CPC-2019-3844-VZCJ-SPR

ENV-2019-3845-MND

INITIAL STUDY
MITIGATED NEGATIVE DECLARATION

Case Number:

ENV-2019-3845-MND

Lead Agency:

CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
6262 Van Nuys Blvd., Room 430
Van Nuys, CA 91401
Contact: Ms. Laura Frazin Steele
City Planner
(818) 374-9919

Prepared for:

LA FAMILY HOUSING
7843 Lankershim Boulevard
North Hollywood, CA 91605
Contact: Ms. Elda Mendez
Assistant Vice President, Real Estate
(818) 430-5720

Prepared by:

ENVICOM CORPORATION
4165 E. Thousand Oaks Boulevard. Suite 290
Westlake Village, California 91362
Contact: Ms. Laura Kaufman, AICP
Director of Environmental Services
(818) 879-4700

October 2019

SECTION **PAGE NUMBER**

TABLES

FIGURES

APPENDICES

1.0 INTRODUCTION

The purpose of this Initial Study/Mitigated Negative Declaration is to disclose and evaluate the environmental impacts of The Angel Housing with Supportive Services Project in the North Hills portion of the Mission Hills-Panorama City-North Hills Community Plan area of the City of Los Angeles, California.

PROJECT SUMMARY

The Angel Housing with Supportive Services Project consists of the demolition of an existing 6,400 square foot[1] commercial building and the construction and operation of a new, four-story permanent supportive housing project in the North Hills community of the City of Los Angeles. The project proposes a total of 54 residential units consisting of 53 studio units and one manager's unit with two bedrooms.

LEGAL AUTHORITY

As lead agency, the City of Los Angeles has prepared this Initial Study in accordance with the California Environmental Quality Act (CEQA) of 1970 (Public Resources Code 21000–21189) and relevant provisions of the *CEQA Guidelines* (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000–15387), as amended.

Initial Study. Section 15063(c) of the CEQA Guidelines defines an Initial Study as the proper preliminary method of analyzing the potential environmental consequences of a project. To paraphrase from this Section, the relevant purposes of an Initial Study are:

(1) To provide the Lead Agency with the necessary information to decide whether to prepare an Environmental Impact Report (EIR) or a Mitigated Negative Declaration (MND);

(2) To enable the Lead Agency to modify a project, mitigating adverse impacts, thus avoiding the need to prepare an EIR; and

(3) To provide sufficient technical analysis of the environmental effects of a project to permit a judgment based on the record as a whole, that the environmental effects of a project have been adequately mitigated.

Negative Declaration or Mitigated Negative Declaration. Section 15070 of the CEQA Guidelines states that a public agency shall prepare a negative declaration or mitigated negative declaration for a project subject to CEQA when:

(a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment; or

(b) The initial study identifies potentially significant effects, but:

1. Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
2. There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

An MND may be used to satisfy the requirements of CEQA when a project would have no significant unmitigable effects on the environment. As discussed in this document, implementation of the project

[1] As stated in Building Permit #56481, the existing commercial building is 6,400 SF.

would not result in any significant effects on the environment that cannot be reduced to below a level of significance with the mitigation measures included herein.

2.0 FINDINGS OF THIS INITIAL STUDY

The impact analysis in this Initial Study demonstrates that with the incorporation of mitigation measures, the proposed project would have a less than significant impact on the environment with regard to all CEQA Environmental Checklist topics. For each topic addressed in Section 4.0, the impacts associated with development of this project have been determined to be "Significant Unless Mitigation Incorporated," "Less than Significant," or "No Impact." For topics determined to be "Significant Unless Mitigation Incorporated," mitigation measures have been identified that would reduce impacts to below a level of significance.

3.0 PROJECT DESCRIPTION

The proposed Project (The Project) consists of the demolition of an existing 6,400 SF commercial building formerly occupied by Angel Appliance and Repair Service and the construction and operation of a new, four-story, 52 feet in height, 100% affordable housing project with supportive services in the North Hills area of the City of Los Angeles (City). The proposed 37,850 square foot (SF) building consists of a total of 54 residential units (53 studios and one manager's unit with two bedrooms) and 20 vehicle parking spaces.

In response to California's housing crisis, the purpose of this 100% affordable housing project is to provide permanent supportive housing for veterans experiencing homelessness and chronically homeless individuals whom are living on low incomes.

PROJECT LOCATION AND EXISTING USES

The project is located in the north-central San Fernando Valley in the Mission Hills- Panorama City-North Hills Community Plan area as shown in **Figure 1, Regional Location Map**. The project location is on the west side of Sepulveda Boulevard between Parthenia Street to the north and Chase Street to the south, as shown in **Figure 2, Project Vicinity**. The street address of the project is 8547 – 8549 ½ Sepulveda Blvd. North Hills, CA, 91343.[2]

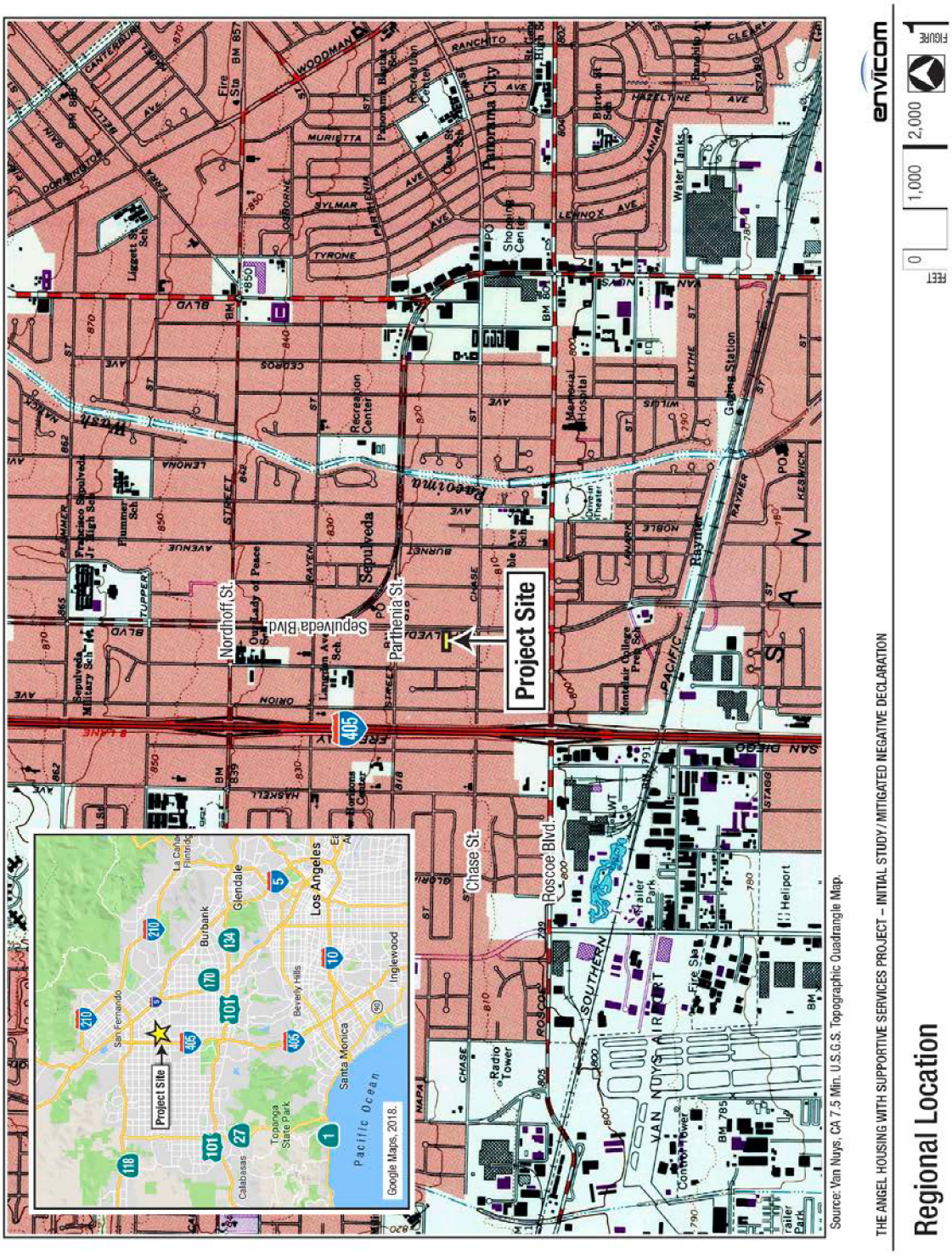
The project location is identified by Assessor Parcel Number (APN) 2654-020-034 and totals 0.51 acres (22,213.60 SF) of property (subject property).[3] The subject property is rectangular in shape and flat. The subject property is developed with a 6,400 SF commercial building. The existing building is used by LA Family Housing for the storage of surplus furniture and office equipment. The remaining portions of the property consist of an asphalt and concrete paved parking and storage area on the western portion enclosed by a chain-linked fence. The existing commercial building was formerly used by Angel TV & Appliance Service, a home appliances sales, service, and parts businesses that operated since 1962 but no longer occupies the building. The surrounding area is used for commercial and residential purposes including hotel/motel, medical office, restaurant, adult entertainment, and storage office. The existing Suncrest Apartment Building is located to the north of the subject property, residential uses to the west, an existing medical office building to the south, and Sepulveda Blvd with auto-related commercial uses to the east.

