D	Construction and Demolition
CEQA	California Environmental Quality Act
CH_4	Methane
City	City of Los Angeles, California
CMA	Critical Movement Analysis
CMP	Congestion Management Program
CNEL	Community Noise Exposure
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalents
CY	Cubic Yards
CWC	California Water Code
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
FAR	Floor-to-area ratio
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
GHG	Greenhouse gas(es)

GPM	Gallons Per Minute
HFCs	Hyrdofluorcarbons
H_20	Water Vapor
HTP	Hyperion Treatment Plant
HVAC	Heating, Ventilation and Air Conditioning
ITE	Institute of Transportation Engineers
LAAFP	Los Angeles Aqueduct Filtration Plant
LACC	Los Angeles County Code
LADBS	City of Los Angeles Department of Building and Safety
LADOT	City of Los Angeles Department of Transportation
LAFD	City of Los Angeles Fire Department
LAPD	City of Los Angeles Police Department
LAPL	City of Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LOS	Level of Service
LID	Low Impact Development
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
MPOs	California Metropolitan Planning Organizations
MTA	Metropolitan Transportation Authority
$MTCO_2e$	Metric Tons Carbon Dioxide Equivalents
MRZ	Mineral Resource Zone
NPDES	National Pollution Discharge Elimination System
N_2O	Nitrous Oxide
NO_x	Nitrogen Oxides
OES	Obstruction Evaluation Service
PCBs	Polychlorinated Biphenyls
pCi/L	picoCuries per Liter

PFCs	Perfluorocarbons
$PM_{2.5}$	Fine Particulate Matter
PM_{10}	Particulate Matter
PPV	Peak Particle Velocity
PRC	Public Resource Code
PSI	Pounds Per Square Inch
RCPG	Regional Comprehensive Plan and Guides
RMS	Root Mean Square
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SF_6	Sulfur Hexafluoride
SO_x	Sulfur Oxides
SUSMP	Standard Urban Stormwater Mitigation Plan
SWPPP	Stormwater Pollution Prevention Program
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
UWMP	Urban Water Management Plan
V/C	Volume to Capacity Ratio
VOC	Volatile Organic Compounds