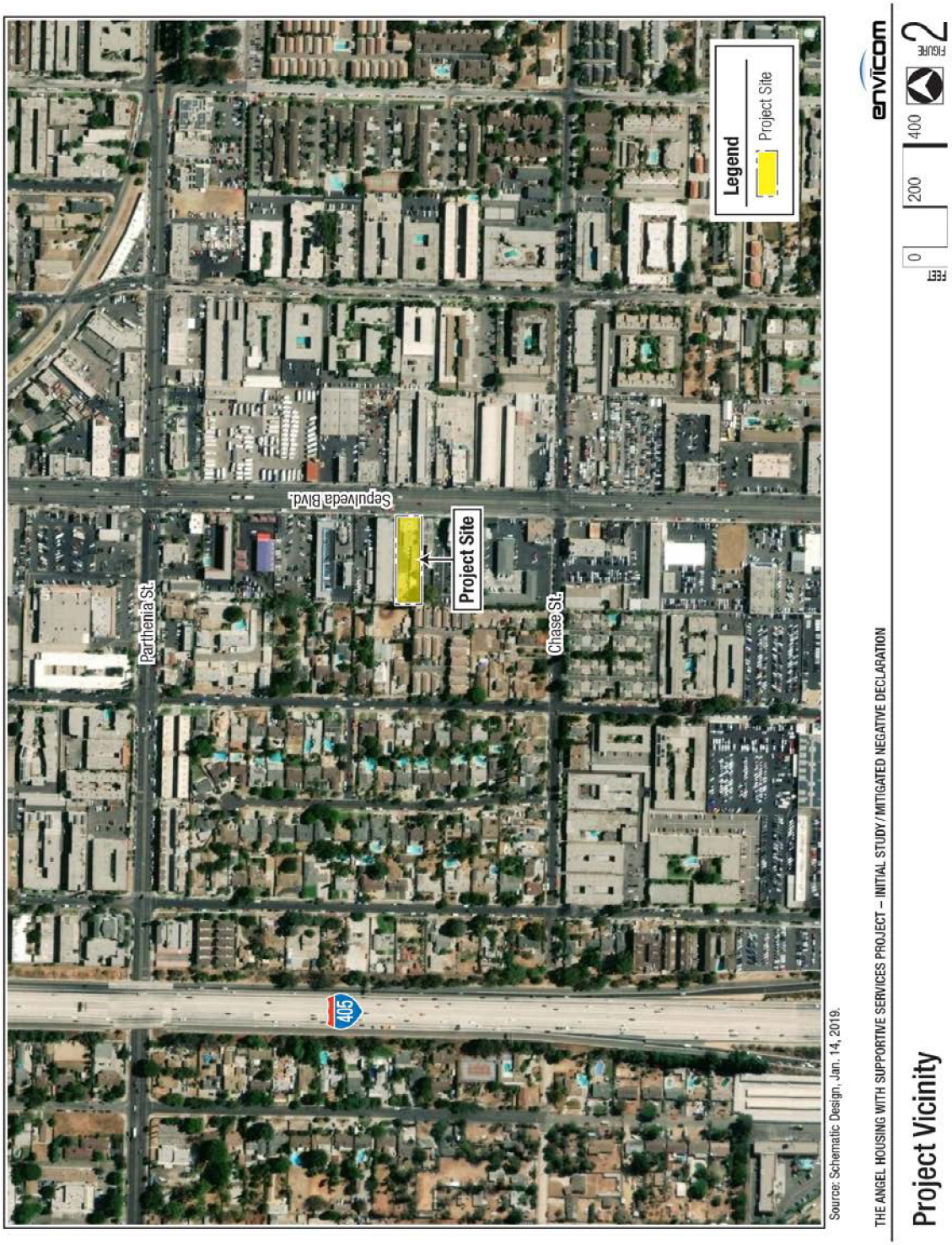
PROJECT COMPONENTS

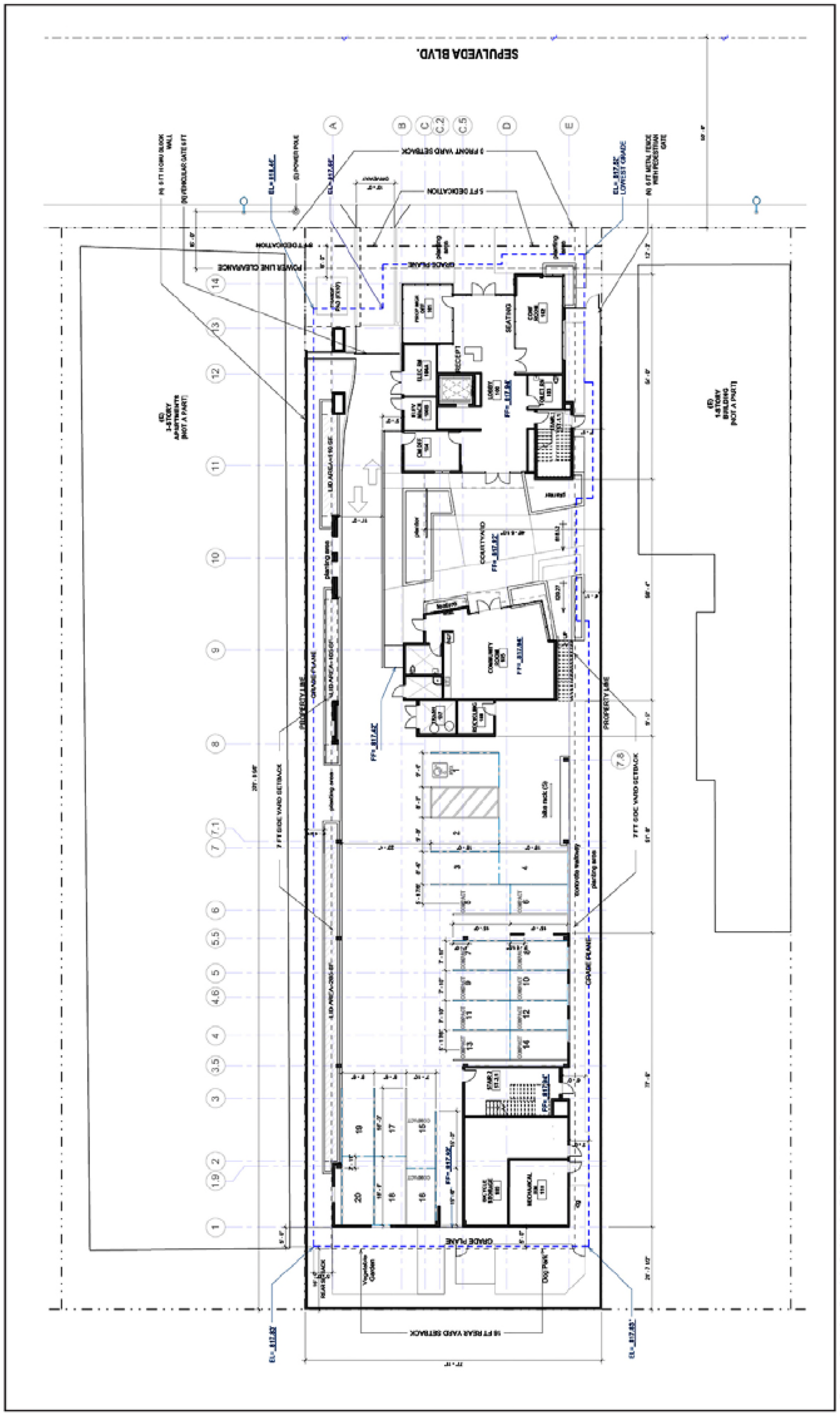
The Angel 2018 Limited Partnership (L.P.) ("Applicant"), proposes the demolition of an existing 6,400 SF commercial building formerly used by Angel Appliances Repair business and the construction and operation of a four-story, 37,850 SF permanent supportive housing project in the North Hills portion of the City's Mission Hills-Panorama City-North Hills Community Plan area. The project includes 54 affordable residential units, including three units restricted for Extremely Low Income Households, 50 units restricted for Low Income Households, and one unrestricted manager's unit, a podium parking lot, a driveway, courtyard, common areas, resident amenities, and landscaping; these project components are collectively referred to as appurtenant features and shown in **Figure 3, Site Plan**. A breakdown of the proposed total floor area is provided in **Table 3-1, Building Floor Area Calculations**.

[2] Street addresses associated with the project site are: 8547 N Sepulveda Blvd., 8549 N Sepulveda Blvd., and 8549 ½ N Sepulveda Blvd., North Hills, CA 91343.

[3] Building Permit #56481.


Project Site
Nordhoff St.
Parthenia St.
Sepulveda Blvd.
Chase St.
Roscoe Blvd.
Panorama City
Sepulveda
Van Nuys
San Fernando
Glendale
Burbank
Los Angeles
Beverly Hills
Santa Monica
Inglewood
Calabasas
Topanga State Park
Pacific Ocean
Google Maps, 2018.
Source: Van Nuys, CA 7.5 Min. U.S.G.S. Topographic Quadrangle Map.
THE ANGEL HOUSING WITH SUPPORTIVE SERVICES PROJECT – INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
envicom
FEET
0
1,000
2,000
FIGURE 1
Regional Location


Legend
Project Site
Project Site
Sepulveda Blvd.
Parthenia St.
Chase St.
405
0
200
400
FEET
envicom
FIGURE 2
Project Vicinity
THE ANGEL HOUSING WITH SUPPORTIVE SERVICES PROJECT – INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
Source: Schematic Design, Jan. 14, 2019.



Source: Gonzalez Goodale Architects, Feb. 21, 2019.

FEET 0 20 40

THE ANGEL HOUSING WITH SUPPORTIVE SERVICES PROJECT – INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Site Plan

FIGURE 3

Table 3-1
Building Floor Area Calculations

Floor	Building Area (SF)	Type
1st Floor	4,500	Common Areas
2nd Floor	11,800	Residential + Common
3rd Floor	11,800	Residential + Common
4th Floor	9,750*	Residential + Common
Total	**37,850**	
* 9,750 SF includes the portion of the terrace on the fourth floor that is covered, not open to the sky. Source: Gonzalez Goodale Architects, Entitlement Submittal, February 21, 2019.		

As shown in Table 3-1, the project would provide a total of 37,850 SF of building area. The proposed building features three case management offices for staff social workers. The ground floor would provide a lobby, property manager office, conference room, restroom, electrical room, elevator shaft, a social service case management staff office, open courtyard, community room, trash and recycling room, a tandem vehicular parking lot, bicycle storage, and a mechanical room. The community room would be adaptable for educational workshops, group meetings, tenant celebrations, and volunteer engagement. The 2nd floor has residential units, two offices for case managers, a small conference room, 17 studio apartment units, a central laundry room, and a manager's unit with two bedrooms facing an open courtyard. The 3rd floor would feature an exercise room, case manager's office, 19 studio apartments, and a small conference room and staff lounge. The 4th floor would feature 17 studio apartments and a terrace as an outdoor amenity for residents. Additional outdoor ground floor amenities include a community garden with raised and at-grade planting beds with vertical growing trellis elements, and a gated dog park with benches situated in the rear yard, providing places to sit on both seat walls and flexible site furnishes, and outdoor fitness equipment in a second floor plaza.

SITE PARKING, ACCESS, AND CIRCULATION

The project proposes 20 vehicle parking spaces, including one electric vehicle charging station. The Applicant has requested that automobile parking requirements be waived with the exception of parking required for the manager's unit. In compliance with Los Angeles Municipal Code (LAMC) Section 12.21 requirements, the project proposes 44 long-term and five short-term bicycle parking spaces. Site access would be provided by a driveway from Sepulveda Boulevard.

DEMOLITION AND CONSTRUCTION

The project would demolish an existing 6,400 SF commercial building formerly occupied by Angel Appliance Repair Service and approximately 721 sq. ft. of existing surface parking lot. Conservatively assuming a concrete density of 150 pounds per cubic foot,[4] demolition of the existing parking lot and concrete surface would result in approximately 54.1 tons of demolition waste to be hauled off-site. An estimate of the expected duration for each phase of construction, size of the on-site workforce, and off-road equipment needed is provided in **Table 3-2, Demolition and Construction Assumptions**.

[4] U.S. EPA, Estimating 2003 Building-Related Construction and Demolition Materials Amounts, Appendix A, Building-Related C&D Materials Generation Amount Calculations, Page A-5.

Table 3-2
Demolition and Construction Assumptions

Phase	Duration	Workforce	Off-Road Equipment
Demolition	14 days	6-9 workers daily	1 Concrete Saw, 1 Dozer, 2 Bobcats, 2 Tractor/Loader/Backhoes
Site Preparation	7 days	5-8 daily	No off-road equipment
Grading	14 days	3-5 workers daily	2 Bobcats, 1 Grader, 2 Tractor/Loader/Backhoes
Vertical Construction	570 days	25-35 workers daily	1 Rough Terrain Fork Lift, 2 Forklifts, 2 Bobcats, 1 Tractor/Loader/Backhoe
Source: LA Family Housing, Email to Envicom Corporation, January 13, 2019.			

As shown in Table 3-2, construction necessitates the use of off-road earth moving equipment such as, bulldozers (dozers), skid steers or "Bobcats," forklifts, and tractors equipped with front end loaders and backhoes. Construction would also involve trucks for material and supplies delivery, as well as powered hand tools including concrete saws. Construction would result in 253 cubic yards (CY) of cut, 23 CY of fill, resulting in export of approximately 230 CY of material.[5] The likely destination for export is the Sunshine Canyon City/County landfill in Sylmar. The project would export less than 1,000 CY of soil.

REQUIRED APPROVALS

Based on the current plans, the proposed project requires the following ministerial and discretionary entitlement approvals:

- Pursuant to Los Angeles Municipal Code ("LAMC") Sections 11.5.11(e), 12.32.F. and 12.32.Q., a **VESTING ZONE CHANGE** from the existing [Q]C2-1VL Zone to the proposed [Q]C2-1VL Zone, to delete existing [Q] Conditions to allow for residential density as permitted in the underlying C2 Zone, with the following Developer Incentives:
  - A Floor Area Ratio of approximately 2.2:1;
  - A maximum building height of approximately 52 feet; and
  - No required parking for the restricted affordable dwelling units, exclusive of the parking required for the manager's unit.
- Pursuant to LAMC Section 16.05., **SITE PLAN REVIEW** for a development project consisting of 50 or more of net new residential dwelling units.
- Other discretionary and ministerial permits and approvals that will or may be required, including, but not limited to, temporary street closure permits, grading permits, excavation permits, foundation permits, building permits, and sign permits.

[5] Gonzalez Goodale Architects, Email to Envicom Corporation, January 17, 2019.

4.0 INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY AND CHECKLIST

1. **Lead agency name and address:**
City of Los Angeles
Department of City Planning
200 N. Spring Street
Los Angeles, CA 90012

2. **Contact person and phone number:**
Laura Frazin Steele, City Planner
6262 Van Nuys Blvd., Room 430
Van Nuys, CA 91401
Tel: (818) 374-9919

3. **Project location:** Street Addresses:
8547 – 8549 ½ Sepulveda Blvd. North Hills, CA, 91343

4. **Project sponsor's name and address:**
LA Family Housing/ The Angel 2018, LP
7843 Lankershim Blvd
North Hollywood, CA 91605

5. **General plan land use designation:**
General Commercial

6. **Zoning:**
[Q]C2-1VL

7. **Description of project:**
The Angel is a housing project with supportive services proposing the demolition of an existing one-story, 6,400 SF commercial building and the construction and operation of a new, four-story residential building in the Mission Hills-Panorama City-North Hills Community Plan area of the City of Los Angeles. The 100% affordable housing project proposes a 37,850 SF building with a total of 54 residential units (53 studios and one manager's unit with two bedrooms).

8. **Surrounding land uses and setting:**
The existing Suncrest Apartment Building is located to the north of the subject property, residential uses to the west, an existing commercial building to the south, and Sepulveda Blvd with auto-related commercial uses to the east.

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

The City of Los Angeles is the only approval agency at this time.

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

LEAD CITY AGENCY: City of Los Angeles Department of City Planning		**COUNCIL DISTRICT: 6** Councilmember Nury Martinez
PROJECT TITLE:	**ENVIRONMENTAL CASE:** ENV-2019-3845-MND	**CASE NO.** CPC-2019-3844-VZCJ-SPR
PROJECT LOCATION:	8587 – 8549 ½ N Sepulveda Blvd. North Hills, CA 91343	

PROJECT DESCRIPTION: The Project is an 100% affordable housing project with supportive services which will replace an existing 6,400 SF commercial building. The Project proposes the construction and operation of a new, four-story residential building in the Mission Hills-Panorama City-North Hills Community Plan area of the City of Los Angeles. The 100% affordable housing project involves a 37,850 SF building with a total of 54 residential units (53 studios and one manager's unit with two bedrooms) and 20 parking spaces.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
The Angel 2018 L.P.
7843 Lankershim Blvd
North Hollywood, CA 91605
Contact: Elizabeth Tooke
Phone: (747) 241-8709

FINDING:
The Department of City Planning of the City of Los Angeles proposes a Mitigated Negative Declaration be adopted for this project because the mitigation measures outlined in the attached pages will reduce any potential significant adverse effects to a less than significant level.

(continued on next page)

SEE ATTACHED MITIGATION MONITORING PROGRAM FOR ANY MITIGATION MEASURES IMPOSED

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

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING FORM	**TITLE**	**TELEPHONE NUMBER**
Laura Frazin Steele	City Planner	(818) 374-9919
ADDRESS 6262 Van Nuys Blvd., Room 430 Van Nuys, CA 91401	**SIGNATURE (Official)** Laura Frazin Steele	**DATE** 10/17/19

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)

<table>
<tr><td colspan="2">LEAD CITY AGENCY:
City of Los Angeles</td><td>COUNCIL DISTRICT: 6
Councilmember Nury Martinez</td><td>DATE:
10/17/19</td></tr>
<tr><td colspan="4">RESPONSIBLE AGENCIES: Department of City Planning</td></tr>
<tr><td colspan="2">ENVIRONMENTAL CASE:
ENV2019-3845-MND</td><td colspan="2">RELATED CASES:
CPC-2019-3844-VZCJ-SPR</td></tr>
<tr><td colspan="2">PREVIOUS ACTIONS CASE NO.
None</td><td colspan="2">☐ DOES have significant changes from previous actions.
☐ DOES NOT have significant changes from previous actions.</td></tr>
<tr><td colspan="4">PROJECT DESCRIPTION: Zone change (to modify Q condition) and other of requested entitlements and approvals (See 3.0, Project Description – Required Approvals)</td></tr>
<tr><td colspan="4">ENV PROJECT DESCRIPTION: See 3.0 Project Description</td></tr>
<tr><td colspan="4">ENVIRONMENTAL SETTING: The project site is a rectangular 0.51-acre lot in the Mission Hills-Panorama City-North Hills Community Plan area of the City. The surrounding area is used for commercial and multi-family residential purposes. The existing Suncrest Apartment Building is located to the north of the subject property, single- and multi-family density residential uses to the west, an existing commercial building to the south, and Sepulveda Blvd with auto-related commercial uses to the east.</td></tr>
<tr><td colspan="4">PROJECT LOCATION: 8547 – 8549 ½ N Sepulveda Blvd., North Hills, CA 91343</td></tr>
<tr><td colspan="2">COMMUNITY PLAN AREA:
Mission Hills – Panorama City – North Hills

STATUS:
☐ Preliminary
☐ Proposed

☒ Does Conform to Plan
☐ Does NOT Conform to Plan</td><td>AREA PLANNING COMMISSION:
North Valley</td><td>CERTIFIED NEIGHBORHOOD COUNCIL:
North Hills East</td></tr>
<tr><td>EXISTING ZONING:
[Q]C2-1VL</td><td>MAX DENSITY ZONING:
11,000 sq. ft./unit - 2 units*</td><td colspan="2">[Q] Condition No. 1 (per Ordinance No. 164,750) limits the Subject Property to the RE11 Zone density, or 11,000 square feet of lot area per dwelling unit, which would allow two dwelling units. A Zone Change is requested to amend this [Q] Condition and revert allowable density to that permitted by the underlying C2 Zone (400 square feet of lot area per dwelling unit). The [Q] Condition also prohibits hotel/motel uses.</td></tr>
<tr><td>GENERAL PLAN LAND USE:
General Commercial</td><td>MAX. DENSITY PLAN:
11,000 sq. ft./unit - 2 units*</td><td colspan="2">See above.</td></tr>
</table>

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	Energy
☒	Geology /Soils	☐	Greenhouse Gas Emissions	☒	Hazards & Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☒	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	☒	Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

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

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "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 the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project. Therefore, an EIR Addendum will be prepared.

Name: Laura Frazin Steele
Title: City Planner, Dept. of City Planning, City of Los Angeles

Signature: Laura Frazin Steele Date: 10/17/19

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a city-designated scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Impact Analysis

a. No Impact. A significant impact may occur if a proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. Scenic vistas are panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). The site is located within the urbanized visual setting of the San Fernando Valley in the Mission Hills- Panorama City-North Hills Community Plan (Community Plan) area. The Community Plan does not designate scenic vistas, such as wide natural open spaces, in the project vicinity. Therefore, the project would not introduce incompatible visual elements within a designated scenic vista or substantially block views of a designated scenic vista. Therefore, the project would have no impact.

Mitigation Measures: No mitigation measures are required.

b. No Impact. A significant impact would occur if scenic resources within a city-designated scenic highway would be damaged or removed by development of the proposed project. The site is not located along a scenic highway as identified in the Scenic Highways Map in the City General Plan Mobility Element or the Community Plan. The project is not located in a designated historic district, and does not contain rock outcroppings, heritage oak trees or other protected trees. Therefore, the project would result in no impact to scenic resources within a city-designated scenic highway.

Mitigation Measures: No mitigation measures are required.

c. Less than Significant Impact. A significant impact would occur if a proposed project introduced incompatible visual elements on the site or visual elements incompatible with the character of the area surroundings. Projects in urbanized areas could have a significant impact if they conflicted with applicable

zoning and other regulations governing scenic quality. The project is located in an urbanized, commercial and mixed-use area. Views in the vicinity of the project site are largely constrained by adjacent structures within the urban setting. As described in the following analysis, the project would not conflict with applicable zoning and other regulations governing scenic quality.

Building Height and Massing

The project is located in Height District No. 1VL. This height district limits buildings to 45 feet in height (for buildings designed and used entirely for residential purposes). Because the subject property is Zoned C2 and adjoins property zoned RA-1 to the west, the additional transitional height zone restrictions apply.

Existing buildings west of the site consist of residences one and two story in height on property zoned RA-1; therefore, the adjoining lot to the east, on which the proposed project is located, contains a transitional height zone. The purpose of the transitional height zone is to make the change from the existing single-story residences to the proposed four-story building more gradual. The project proposes a 16-foot rear yard setback with the height of the westernmost portion of the building at 36 feet, five inches and the height of the fourth story at 43 feet 10.5 inches, below the 45 foot building height limit.

Although the total building height with architectural elements would be 52 feet, the roof of the eastern building frontage along Sepulveda Blvd would be 44 feet, two inches above grade, below the applicable height limit of 45 feet.[6] With approval of the requested zone change reverting the site to the underlying C2 zone and the allowable height for 100% affordable housing projects, the proposed height would be consistent with the existing height district limit of 45 feet.[7]

In terms of massing, a three-story multifamily apartment building, the Suncrest Apartments, is next to the site of the proposed project. An existing three-story medical office building, home of the Mission City Community Network, is located at 8527 Sepulveda Blvd, south of the proposed project site. These existing buildings feature massing similar to the proposed project.

Landscape Design

Buildout of the project would alter the visual character of the land by replacing an existing commercial building with a new multi-family residential building and landscaping around the site perimeter. As a regulatory requirement, the proposed landscape plan would be reviewed and approved by the Department of City Planning during the plan check process prior to issuance of a building permit.

Tree Removal

The project proposes the removal of 10 non-protected trees as concluded in the Presence/Absence Survey for Protected Trees (Tree Survey) prepared by Rebecca Latta Arboricultural Consulting provided in **Appendix B**. As shown on the Tree Map in the Tree Survey, removal of these trees would minimally impact the visual character and quality of the site as the trees to be removed are located in the central and western portion of the site and are not prominent visual features of the publicly visible streetscape along Sepulveda Boulevard. The Tree Map indicates the location, size, and type of all existing trees on the site, immediately adjacent property, and within the adjacent public right-of-way. The aesthetics of the Sepulveda Boulevard frontage would be improved through a landscape plan as proposed under related Case No. CPC-2019-3844-VZCJ-SPR. Proposed landscaping would reduce the aesthetic impact of removing 10 non-protected trees to less than significant.

[6] Gonzales Goodale Architects, The Angel, LA Family Housing, Exterior Elevations, A3.0, August 19, 2019.

[7] Based on the existing zoning of [Q]C2-1VL, with removal of the [Q] condition, the allowable height would revert to the underlying C2 zoning of 45 feet.

Graffiti/Vandalism

The project includes walls that could provide space for graffiti and vandalism. The project would employ a professional on-site manager to keep the site free of graffiti and debris and would maintain the project appearance as attractive, clean, and safe for residents and visitors. Pursuant to the LAMC (Section 91.8104.15), the project would be required to maintain the exterior free from graffiti that could be visible from a public street or alley. Impacts would be less than significant.

By proposing a multi-family residential building for permanent supportive housing, the proposed project would be of similar scale, mass, land use, and density as existing multi-family housing units. Therefore, the project would not introduce an incompatible visual element and would be consistent with applicable zoning codes and regulations governing scenic quality.

Mitigation Measures: No mitigation measures are required.

d. Less than Significant Impact. A significant impact may occur if a project introduces new sources of light on, or glare from, a project site that would be incompatible with the surrounding areas, or that pose a safety hazard to motorists on adjacent streets or freeways. The determination of whether the proposed project results in a significant nighttime illumination impact shall be made considering the following factors: (1) the change in ambient illumination levels as a result of proposed project sources; and (2) the extent to which proposed project lighting would spill off the project site and affect adjacent light-sensitive areas.

Light

The project is located in an urbanized area with existing nighttime lighting from street lights mounted on electrical poles along Sepulveda Blvd. Other sources of nighttime lighting include residential and commercial buildings, parking lots, and nearby freeway traffic from the I-405. The proposed project would include nighttime lighting limited to that necessary to illuminate building entrances, stairs and walkways for adequate night visibility and security. Compliance with LAMC regulatory standards regarding minimization of light spillover, including the light pollution reduction standards provided in the City's Green Building Code[8], would require lighting to be shielded from adjacent properties, thereby reducing impacts to less than significant.

Glare

Nighttime glare can occur from as car lights, street lights and other lights on buildings, walkways and parking areas. Daytime glare can result from buildings with glass exteriors or other reflective surfaces. The project would be constructed of non-reflective surfaces in compliance with LAMC requirements and the parking would be contained within the proposed building on the ground level, concealing vehicle headlights. Therefore, glare impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[8] Los Angeles Municipal Code, Chapter 9 Building Regulations, Article 9 Green Building Code, Section 99.05.106.8, Light Pollution Reduction.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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?	☐	☐	☐	☒
b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Analysis

a-e. No Impact. The project site is located in an urbanized area of the San Fernando Valley within the North Hills community which has been developed and zoned for residential and commercial uses. The subject property is located in an area identified as "urban and built-up land" on the Los Angeles County Important Farmland 2016 map prepared by the California Department of Conservation[9] for the Farmland Mapping and Monitoring Program. The project site does not have an existing Williamson Act Contract. Additionally, the project site falls within an Urban Agricultural Incentive Zone (UAIZ)[10] in accordance with Assembly Bill (AB) No. 551, where landowners are able to enter into a voluntary contract with the City to utilize vacant properties for active agricultural purposes in exchanges for a potential property tax reduction.[11] As the project site is not currently in agricultural use and the project does not propose active agricultural uses, there is no existing or proposed UAIZ contract for the site. The site is not mapped as

[9] California Department of Conservation, Division of Land Resource Protection, Los Angeles County Important Farmland 2016, Accessed February 13, 2019 at, ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf.
[10] City of Los Angeles, ZIMAS, Accessed on August 19, 2019 at: http://zimas.lacity.org/.
[11] City of Los Angeles Urban Agriculture Incentive Zone Program, July 2019, Accessed on August 19, 2019 at: https://planning.lacity.org/odocument/8ad42004-12d8-4338-95d4-d6d41434cc13/FAQ.pdf

Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The subject property is not located within a national forest or on forest land. As such, the project would have no impact on agricultural or forestry resources.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. 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?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Impact Analysis

The proposed project lies within the South Coast Air Basin (Air Basin), a 6,600 square mile coastal plain bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. A number of regional factors collectively hinder the dispersion of air pollutants and contribute towards poor air quality, especially in the Air Basin's inland valleys: low temperature inversion heights, meteorological conditions (e.g. light winds, extensive sunlight, limited turbulent mixing), adjacent mountain ranges and topographical features. The goal of the South Coast Air Quality Management District (SCAQMD) is achieving clean air standards within the Air Basin.

Project-related air quality emission data was obtained using the California Emissions Estimator Model (CalEEMod.2016.3.2), a model developed by the SCAQMD to calculate construction and operational emissions. The model calculates both the daily maximum and annual average emissions for criteria pollutants. The following analysis is based on CalEEMod output data provided in **Appendix A**.

a. Less Than Significant Impact. A significant air quality impact could occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP), or would represent a substantial hindrance to implementing the policies or obtaining the goals of that plan. The AQMP outlines the integrated air pollution measures needed to meet the National Ambient Air Quality Standards for ozone and particulates. The governing board of the SCAQMD adopted the most recent version of the 2016 AQMP in March 2017. Planning strategies for reducing emissions and achieving ambient air quality standards are developed using demographic growth projections (regional population, housing, and employment) generated by the Southern California Association of Governments (SCAG).

The project is consistent with the current City General Plan and Community Plan land uses for the site and would therefore be consistent with SCAG population growth projections. See Section XI, Land Use and Planning, for further land use plan consistency analysis. Beyond land use consistency, an analysis of project-related air quality emissions is also required. The SCAQMD has designated significant emissions

levels for evaluating regional air quality impacts significant under CEQA, shown in **Table III-1, Daily Emissions Thresholds**.

Table III-1
Daily Emissions Thresholds

Pollutant	Emissions (lbs/day)	
	Construction	Operations
Reactive Organic Gasses (ROG)	75	55
Nitrogen Oxides (NOx)	100	55
Carbon Monoxide (CO)	550	550
Respirable Particulate Matter (PM-10)	150	150
Fine Particulate Matter (PM-2.5)	55	55
Sulfur Oxides (SOx)	150	150
Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.		

As shown in Table III-1, projects with daily emissions that exceed the thresholds for both construction and operations are recommended by the SCAQMD to have a significant air quality impact. These standards are the thresholds of significance for determining whether the project's maximum daily construction or maximum daily operational emissions would result in a significant impact under CEQA.

Construction Emissions

The project would construct a four-story building totaling 37,850 SF with 54 residential units, a surface parking lot with 20 vehicle parking spaces (18 of which are proposed as non-required as a Developer Incentive), driveway, courtyard, and common areas. The model considered the emissions generated by the proposed construction activities including cut, fill, and export of 230 CY of soil likely to go to the Sunshine Canyon City/Los Angeles County landfill in Sylmar. Construction would result in temporary emissions of air pollutants due to the use of equipment such as excavators, bulldozers, and powered hand tools. See Section 3.0 Project Description for a detailed list of the construction equipment and construction program from excavation and export of 230 CY of soil through building construction. **Table III-2, Maximum Daily Construction Emissions**, provides the calculated peak daily construction emissions for the project.

Table III-2
Maximum Daily Construction Emissions

Emissions (lbs/day)						
	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Emissions[(a)]	23.3	13.0	12.8	0.02	1.3	0.7
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: Winter CalEEMod.2016.3.2 Output in Appendix A. [(a)] Construction emissions estimates reflect required compliance with SCAQMD Rule 403 for reducing construction dust emissions.						

As shown in Table III-2, peak daily construction activity emissions would be well below SCAQMD thresholds. Additionally, the project would be required to comply with SCAQMD Rule 403, Fugitive Dust. This rule aims to reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources. The project is required to comply with Rule 403 by applying the best

available control measures, including watering the soil during construction to minimize air pollutants released during the movement of the soil and discontinuing clearing, earth moving, or excavation activities during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust. Given the results of the analysis and compliance with regulatory requirements, the air quality impact during construction would be less than significant.

Operational Emissions

Operational emissions from a residential development are mobile source emissions generation during travel to and from the site, and for stationary source emissions, such as those related to energy usage, including heating, ventilation, and air conditioning (HVAC) equipment. Project maximum daily operational emissions are shown in **Table III-3, Maximum Daily Operational Emissions**.

Table III-3
Maximum Daily Operational Emissions

Emissions (lbs/day)						
	ROG	**NOx**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Operational Emissions	2.0	3.8	13.6	0.03	2.9	0.8
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Source: Summer CalEEMod.2016.3.2 Output in Appendix A.						

As shown in Table III-3, operational peak daily emissions would be well below SCAQMD thresholds. Therefore, the project would not substantially affect conformance with the AQMP or obstruct its implementation, and the project's operational air quality impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A significant impact may occur if a project adds a considerable cumulative contribution to federal or state nonattainment pollutants. As the Air Basin is currently in nonattainment for ozone and $PM_{2.5}$, development could exceed an air quality standard or contribute to a deterioration in existing or projected air quality. To determine the significance of the proposed project's incremental contribution to cumulative air quality emissions, the SCAQMD recommends assessment of a project's potential contribution to cumulative impacts using the same significance criteria used for project-specific impacts. If an individual project's construction or operational emissions would be less than significant, then the project would not generate a cumulatively considerable increase in emissions for those pollutants for which Air Basin is in nonattainment. Based on the project emissions reported in Tables III-2 and III-3, the individual project's construction and operational emissions would be below SCAQMD thresholds. Therefore, the project would not generate a cumulatively considerable increase in emissions for those pollutants for which Air Basin is in nonattainment, the project impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. 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. Sensitive receptors are populations more susceptible to the effects of air pollution than the population at large. Land uses considered sensitive receptors include residences, long-term care facilities, schools, playgrounds, parks, hospitals, and outdoor athletic facilities. The closest sensitive receptors potentially subject to localized air

quality impacts associated with construction of the project are existing multi-family housing to the north and medium and low density residential uses to the west. Additionally, two schools are located less than 1 mile from the subject site; Langdon Avenue Elementary School is located 0.5 miles to the northwest of the subject site and Vista Middle School is located 0.7 miles to the southeast of the subject site.

Local Significance Thresholds Impacts

Localized Significance Thresholds (LST) were developed in response to the Governing Board's Environmental Justice Enhancement Initiative I-4 and are only applicable for certain criteria pollutants: oxides of nitrogen (NO_x), carbon monoxide (CO), and particulate matter (PM_{10} and $PM_{2.5}$). SCAQMD states the use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency. This analysis considers construction emissions to evaluate potential impacts to sensitive receptors.

LST impacts were evaluated using the most stringent 25-meter source-receptor distance for the nearest receptor. The analysis conservatively used the lower thresholds associated with a 2-acre site even though the proposed footprint is 0.51 acre. Project construction would be approximately a year and half. The maximum unmitigated on-site construction emissions are measured against LST thresholds. The maximum onsite emissions generated during any single construction phase for LST-related criteria pollutants are listed in **Table III-4, Localized Significance Thresholds and Maximum Onsite Construction Emissions**.

Table III-4
Localized Significance Thresholds and Maximum Onsite Construction Emissions

LST 2 acre/25 meters E San Fernando Valley [a]	Project LST Emissions (pounds/day)			
	CO	NO_x	PM_{10}	$PM_{2.5}$
Max. On-Site Emissions[(a)]	12.8	13.0	1.3	0.7
LST Threshold[(b)]	786	114	7	4
Exceeds Threshold?	No	No	No	No

Source: CalEEMod.2016.3.2 Output in Appendix A.
[a] Onsite construction emissions estimates reflect required regulatory compliance with SCAQMD regulations (Rule 403) for reducing construction dust emissions.
[b] From LST Methodology Appendix C-1 - Mass Rate LST Look-up Tables, Accessed on January 21, 2019 at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2.

As shown in Table III-4, daily onsite construction emissions resulting from the project would not exceed LST thresholds, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Less Than Significant Impact. A significant impact may occur if the project would result in other emissions, such as those leading to odors, adversely affecting a substantial number of people. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum, and strong-smelling materials used in manufacturing, as well as some sewage treatment facilities and landfills. The project involves no components related to these types of activities, no odors are anticipated.

Construction activities associated with architectural coating, such as paints and finishes, may produce discernible odors typical of most construction sites. Such odors would be temporary, based on the duration of each construction phase. SCAQMD Rule 1113, Architectural Coatings, limits the amount of volatile

organic compounds from architectural coatings utilized within the area. Based on compliance with SCAQMD rules, including Rule 1113, construction impacts would be less than significant. Operational impacts would not include large quantities of objectionable odor producing substances and would also be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
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 Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	☐	☐	☐	☒

Impact Analysis

a-c. No Impact. The project site is located in an urbanized area of the San Fernando Valley within the North Hills community which has been previously developed and is zoned for residential and commercial uses. The previously disturbed project site consists of existing buildings and concrete hardscape on urban/disturbed or built-up land. There are no known sensitive plant communities within the urbanized project area; therefore, the project would have no impact on any plant species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the CDFW or U.S. Fish and Wildlife Service. Therefore, the project would have no impact on any wildlife species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the CDFW or U.S. Fish and Wildlife Service.

There are no natural stream channels or erosional features within the project site or study area. No wetlands or non-wetland waters or natural stream channels occur within the site. Therefore, no impact is anticipated.

Significant Ecological Areas (SEAs) are habitats that have been designated by Los Angeles County as important for the promotion of biodiversity. The Project site is not located within a SEA.

A wildlife corridor contains physical connections that allow wildlife to move between areas of suitable habitat in both undisturbed landscapes, or landscapes fragmented by urban development. The urbanized site is not within an area identified as important to wildlife movement, such as a regional-scale habitat linkage or a wildlife movement corridor.[12] Because the site is not within an wildlife corridor and the project would not substantially interfere with migratory corridors or impede wildlife movement, no impact would occur.

Mitigation Measures: No mitigation measures are required.

d-e. Potentially Significant Unless Mitigation Incorporated. A 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.[13] The tree ordinance provides local regulations regarding tree protections, removal permitting, and replacements if applicable.

The Los Angeles Municipal Code (LAMC) Section 17.02[14] defines a Protected Tree as valley oak (*Quercus lobate*) and California live oak (Quercus agrifolia), or any other tree of the oak genus indigenous to California but excluding the scrub oak (*Quercus dumosa*), southern California black walnut (Juglans *californica* var. *californica*), western sycamore (*Platanus racemosa)*, and California bay (*Umbellularia californica*) that measures four (4) inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree. Significant trees have a trunk eight (8) inches or greater in diameter. Based on a Presence/Absence Survey for Protected Trees conducted on February 21, 2019 and letter report by Rebecca Latta Arboricultural Consulting dated July 23, 2019, provided in **Appendix B,** there are no protected trees at or immediately adjacent to the subject property.

Based on a Presence/Absence Survey for Protected Trees in Appendix B, there are 30 non-protected trees on, or adjacent to, the subject property. Ten of these 30 non-protected trees are significant (cumulative trunk diameter of at least eight inches). There are no trees in the public right-of way. The project proposes to remove 10 non-protected trees, 9 of which are significant, due to construction conflicts or encroachments. The 10 non-protected trees to be removed consist of the three Queen palms, four trees of heaven, two elderberries, and one stone fruit. A map showing tree locations in provided in the Presence/Absence Survey for Protected Trees in Appendix B. Nineteen Italian Cypress trees which abut the site at the rear property line will be retained in place. The four trees of heaven on the subject site (three of which are significant) are proposed to be removed. Three significant Queen palms are proposed to be removed from the subject site. Two significant elder-berry trees and one significant stone fruit tree are proposed for removal. Given that there are no protected trees within or immediately adjacent to the site, there would be no impact regarding conflicts with regard to a tree preservation policy or ordinance. City standard mitigations listed below, require surveys if project activities cannot feasibly avoid the breeding bird season, installation of orange fencing or highly visible barriers for significant (truck diameter of 8 inches or greater) non-protected trees or as may be recommended by a Tree Expert, and measures to reduce the impact of the removal of non-protected trees. Implementation of mitigation measures **IV-20**, **IV-60**, and **IV-70** would reduce all impacts to nesting birds and significant trees to less than significant.

[12] County of Los Angeles, Department of Regional Planning, General Plan 2035, Figure 9.2, Regional Habitat Linkages, Adopted October 6, 2015, and South Coast Wildlands, South Coast Missing Linkages: A Linkage Design for the Santa Monica – Sierra Madre Connection (Penrod et al. 2006).

[13] City of Los Angeles, Los Angeles Tree Ordinance (No. 177404), LAMC, sec. 12.21.

[14] LAMC, sec. 17.02 et. eq.

Mitigation Measures:

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

The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:

    a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
    b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
    c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
    d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

IV-60 Tree Preservation (Grading Activities)

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

IV-70 Tree Removal (Non-Protected Trees)

Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All nine significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1.5:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

f. No Impact. A significant impact would occur if the project would be inconsistent with mapping or policies of an adopted or approved conservation plan. The site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or State habitat conservation plan; therefore, the project would have no impact.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in significance of a historical resource pursuant in CEQA Section 15064.5?	☐	☒	☐	☐
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Section 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

Impact Analysis

This analysis is based on a Phase I Cultural Resource Assessment of the project site prepared by Envicom Corporation that included a record search from the South Central Coastal Information Center (SCCIC) and California Native American Heritage Commission (NAHC), a review of historic maps and aerial images, and a pedestrian survey of the subject property. The Phase I Cultural Resource Assessment, dated March 21, 2019, is provided in **Appendix C**.

a. Potentially Significant Unless Mitigation Incorporated. A project would have a significant impact if it would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5, which defines criteria for historical resources. The Phase I Cultural Resources Assessment involved a SCCIC record search of the subject property plus a 0.25-mile radius surrounding the subject property (study area). The results of the SCCIC record search found no previously identified cultural resources within the boundaries of the subject property. The SCCIC identified five additional cultural resource reports within, or partially within, the surrounding 0.25-mile study area. The most relevant cultural resource report was for 8527 Sepulveda Boulevard, a property located two lots south of the subject property, which had archaeological monitoring during grading in 2014. The monitoring report, *Archaeological Monitoring Results for 8527 Sepulveda Boulevard, Los Angeles, California (BCR Consulting Project No. MCN1401),* was negative for cultural resources, but did indicate that the Lead Agency supported archaeological monitoring of the property during grading.

The results of the SCCIC, NAHC, and SurveyLA database record searches were negative for cultural resources within the project property and within the study area. No cultural resources were disclosed during the AB 52 consultation process, as discussed in Section XVIII Tribal Cultural Resources. Surface assessment of the property on March 1, 2019, was also negative for cultural resources. Examination of the land use history, historic United States Geological Survey (USGS) maps, and historic photo databases indicates the property had residential and farm-related development dating to the late 1920s that transitioned into commercial activity in the 1950s. The report titled *Phase I Environmental Site Assessment Report: Commercial Property 8545 North Sepulveda Boulevard*, prepared by EFI Global, provided in Appendix F-1, chronicles the site history confirming this observation of development of late 1920s to 1950s structures on the property. Because the density of late 1920s to 1950s structures on the property is higher than the surrounding area, the likelihood of finding potential historic resources on the project property is higher. With City standard mitigations listed below, which require an archaeological monitor during demolition of all buildings and removal of the pavement and by establishing a discovery protocol if potentially significant

intact deposits are encountered, implementation of mitigation measures **V-20** and **V-40** would reduce impacts on potentially present historic resources to less than significant.

Mitigation Measures:

V-20 Archaeological Monitor

An archaeological monitor that meets the Secretary of Interior qualifications shall be on site during demolition of all buildings and removal of the pavement. The purpose of having an archaeologist on site is to assess whether elements of the earlier 1920s structures were incorporated into existing buildings, or whether foundations or other features exist below the surface of the existing parking lot that date to the oldest development of the property. If such features are identified, then the "discovery" protocol shall be followed. Because the likelihood of finding older cultural resources on the project property is much higher than that of the surrounding area due to the higher number of older past structures on the property as described in the historic record, delays due to compliance assessment of discoveries should be incorporated into the project site preparation and grading schedule.

After demolition and removal of the pavement, an archaeological monitor that meets the Secretary of Interior qualifications shall be on site during the grading of the top five (5)-feet of soil. The archaeological monitor shall collect any historic material uncovered through grading within a disturbed context, and can halt construction within 50-feet of a potentially significant cultural resource if necessary. Artifacts collected from a disturbed context or that do not warrant additional assessment may be collected without the need to halt grading.

However, if foundations, privies, or other historic features are encountered, the "discovery" protocol shall be followed. Again, because the likelihood of finding older cultural resources on this property is higher than that of the surrounding area, due to the higher number of older past structures on the property as described in the historic record, delays due to compliance assessment of discoveries should be incorporated into the project grading schedule.

A final project Monitoring Report shall be produced that discusses all monitoring activities and all artifacts recovered and features identified through monitoring of the demolition and grading of the project site. Discovery situations that do not lead to further assessment, survey, evaluation, or data recovery may be described in the Monitoring Report. All artifacts recovered that are important, with diagnostic or location information that may be of importance to California and San Fernando Valley history, shall be cleaned, analyzed, and described within the Monitoring Report. All materials will be curated at an appropriate depository. If important materials are found during monitoring, a Curation Plan shall be prepared and reviewed by the Lead Agency prior to the publication of the Monitoring Report. The costs of the Monitoring Report, Curation Plan, and processing, analysis, and curation of all artifacts shall be the responsibility of the applicant.

V-40 Archaeological Discovery Protocol

If potentially significant intact deposits are encountered within an undisturbed context, then a cultural resource "discovery" protocol shall be followed. If older historic (or prehistoric) features, artifact concentrations, or larger significant artifacts are encountered during demolition or grading within native soils or original context, then all work in that area shall be halted or diverted away from the discovery to a distance of 50-feet until a qualified senior archaeologist can evaluate the

nature and significance of the find(s). If the senior archaeologist confirms the discovery is potentially significant, then the Lead Agency shall be contacted and informed of the discovery.

Construction shall not resume in the locality of the discovery until consultation between the senior archaeologist, the project manager, the Lead Agency, and all other concerned parties, takes place and reaches a conclusion approved by the Lead Agency. If a significant cultural resource is discovered during earth-moving, complete avoidance of the find is preferred. However, if the discovery cannot be avoided, further survey work, evaluation tasks, or data recovery of the significant resource may be required by the Lead Agency. The Lead Agency may also require changes to the Monitoring Plan based on the discovery.

All costs for the additional monitoring, discovery assessment, discovery evaluation, or data recovery shall be the responsibility of the applicant. All individual reports, including the final project Monitoring Report, shall be submitted to the SCCIC at the conclusion of the project.

b. Potentially Significant Unless Mitigation Incorporated. A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. A significant impact may occur if grading or excavation activities associated with a project would disturb archaeological resources that presently exist within the project site. Section 15064.5 of the CEQA Guidelines defines criteria for resources that constitute unique archaeological resources.

A pedestrian survey of the site on March 1, 2019, concluded the subject property was negative for known archaeological resources on the ground surface. Envicom received the records search results from the SCCIC on January 29, 2019, that identified no previously identified cultural resources were located within the project property. Similarly, the results from the NAHC record search were received on January 29, 2019, with negative findings. While there are no known prehistoric archaeological resources on the project site, unknown historic or prehistoric archaeological resources may be unexpectedly encountered during ground disturbing activities. In accordance with the federal, State, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2, if archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find. These regulatory requirements prohibit personnel from collecting or moving any archaeological materials and associated materials discovered during excavation, grading, or construction activities. Construction activity may continue unimpeded on other portions of the project site. California Public Resources Code Section 21083.2 requires found deposits to be treated in accordance with federal, State, and local regulations. Because the density of late 1920s to 1950s structures on the property is higher than the surrounding area, the likelihood of finding potential historic archaeological resources on the project property is higher. Implementation of V-20 and V-40 would reduce impacts on any potentially present archaeological resources to less than significant.

Mitigation Measures: Mitigation measures V-20 and V-40 shall apply.

c. No Impact. A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. The results of the SCCIC, NAHC, and SurveyLA database record searches were negative for cultural resources within the project property and within the study area. While no formal cemeteries, other places of human internment, or burial grounds or sites are known to occur within the project site area, there is a possibility that human remains can be unexpectedly encountered during ground disturbing activities. If human remains are encountered unexpectedly during ground disturbing activities, regulatory requirements specified in State Health and Safety Code Section 7050.5

require that no further disturbance occur until the County Coroner[15] has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. If human remains of Native American origin are discovered during construction, compliance with state laws, which fall within the jurisdiction of the NAHC (PRC Section 5097) relating to the disposition of Native American burials must be adhered to as a regulatory requirement. Therefore, the project would have no impact on known human remains.

Mitigation Measures: No mitigation measures are required.

[15] Contact: 1104 N. Mission Road, Los Angeles, CA 90033. 323-343-0512 (8am-5pm, Monday -Friday) 323-343-0714 (After hours, Saturday, Sunday, and Holidays).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY				
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Impact Analysis

a. Less Than Significant Impact. During plan check, the City will assure that the project plans comply with existing LAMC requirements for energy-efficiency including compliance with Green Building Code requirements. The project includes 44 long-term bicycle parking spaces and five short-term parking spaces for active transportation, landscape plantings suitable for the soil and climatic conditions, and landscape irrigation systems to prevent overspray on structures to further ensure the project would not result in a wasteful, inefficient, or unnecessary consumption of energy resources. Compliance with LAMC energy efficiency standards and project design features would reduce energy impacts to less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. As regulatory requirement, the project would be reviewed for consistency with applicable state and local plans for renewable energy and efficiency, specifically, the LAMC which incorporates California Green Building Standards Code (CALGreen Code or CGBSC) Title 24 standards. These standards require projects to provide energy saving features. The CALGreen Code establishes minimum standards for energy efficient construction practices. The project proposes solar photovoltaic (PV) collectors on the western portion of the roof for a solar hot water system or PV provisions as required to comply with the current California Energy Code for Solar Ready Buildings. The CalGreen Code is periodically updated to require increased energy efficiency. The project would be built to the latest codes in effect at the time of construction. Compliance with regulatory requirements and project design features would reduce energy impacts to less than significant impact

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☒	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geological features?	☐	☐	☐	☒

Impact Analysis

The following analysis is based on information from the Geotechnical Investigation (Geotechnical Report) of the project site conducted by Geocon West, Inc. dated October 26, 2018 provided in **Appendix D**, and referenced conditions of the Los Angeles Department of Building and Safety (LADBS) Soils Report Approval Letter, dated July 15, 2019, included as **Appendix E**.

a. i. Less Than Significant Impact. A significant impact may occur if the project site is located within a state-designated Alquist-Priolo Zone or other designated fault zone. According to the Geotechnical

Report, the subject property is not located in a state-designated Alquist-Priolo Earthquake Fault Zone or a City-designated Preliminary Fault Rupture Study Area for surface fault rupture hazards. The potential for surface rupture due to faulting is low. However, the project site is within the seismically active southern California region and could experience ground shaking in the event of a nearby earthquake. The nearest surface trace of an active fault is the Verdugo Fault, approximately 3.6 miles to the northeast. As the potential for surface rupture of a known earthquake fault is low and the project would have a less than significant impact.

Mitigation Measures: No mitigation measures are required.

a. ii. Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards greater than the average risk associated with other locations in southern California. As with all of southern California, the site is in a seismically active area and has experienced historic earthquakes from various regional faults. According to ZIMAS, the project is located approximately three miles from the Northridge Fault.[16] According to the Geotechnical Report, the hazard from strong ground shaking is common in southern California and can be reduced if the proposed structures are designed and constructed in conformance with current building codes and engineering practices. Compliance with the City Department of Building and Safety plan check process and implementation of mitigation measure **VII-60** would ensure the project implements the recommendations provided in the Geotechnical Report, reducing potential seismic ground shaking impacts to less than significant.

Mitigation Measures:

VII-60 Prior to the issuance of a grading or building permit, all recommendations in the project Geotechnical Investigation dated October 26, 2018 prepared by Geocon West, Inc., shall be incorporated to the satisfaction of the Department of Building and Safety.

a. iii. Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project site is located within a liquefaction zone. Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Liquefaction factors include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied soil layers due to rapid increases in pore water pressure generated by earthquake accelerations. Review of the Seismic Hazard Zone Report for the Van Nuys Quadrangle indicates the historically highest groundwater level in the area is approximately 110 feet beneath the ground surface. Groundwater was not encountered in the site borings, which were drilled to a maximum depth of 20.5 feet below the ground surface. The Geotechnical Report also states that due to the depth of groundwater, liquefaction is not expected to have a detrimental effect on the project. The State of California Seismic Hazard Zone Map for the Van Nuys Quadrangle indicates that the site is not located in an area designated as having a potential for liquefaction. In addition, the site is not located within an area identified as having a potential for liquefaction according to the County of Los Angeles Seismic Safety Element. The potential for liquefaction and associated ground deformations beneath the site is low.

Given the project's location in a seismically active area, the project would still be reviewed through the plan check process to ensure project compliance with applicable building code requirements. The project plans would also be required to follow recommendations within the Geotechnical Report with implementation of mitigation measure VII-60. Therefore, impacts to seismic-related ground failure would

[16] City of Los Angeles, ZIMAS, Accessed on August 19, 2019 at: http://zimas.lacity.org/.

be less than significant with mitigation.

Mitigation Measures: Mitigation Measure VII-60 shall apply.

a. iv. Less Than Significant Impact. A project-related, significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. The topography at the site is relatively level and the topography in the immediate site vicinity slopes gently to the south. There are no known landslides near the site, nor is the site in the path of any known or potential landslides. The project site is also not neighboring any high sloping areas and is in the middle of the San Fernando Valley that is mostly paved hardscape. Therefore, impacts related to landslides would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A project would normally have significant sedimentation or erosion impacts if it would (1) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (2) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on site.

Construction

The City is a Permittee (WDID# 4B190188001) under the California Regional Water Quality Control Board, Los Angeles Region, Permit (Order No. R4-2012-0175-A01) for National Pollutant Discharge Elimination System (NPDES) (No. CAS004001). The project would be required to implement erosion and sediment control Best Management Practices (BMPs) to prevent erosion and sediment loss and the discharge of construction wastes to prevent erosion and sedimentation problems during the construction phase of the development. The BMPs for all construction sites can include erosion and sediment controls such as scheduling, silt fencing, sand bags, and straw wattles to eliminate the water quality problems associated with stormwater sedimentation runoff. Compliance with regulatory requirements would reduce impacts during construction to a less than significant level.

Operations

Development of the project would include developing a new 4-story housing complex that would be required to comply with the City Low Impact Development (LID) Ordinance (Ordinance No. 181899). The ordinance would reduce erosion and sedimentation impacts during operations through a set of site design approaches and BMPs to address runoff and pollution at the source. Given the location of the project and its surroundings, most of the project site would be developed and paved, thus reducing potential for significant erosion. Therefore, erosion impacts during operations would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. Less Than Significant Impact. A significant impact may occur if the project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property.

The site topography is relatively level and the topography in the immediate site vicinity slopes gently to the south. There are no known landslides near the site, nor is the site in the path of any known or potential landslides. Therefore, the potential for slope stability hazards to adversely affect the proposed development is considered low. Subsidence occurs when a large portion of the land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. The site is not located within an area of known ground subsidence and there is no extraction of groundwater, gas, oil, or geothermal energy planned at the site.

There is little to no potential for ground subsidence at the project site; therefore, impacts related to site stability for buildings would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. Potentially Significant Unless Mitigation Incorporated. 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 buildings, thus posing a hazard to life and property. Expansive soils contain high amounts of clay particles that swell when wet and shrink when dry. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. As reported in the Geotechnical Report, boring results from the site showed the upper five feet of existing soils encountered during the investigation have a "very low" expansive potential and are classified as "non-expansive" based on the 2016 California Building Code (CBC) Section 1803.5.3. Mitigation measure VII-60 requires incorporation of recommendations within the Geotechnical Report, which requires imported fill to have a low expansion index. Therefore, the project would have a less than significant impact with mitigation regarding expansive soils.

Mitigation Measures: Mitigation Measure VII-60 shall apply.

e. No Impact. The site is located in a developed area of the City served by an existing wastewater collection, conveyance, and treatment system operated by the Los Angeles Bureau of Sanitation (LA Sanitation). No septic tanks or alternative onsite wastewater disposal systems are proposed for the project. Therefore, the project would have no impact regarding this issue.

Mitigation Measures: No mitigation measures are required.

f. No Impact. Paleontological resources are the fossilized remains of organisms from the geologic past and the accompanying geologic strata. The potential for fossils depends on the rock type exposed at the surface. Sedimentary rocks contain the bulk of fossils in the City, although metamorphic rocks may also contain fossils. The project is located within the Transverse Ranges of southern California, specifically within the central urban portion of the San Fernando Valley. In assessing the potential for the site to yield paleontological resources during ground disturbing activities, the Phase I Cultural Resource Assessment examined the Thomas Dibblee Jr. geological map for the project area based on the 1981 Van Nuys USGS Quadrangle Map that indicated the subject property and surrounding region are within recent alluvial material. Because recent alluvial sediments are not sensitive for paleontological resources, the Phase I Cultural Resource Assessment did not recommend further paleontological studies or monitoring. Given the property and surrounding region are within recent alluvial material that is not sensitive for paleontological resources, the project would have no impact on known paleontological resources.

Mitigation Measures: No mitigation measures are required

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS. Would the project:				
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?	☐	☐	☒	☐

Impact Analysis

Greenhouse gases (GHGs) can contribute to an increase in the temperature of the earth's atmosphere by absorbing infrared radiation transmitted by the sun, thereby trapping and retaining heat within the atmosphere. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. The CEQA Guidelines define the following as GHGs: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs).[17]

Each GHG differs in its mass and ability to trap heat within the atmosphere based on factors such as capacity to directly absorb radiation, length of time in the atmosphere, and chemical transformations that create new GHGs. Because the warming potential of each GHG differs, GHG emissions are typically expressed in terms of carbon dioxide equivalents (CO_2e), providing a common expression for the combined volume and warming potential of the GHGs generated by an emitter. Total GHG emissions from individual sources are generally reported in metric tons (MT) and expressed as metric tons of carbon dioxide equivalents ($MTCO_2e$).

State Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, established broad and wide-ranging mandatory provisions and dramatic GHG reduction targets within specified time frames, including a requirement that California's GHG emissions be reduced to 1990 levels by 2020.[18] In 2014, the California Air Resources Board (CARB) updated its Scoping Plan, which details strategies to meet that goal. Executive Order S-3-05 aims to reduce statewide GHG emissions to 80 percent below 1990 levels by 2050. The City released the Sustainable City pLAn with ambitious visions for cutting GHG emissions and reducing the impact of climate change with goals such as to reduce GHG emissions by at least 55 percent by 2035 from 2008 baseline and to eliminate use of coal-fired electricity by 2025. To reduce GHG emissions from energy usage, the City's Department of Environmental Protection, Environment LA, proposed the following goals in their Green LA and Climate LA plans: increase the amount of renewable energy provided by the LADWP to decrease dependence on fossil fuels; present a comprehensive set of green building policies to guide and support private sector development; and reduce energy consumed by City facilities and utilize solar heating where applicable; and help citizens to use less energy.

State Senate Bill (SB) 97 required the CEQA Guidelines be updated to include guidance for evaluation of GHG emissions impacts. There are no locally adopted significance thresholds for GHG emissions. The

[17] California Code of Regulations, Section 15364.5 Greenhouse Gas, Article 20, Definitions.
[18] Green LA, An Action Plan to Lead the Nation in Fighting Global Warming, May 2007, http://environmentla.org/pdf/GreenLA_CAP_2007.pdf.\

SCAQMD CEQA Greenhouse Gas Significance Threshold working group recommended a tiered set of thresholds for Greenhouse Gas significance that were adopted for use for projects where SCAQMD is the lead agency.[19] As there were no other locally adopted thresholds for other lead agencies, recommended tiered thresholds from the SCAQMD CEQA Greenhouse Gas Significance Threshold working group are used.

Projects with impacts determined to be less than significant with regard to GHG emissions are consistent with approved local or regional plans adopted for the purposes of reducing GHG. The local climate action plan for the City is Green LA: An Action Plan to Lead the Nation in Fighting Global Warming (Green LA) which was adopted in May 2007. Climate LA is the implementation program for Green LA providing details of action items within Green LA. Therefore, the project would be less than significant if it is consistent with Green LA and Climate LA. The California Emissions Estimator Model (CalEEMod) was used to estimate GHG emissions for the project. These outputs can be found in Appendix A.

a. Less Than Significant Impact. A significant impact would occur if the project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Construction

During construction, operation of equipment, disposal of construction waste, and use of materials (paint, asphalt, etc.) would result in the short-term emission of GHGs. Total construction-related GHG emissions generated over the full duration of the construction period are provided in **Table VIII-1, Construction Greenhouse Gas Emissions**. The SCAQMD guidance document for GHG emissions analysis for construction recommends amortization of emissions over a 30-year project lifetime to evaluate significance on an annual basis. Therefore, the amortized amount is also provided.

Table VIII-1
Construction Greenhouse Gas Emissions

Year	$MTCO_2e$
2018 Total	227.5
Amortized (over 30-year lifetime span)	7.6
Source: Annual CalEEMod.2016.3.2 output provided in Appendix A.	

As shown in Table VIII-1, the total emissions resulting from construction would be 227.5 $MTCO_2$ and the 30-year amortized emissions would be 7.6 $MTCO_2$. This amortized amount is added to the annual operational period emissions, evaluated below, to determine the Project's annual GHG emissions level of significance.

Operations

Operation of the proposed project would result in GHG emissions from mobile sources, onsite use of heating, ventilation and air conditioning equipment, and offsite sources such as electricity generation, water distribution and treatment, disposal of solid waste, and wastewater treatment.

In 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released a recommended threshold of 3,000 $MTCO_2e$ per year for non-industrial land use projects. However, the SCAQMD has not

[19] South Coast Air Quality Management District, Greenhouse Gases (GHG), CEQA Significance Thresholds, Accessed on January 23, 2019 at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2.

adopted these screening thresholds, and the timeline of threshold adoption is uncertain. For the purpose of analyzing the project's GHG emissions impacts, this evaluation utilizes the proposed 3,000 $MTCO_2e$ per year screening threshold for non-industrial projects as a point of comparison. Total operational emissions plus the annualized construction emissions from the project are provided in **Table VIII-2**, **Operational Greenhouse Gas Emissions.**

Table VIII-2
Operational Greenhouse Gas Emissions

Consumption Source	$MTCO_2e$
Area Sources	0.9
Energy Utilization	182.5
Mobile Source	517.2
Solid Waste Generation	12.5
Water Consumption	44.1
Annualized Construction	7.6
Total	**764.8**
SCAQMD Recommended Threshold	3,000.00
Source: Annual CalEEMod.2016.3.2 output provided in Appendix A.	

As shown in Table VIII-2, with the addition of amortized construction emissions, the project's total annual GHG emissions were estimated to be approximately 764.8 $MTCO_2e$ annually. Total project GHG emissions would be less than the threshold of 3,000 $MTCO_2e$, therefore impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A significant impact would occur if the project conflicted with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions for greenhouse gases. In addition to analyzing quantified GHG emissions, the project's GHG emissions impacts are also analyzed by evaluating the consistency of the project with applicable regulations to reduce GHG emissions. Green LA, the City of Los Angeles' climate action plan, has a goal of reducing GHG emissions to 35% below 1990 levels by 2030. To meet the Green LA goal, several smaller goals and actions associated with those goals were described in Green LA. Climate LA describes details of implementing the goals and actions. **Table VIII-3, Project Consistency with Applicable Green LA Measures,** below shows the project's consistency with applicable Green LA measures.

Table VIII-3
Project Consistency with Applicable Green LA Measures

Measure	Consistency Analysis
Focus Area: Water	
Reduce per capita water consumption by 20%.	**Consistent.** The project would replace an existing commercial building served by LADWP with a four-story permanent supportive housing building that would reviewed for compliance with the requirements of the LA Green Building Code standards in effect at the time of permit issuance. The Los Angeles Green Building Standards Code requires incorporating low-flow plumbing fixtures and fittings to new and existing buildings, water re-use systems and recycled water to be used if available, and outdoor water use efficiency measures. As required within the Los Angeles Green Building Code, the project shall provide a 20% reduction in overall use of potable water within a building, based on the maximum allowable water use per plumbing fixture and fittings.
Focus Area: Transportation	
Promote walking and biking to work, within neighborhoods, and to large events and venues.	**Consistent.** The project is an infill development located approximately half mile from commercial areas with multiple restaurants to the north and south. Additionally, there are four bus stops within a 0.7 miles. To promote the use of biking, the project would include 44 long-term and 5 short-term bicycle parking spaces.
Focus Area: Land Use	
Promote high-density housing close to major transportation stops.	**Consistent.** There are four bus stops within approximately 0.7 miles of the site (at Sepulveda/Chase, Sepulveda/Parthenia, Sepulveda/Roscoe, and Parthenia/Columbus), which would promote the use of public transportation.

As shown in Table VIII-3, the project would be consistent with the applicable measures of Green LA. In addition to Green LA and Climate LA, the Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375, aims to reduce the State's GHG emissions through linking transportation and land use planning. SB 375 requires metropolitan planning organizations (MPO) to prepare a Sustainable Communities Strategy (SCS) as a part of its regional transportation plan (RTP). The MPO for the project site is the Southern California Association of Governments (SCAG) and its latest RTP/SCS is the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. As discussed in Section III, Air Quality, the project is consistent with SCAG population growth projections and air quality projections.

The following 2016 RTP/SCS goals are also applicable to the project:

- Maximize mobility and accessibility for all people and goods in the region.
- Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).
- Encourage land use and growth patterns that facilitate transit and active transportation.

The project would be consistent with these goals based on project features and site location. The project includes one electric vehicle parking space (5% of the parking stalls) and features designed to minimize personal motor vehicle use and encourage non-motorized or public transport mobility, thus reducing GHG

related to transportation, the primary source of GHG emissions within the area. The project's provision of onsite amenities including a community room for educational workshops, group meetings, tenant celebrations, and volunteer engagements, multiple conference rooms, laundry room, exercise room, patio roof terrace and on-site management would serve to reduce reliance on personal motor vehicle use. Additionally, there are four bus stops within 0.7 miles of the site, Sepulveda/Chase, Sepulveda/Parthenia, Sepulveda/Roscoe, and Parthenia/Columbus which would promote the use of public transportation and reduce GHG emissions. Additionally, 44 long-term and 5 short-term bicycle parking spaces would promote the use of biking as an alternative to personal vehicle use. These factors would maximize mobility for residents of the project by providing a land use pattern and project features that facilitate walking, bicycle, bus and electric vehicle usage opportunities and reduce GHG emissions, all of which in turn promotes a more environmentally sound urban environment and health for the residents. As such, the proposed project would be consistent with 2016 RTP/SCS goals.

As shown in response to checklist question VIII.a., GHG emissions would be below SCAQMD recommended thresholds of significance. The proposed project would be consistent with local and regional goals and policies aimed at reducing the generation of GHG emissions and would not conflict with GHG reduction plans or policies. The proposed project would not interfere with implementation of local or regional plans for achieving GHG reduction targets and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the 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 that 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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The following analysis is based on a Phase I Environmental Site Assessment Report Update (Phase I ESA) issued March 25, 2019, prepared by EFI Global, Inc, and included as **Appendix F-1,** and an Asbestos and Lead Paint Summary Report prepared by Pacific Environmental issued March 26, 2019 and included as **Appendix F-2.**

Impact Analysis

a. Potentially Significant Unless Mitigation Incorporated. Project operations would not result in the routine transport, use, or disposal of types of hazardous materials or quantities sufficient to constitute a significant hazard to the public or environment. Limited commercially-available cleaning supplies and solvents would be used for housekeeping, janitorial, and landscape maintenance. The use of these substances during operations would be required to comply with applicable State and County Health Codes and regulations. Construction would involve the use of paints, solvents, and equipment fuel. Crew members

would be responsible for compliance with applicable safety procedures, manufacturer specifications, and Occupational Safety and Health Administration regulations. With City standard mitigation measure **IX-60,** which requires approval from the City to dispose of hazardous waste prior to the issuance or a land or building permit and submittal of all approved plans relating to hazardous materials to the decision maker, potential impacts related to significant hazards to the public would be less than significant.

The project proposes the demolition of existing structures. The Phase I ESA found that based on the age of existing structures, there is a potential for Asbestos Containing Materials (ACM). Asbestos is a group of naturally occurring minerals used in many products including building materials, vehicle brakes, insulation, and other products that require resistance to heat and corrosion. Pacific Environmental performed an asbestos survey identifying suspect ACMs and sampling in compliance with regulations for the identification of ACM. The U.S. Environmental Protection Agency and Occupational Safety and Health Administration define ACM as any material containing more than 1% asbestos. Pacific Environmental collected a total of fifty-seven bulk samples (eighty layers) and analyzed the samples by polarized light microscopy with dispersion staining in accordance with Environmental Protection Agency protocols. The Asbestos and Lead Paint Summary Report found that ACMs are present in the existing building. Therefore, City standard mitigation measure **IX-140** requires proper removal by a licensed and certified asbestos abatement contractor prior to demolition of the existing building in accordance with applicable regulations. EFI Global observed visible or olfactory indications of mold and water damage in existing structures. Therefore, IX-140 requires inspection of existing surfaces containing mold or water damage for safe removal.

The Phase I ESA also found that, based on the age of the existing structures, there is also the potential for lead-based paint. Pacific Environmental performed a visual inspection to identify and sample defective painted surfaces within the project area that would require treatment prior to demolition. The lead paint inspection concluded all of the painted surfaces at this property are intact and there were no indications of any coatings that would require treatment to facilitate the proposed demolition. No potential lead hazards were identified and as such sampling was not required. Additionally, as a regulatory compliance measure, the Los Angeles Department of Building and Safety (LADBS) requires a lead-based paint survey.

Radon is a radioactive gas produced from the natural breakdown of uranium in soil, rock, and water found in structures all over the United States. Based on research by the U.S. Environmental Protection Agency, the average radon concentrations for Los Angeles County are between 2.0 picocuries per liter (pCi/L) and 4.0 pCi/L, which are below the 4.0 pCi/L action level set by the U.S. Environmental Protection Agency; however, site specific radon levels vary greatly within the radon zones and on-site radon measurements would need to be collected to determine the radon levels at the subject property as required by IX-140. With implementation of IX-60 and IX-140, the project would not create a significant hazard to the public or the environment and would have a less than significant impact.

Mitigation Measures:

IX-60 Creation of a Health Hazard

Environmental impacts to human health may result from project implementation due to a release of chemical or microbiological materials into the community. However, these impacts will be mitigated to a less than significant level by the following measure:

- Prior to the issuance of a use of land or building permit, or issuance of a change of occupancy, the applicant shall obtain approval from the Fire Department and the

Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s).

- Approved plans for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) shall be submitted to the decision-maker for retention in the case file.

IX-140 Release of Potential Existing Toxic/Hazardous Construction Materials

- **Asbestos** - Asbestos-containing materials in the existing building must be removed by a licensed and certified asbestos abatement contractor prior to demolition or renovation pursuant to Rule 1403 of the South Coast Air Quality Management District and Cal/Occupational Safety and Health Administration Asbestos Regulations. Asbestos abatement activities must be conducted in compliance with all applicable regulations, standards and generally accepted environmental and safety practices; including but not limited to: Federal Occupational Safety and Health Administration (29 Code of Federal Regulations 1926.58), Environmental Protection Agency National Emission Standards for Hazardous Air Pollutants (40 Code of Federal Regulations Part 61), and Toxic Substances Control Act Title II Asbestos Hazard Emergency Response Act/Asbestos School Hazard Abatement Reauthorization Act (40 CFR Part 763) Asbestos Regulations, the Occupational Safety and Health Administration Asbestos Construction Standard, 29 Code of Federal Regulations 1926.1101, and Title 8, California Code of Regulations Section 1529, and Cal-Occupational Safety and Health Administration Construction Standard.
- **Radon** - Prior to issuance of any permit for the demolition or alternation of existing structures, the project proponent shall conduct on-site radon measurements to determine the radon levels at the subject property.
- **Mold and Water Damage** – Prior to issuance of any permit for the demolition or alteration of existing structures, the project proponent shall conduct a complete mold and water damage assessment, including various types of sampling, to determine if mold levels within the subject buildings are at levels acceptable by industry standards.

b. Potentially Significant Unless Mitigation Incorporated. A project may have a significant impact if the project would 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. EFI Global reviewed the City's NavigateLA Online Mapping System to obtain substructure maps for the subject property and found that no Underground Storage Tanks or other substructure features were identified in the area of the subject property. The subject property is not located within a methane or methane buffer zone. Construction would involve the temporary use of paints, solvents, and equipment fuel, but crews would be responsible for compliance with safety procedures, manufacturer specifications, and Occupational Safety and Health Administration regulations. The Phase I ESA also found no evidence of recognized environmental conditions or de minimis[20] conditions in connection with the subject property. The Asbestos and Lead Paint Summary Report found that ACMs are present in the existing building. Therefore, mitigation measure IX-140 requires proper removal by a licensed and certified asbestos abatement contractor prior to demolition of the existing building in accordance with applicable regulations. Implementation of IX-140 requiring the proper disposal of ACMs, radon testing, and mold and water damage removal, would reduce impacts so that project construction would not result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Compliance with regulatory requirements and mitigation measures IX-60 and IX-140 as previously discussed would reduce

[20] A de minimis condition is defined as "a condition that generally does not present a threat to human health or the environment and generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

impacts to less than significant.

Mitigation Measures: Mitigation Measures IX-60 and IX-140 shall apply.

c. Less Than Significant Impact. A significant impact may occur if the project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Although the project is located within one quarter mile of the SEA Charter School, North Hills Education Center, located at 8767 Parthenia Pl, North Hills, CA 91343, the proposed residential project does not propose to use, store, or dispose of hazardous materials in quantities that could result in a release of toxic emissions that would pose a health hazard beyond regulatory standards. Project maintenance would include the use of limited quantities of typical cleaning supplies and solvents used for housekeeping purposes only. Construction would involve the temporary use of paints, solvents, and equipment fuel, but construction crew members would be responsible for compliance with safety procedures, manufacturer specifications, and Occupational Safety and Health Administration regulations. Therefore, potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d. No Impact. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.

The Phase I ESA found that the subject site and adjacent site were not listed on 17 federal and state/tribal databases searched. The Phase I ESA found that the subject property is listed on the Facility and Manifest Database (HAZNET) and Emissions Inventory Data (EMI) databases. According to the EMI database, Angel Appliances, a former occupant of the existing building to be demolished, generated two tons of total organic hydrocarbon gases and two tons of reactive organic gases in 1987 and 1990. According to the HAZNET listing, Angel Appliances generated 0.11 tons of an unspecified aqueous solution with a total organic residue of less than ten percent in 1999. The waste was disposed via transfer station. Based on the proper disposal of the waste generated and small quantity, the Phase I ESA concluded the listing is not expected to represent a significant environmental concern for the subject property, none of the other sites listed on the regulatory database report pose a significant threat to the subject property, and no Historical Recognized Environmental Conditions were identified during the course of the assessment. Although the site is listed in the Facility and Manifest Database (HAZNET) and Emissions Inventory Data (EMI) databases due to previous activities over twenty years before present, these activities have since ceased and are not a component of the proposed project. The Phase I ESA found no evidence of recognized environmental conditions or de minimis conditions in connection with the subject property. The project would not result in the creation of a significant hazard to the public or the environment as a result of previous uses being included in lists of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur.

Mitigation Measures: No mitigation measures are required.

e. No Impact. Although the site is located approximately 1.3 linear miles northeast of Van Nuys Airport, the site is not within the Planning Boundary, Airport Influence Area, or Runway Protection Zone of Van Nuys Airport.[21] The project conforms to building height restrictions on the site, would not place

[21] Los Angeles County Department of Regional Planning, Airport Land Use Commission, Airport Influence Area, Accessed on January 8, 2019, http://planning.lacounty.gov/assets/upl/project/aluc_airport-van-nuys.pdf.

structures within a designated flight path, and would not result in a safety hazard to people working or residing within the project area regarding aircraft operations in the vicinity. No impact would occur.

Mitigation Measures: No mitigation measures are required.

f. Less Than Significant Impact. A project would normally have a significant impact if the project would interfere with an emergency response plan or emergency evacuation plan. The project site is located along Sepulveda Boulevard which is shown as a selected transportation route in the Safety Element of the City General Plan.[22]

Construction activity on the project site may require temporary partial lane closures for ingress and egress. While such partial closures may cause temporary inconvenience, they would be limited to the construction phase and temporary. The project would not affect the improved width or number of traffic lanes on Sepulveda Boulevard. During construction any partial closures would be subject to compliance with standard City traffic control requirements. The project would not permanently alter vehicular circulation routes or impede public access or travel upon public rights-of-way. Further, project transportation impacts would be less than significant, as discussed in Section XVII. Therefore, neither the project construction or operations would physically interfere with an adopted emergency response plan or emergency evacuation plan, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

g. No Impact. A significant impact may occur if a project is located in proximity to wildland areas and would pose a potential fire hazard, which could affect persons or structures in the area in the event of a fire. As shown in the Safety Element of the General Plan, the project site is not located in Wildland Fire Hazard Area. According to the City's Zone Information and Map Access System (ZIMAS), the subject property is not located in a Very High Fire Hazard Severity Zone. The subject property is located in an urban context and is not adjacent to wildland areas. The project would nonetheless be required to comply with applicable County Building and Fire code requirements at the time of Building Permit issuance to protect the proposed structures against fire risks. With regulatory compliance, no impact would occur.

Mitigation Measures: No mitigation measures are required.

[22] City of Los Angeles, Department of City Planning, General Plan, Safety Element, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, Adopted by City Council November 26, 1996.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i. Result in substantial on- or offsite erosion or siltation;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offside;	☐	☐	☒	☐
iii. 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; or	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Impact Analysis

The following analysis is based on the Concept Drainage Plan prepared by Gonzales Goodale Architects dated November 7, 2018, provided in **Appendix G**.

a. Less Than Significant Impact. A significant impact may occur if a project discharges water that does not meet the quality standards of agencies that regulate surface water quality and discharge into stormwater drainage systems or otherwise substantially degrade surface or ground water quality.

The California Regional Water Quality Control Board (RWQCB), Los Angeles Region, Discharge Permit (Order No. R4-2012-0175) specifies the waste discharge requirements for Municipal Separate Storm Sewer System (MS4) discharges within the Coastal watersheds of Los Angeles County. This Permit is in accordance with National Pollutant Discharge Elimination System (NPDES) Permit (No. CAS004001).

The LAMC also provides Stormwater and Urban Runoff Pollution Control requirements. As a regulatory requirement of these permits and the LAMC (Chapter VI, Article 4.4), the project would implement the Stormwater and Urban Runoff Pollution Control Measures to prevent the violation of water quality standards or the degradation of ground water quality. During construction, the project would implement Best Management Practices (BMPs) consistent with the requirements of the Development Best Management Practices Handbook for erosion control, sediment control, non-stormwater management, and waste management. In addition, construction sites with active grading permits are required to prepare and implement a Wet Weather Erosion Control Plan during the rainy season between October 1 and April 15. During operations, the Applicant would be required to submit a LID Plan for the City Bureau of Sanitation, Watershed Protection Division (WPD), for review and approval during the Plan Check process prior to issuance of grading or building permit. Current LID regulations prioritize infiltration, capture/reuse, and biofiltration as the preferred stormwater control measures. As shown on the Concept Drainage Plan in Appendix G, the project proposes a hybrid approach combining biofiltration through proposed LID Planters and capture and reuse of stormwater on site for landscape irrigation. Through compliance with existing RWQCB discharge permit requirements, the LID ordinance, and the LAMC Stormwater and Urban Runoff Pollution Control requirements, potential impacts to water quality standards or waste discharge requirements would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A project would have a significant impact if it substantially decreased groundwater supplies or interfered with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

Groundwater was not encountered in the project Geotechnical Report borings drilled to a maximum depth of 20.5 feet below ground surface. As such, excavations are not expected to encounter groundwater and construction impacts to groundwater would be less than significant.

During operations, the project would be served by the Los Angeles Department of Water and Power (LADWP) for potable water supply and the project does not propose groundwater extraction. The project site was previously disturbed by the placement of impervious surfaces as is located in a developed urban infill site. Projects that create, add, or replace 500 square feet or more of impervious area need to comply with the LID Ordinance (No. 181899); therefore, the project would be subject to compliance with the LID Ordinance to manage the incremental increase in runoff onsite by retention, infiltration, or bio-filtration. As shown on the Concept Drainage Plan in Appendix G, the project proposes a hybrid approach to compliance combining biofiltration through proposed LID planters and capture and reuse of stormwater on site for landscape irrigation. Therefore, the project would not substantially interfere with groundwater recharge rates. As the project would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge, groundwater quantity impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c.i. Less Than Significant Impact. A project would have a significant impact on surface water hydrology if it would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner which would result in substantial or erosion or siltation on site.

The project site is located in an urbanized area of the City. As noted in the City LID Ordinance, urbanization has led to increased impervious surface areas resulting in increased water runoff and less percolation to groundwater aquifers causing the transport of pollutants to downstream receiving waters. The LID Ordinance manages the quantity and quality of stormwater runoff by setting standards and practices to

maintain or restore the natural hydrologic character of a development site, reduce off-site runoff, improve water quality, and provide groundwater recharge. No streams or river courses are located on the subject property. During site preparation and construction, the project would be required to prepare and implement BMPs such as silt fencing that would reduce the velocity of runoff leaving the site and filter storm water to reduce erosion or siltation off site.

During operations, as shown on the Concept Drainage Plan in Appendix G, the project would comply with LID requirements through retention, pre-treatment, and discharge.[23] The project would collect and pre-treat stormwater from downspouts and roof drains in a proposed Permavoid LID Planter in the northern portion of the site. Stormwater collected by area drains around the site perimeter and courtyard would drain to a proposed Duplex Sump Pump Stormwater Lift Station in the center of the site that would convey flows into the LID Planter for pre-treatment prior to discharge into the existing storm drain system. In addition to pre-treatment prior to discharge, the LID Planter would capture stormwater for reuse as landscape irrigation. During high volume (85th percentile) storm events, overflow would drain to the existing street curb, and also Sepulveda Boulevard for conveyance to existing gutters draining into the storm drain system. Through compliance with existing LID Ordinance requirements, the project would not result in substantial on- or offsite erosion or siltation and the impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

c.ii. Less Than Significant Impact. A project would have a significant impact on surface water hydrology if it would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite.

As stated above, the project site is located in an urbanized area of the City and no streams or river courses are located on the subject property. As shown on ZIMAS, the project is not located in a designated flood zone. Stormwater runoff generated by the proposed buildings would be required to comply with the LID Ordinance to manage any incremental increase in runoff onsite by infiltration, retention for onsite use, or other methods. As indicated in the project Geotechnical Report, the soils on the subject property are not suitable for infiltration; therefore, the project would collect and treat runoff through ground level area drains leading to a flow-through LID Planters on the northern portion of the project site shown in Appendix G.

As stated in the LID Ordinance, all runoff from the water quality design storm event that has been treated through onsite high removal efficiency biofiltration system are be deemed to have achieved 100% infiltration regardless of the runoff leaving the site from an onsite high removal efficiency bio-filtration/bio-treatment system.[24] During high volume storm flows, excess runoff would be conveyed via sheet flow to Sepulveda Boulevard and along existing street surfaces into permeable areas or the City storm drain system. Through compliance with LID Ordinance requirements, the project would not result in a substantially increased potential for flooding on or offsite. Therefore, this impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

c.iii. Less Than Significant Impact. A project would have a significant impact on surface water hydrology if it would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner

[23] Phone conversation with MaeKeng L. Chinn, AIA, and Allan Lumido, February 22, 2019.
[24] City LID Ordinance Section 64.72, (C) LID Requirements, Part 4.a.iii

which would create or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

As discussed above, the proposed project would not result in a significant increase in site runoff as it would not alter existing drainage patterns or substantially increase the volume or velocity of runoff from impervious surfaces on the site. As under existing conditions, stormwater runoff that leaves the site would continue to be conveyed to Sepulveda Boulevard and the City's storm drain system. Also mentioned above, the project is subject to a MS4 NPDES Permit (No. CAS004001) that includes complying with the LID Ordinance; preparing, submitting, and implementing BMPs to control runoff; and a Wet Weather Erosion Control Plan to reduce stormwater pollution runoff. The project would not substantially increase runoff volumes that could affect the existing capacity of the stormwater drainage system or provide substantial additional sources of polluted runoff to the existing drainage system, or otherwise substantially degrade water quality. This impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

c.iv. Less Than Significant Impact. A project would have a significant impact on surface water hydrology if it would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner which would impede or redirect flood flows.

As shown on ZIMAS, the project is not located in a designated flood zone. Stormwater runoff generated by the proposed building would be required to comply with the LID Ordinance to manage any incremental increase in runoff onsite by infiltration, retention for onsite use, or other methods. As such, the project would have a less than significant impact on impeding or redirecting flood flows.

Mitigation Measures: No mitigation measures are required.

d. Less Than Significant Impact. A significant impact would potentially occur if the project would risk the release of pollutants from project inundation due to location in a flood hazard, tsunami, or seiche zone.

Hazards from bodies of water include potential inundation from water storage facility failure, seiches, mud and debris flow, tsunamis and other ocean wave-related hazards. The project is not located within a flood hazard[25] or tsunami[26] zone. A seiche, a wave created when a body of water is shaken, is a concern at water storage facilities because of inundation if the wave overflows a containment wall. No major water retaining structures are located immediately upgradient from the project site. Therefore, flooding from seiche is unlikely. Also, the Department of Water and Power regulates the water level within storage facilities and provides walls of extra height to contain seiches and prevent overflow. Additionally, dams and reservoirs are monitored during storms to prevent such overflow during these events.

According to the City General Plan Safety Element, the project site is located proximal to a 100-year flood plain, and along with a majority of the eastern San Fernando Valley, is located within a Potential Inundation Area.[27] However, as a 54-unit residential project, the site would not store hazardous materials in sufficient quantities or concentrations to constitute a significant risk of pollutants being released if flooded and/or inundated. Furthermore, according to ZIMAS, the subject site is not located in a Flood Zone. As such, the

[25] Los Angeles County Department of Public Works, Flood Zone Determination Website, Federal Emergency Management Agency Flood Insurance Rate Map No. 06037C1069F http://dpw.lacounty.gov/wmd/floodzone/ (accessed on January 30, 2019).
[26] City of Los Angeles, ZIMAS, Accessed on August 27, 2019 at: http://zimas.lacity.org/.
[27] City General Plan, Safety Element, Exhibits F and G.

project would have a less than significant impact pertaining to the risk of release of pollutants from flooding or inundation due to location in flood hazard, tsunami, or seiche zones.

Mitigation Measures: No mitigation measures are required.

e. Less Than Significant Impact. A project would have a significant impact if it conflicted with or obstructed implementation of a water quality control plan or sustainable groundwater management plan.

The project site was previously disturbed by the placement of impervious surfaces, is located in a developed urban infill site, and does not propose groundwater extraction. The project would be required to comply with existing RWQCB discharge permit requirements, the LID ordinance, and the LAMC Stormwater and Urban Runoff Pollution Control requirements to water quality control. Additionally, the project will comply with the LID Ordinance through bio-filtration and capture and reuse of stormwater. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Impact Analysis

a. No Impact. A significant impact may occur if the proposed project would be sufficiently large or otherwise configured in such a way as to create a physical barrier within an established community. The determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided, or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the project. The site is located in an urban portion of the Mission Hills-Panorama City-North Hills Community Plan Area with an existing multi-family residential building on the adjoining lot to the north. By providing housing on a previously developed lot, the project would not physically divide an established community. The project would have no impact.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A significant impact may occur if a project is inconsistent with the applicable land use plan, policy or regulation, including the zoning designations that currently apply to the project site. The project site is located within the City and is subject to the land use designations and zoning regulations of local land use plans and the City zoning ordinance.

Regional Plans

Regionally, the project is located within the SCAG planning area, the federally-designated Metropolitan Planning Organization for the region. SCAG is responsible for reviewing regionally significant local plans, projects, and programs for consistency with SCAG's adopted regional plans. As the proposed project is 1) consistent with the General Plan land use designation of General Commercial for the subject property, and 2) impacts would be less than significant or less than significant with mitigation incorporated, and the project would have no regionally-significant impacts, additional analysis of SCAG Plan consistency is not warranted. The project is located within the planning area of the SCAQMD which implements the AQMP. As evaluated in Section III., Air Quality, the proposed project is consistent with the AQMP, no additional analysis is required.

City General Plan – Framework Element

The General Plan is a comprehensive, long-range declaration of purposes, policies and programs to guide development of the City. The General Plan Framework Element is a strategy for long-term growth which sets a citywide context to guide the update of the community plan and citywide elements. The General Plan Framework Element provides broadly applicable land use policies pertaining to multi-family residential

development in Chapter 3, Land Use, under the heading for Multi-Family Residential and Chapter 4, Housing.[28] A consistency analysis with applicable provisions of the General Plan Framework Element regarding multi-family residential development is presented in **Table XI-1, Consistency Analysis with General Plan Framework Land Use Policies**.

Table XI-1
Consistency Analysis with General Plan Framework Land Use Policies

General Plan Framework Policy	Consistency Analysis
Chapter III: Land Use	
3.7.1 Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and Zoning Ordinance densities indicated in Table 3-3, with the density permitted for each parcel to be identified in the community plans.	**Consistent:** The project would provide multi-family residential units in an area designated for such uses by the Community Plan and Zoning Ordinance. The General Plan land use designation is General Commercial with a corresponding zone of C2. In addition to a wide range of commercial uses, multi-family residential uses, including affordable housing developments, are allowed in the C2 Zone. According to Table 3-1, Land Use Standards and Typical Development Characteristics, the typical uses/ characteristics for General Commercial are: • Uses as permitted by existing zoning (generally, uses permitted in the C2 zone). • Modifications to be determined by the community plans. • Potential adjustment of density to reflect parcel size and configuration, intended functional role, and characteristics of surrounding uses determined through the community plan process. With regard to the characteristics of surrounding uses, there is an adjacent residential apartment building north of the Subject Property, fronting on Sepulveda Avenue. This building includes 40 units on an 18,236.7-square foot lot located in the [Q]C2-1VL Zone (which results in a density of approximately 455 square feet of lot area per dwelling unit). Other adjacent residential uses are located to the west of the Subject Property, fronting on Langdon Avenue, and include a single-family residence on a lot in the RA-1 Zone and 18 detached single-family residential condominiums located on a lot in the (Q)RD3-1. Table 3-3 of Policy 3.7.1 in Chapter 3, Land Use, of the General Plan Framework does not contain a Land

[28] Los Angeles City Planning Department, The Citywide General Plan Framework An Element of the City of Los Angeles General Plan, Chapter 3, Re-adopted by City Council on August 8, 2001.

General Plan Framework Policy	Consistency Analysis
	Use designation of General Commercial. With approval of the Zone Change as discussed in this section, the project would be consistent density permitted for the parcel identified in the community plans.
Chapter IV: Housing	
4.1.2 Minimize the overconcentration of very low- and low-income housing developments in City sub-regions by providing incentives for scattered site development citywide.	**Consistent:** The location of the proposed project site is not in an area of overconcentrated very low- and low-income housing. The project is consistent with this policy.
4.1.5 Monitor the growth of housing developments and the forecast of housing needs to achieve a distribution of housing resources to all portions of the City and all income segments of the City's residents.	**Consistent:** The project would respond to the need for housing in very low and low-income segments of the City's residents.
4.1.6 Create incentives and give priorities in permit processing for low- and very-low income housing developments throughout the City.	**Consistent:** The project would respond to incentives in the form of a density bonus for affordable housing units, with a portion restricted to low and very low-income households. As a 100% affordable housing project, the subject case is eligible for priority processing consistent with Mayor Eric Garcetti's Executive Directive No. 13.
Source: The Citywide General Plan Framework, adopted by the City Council August 8, 2001.	

As shown in Table XI-1, the project would be consistent with the applicable land use policies of the General Plan Framework Element regarding multi-family residential development.

City General Plan – Housing Element

The General Plan Housing Element sets the City's path towards meeting housing needs and challenges. The 2013-2021 Housing Element identifies the City housing conditions, needs, goals, objectives, and policies. Housing element goals and an analysis of project consistency is presented in **Table XI-2, Consistency Analysis with Housing Element Goals**.

Table XI-2
Consistency Analysis with Housing Element Goals

Housing Element Goals	Consistency Analysis
Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.	**Consistent:** The project proposes 100% affordable housing to provide supportive housing for people earning low and very low incomes. Consistent with this goal, the project would provide affordable housing for people regardless of race or age.
Goal 2: A City in which housing helps to create safe, livable and sustainable neighborhoods.	**Consistent:** The project would have an on-site professional manager that would ensure a safe and livable community. The project features a resource center, computer lab, fitness room, community garden, community room,

Housing Element Goals	Consistency Analysis
	photovoltaic collectors a for solar hot water system or photovoltaic provisions as required to comply with the current California Energy Code for Solar Ready Buildings, and laundry room all of which contributes to a livable and sustainable community. The residential project is located in an area proximate to commercial uses and bus stops, improving the livable and sustainable characteristics of the neighborhood.
Goal 3: A City where there are housing opportunities for all without discrimination.	**Consistent:** The project would provide supportive housing for formerly homeless veterans and those living on low to very low incomes. The project would provide accessibility of housing and facilities, to people who previously did not have housing. The project would provide affordable housing for people regardless of race or age.
Goal 4: A City committed to preventing and ending homelessness.	**Consistent:** The purpose of the proposed project is to provide permanent supportive housing for homeless veterans and those living on low to very low incomes. With a professional manager on site and affordable units for homeless veterans, the project would help reduce homelessness.
Source: Los Angeles Department of City Planning, Housing Element 2013-2021, Adopted by City Council on December 3, 2013.	

As shown in Table XI-2, the project would be consistent with applicable Housing Element Goals. Therefore, the project would be consistent with the 2013-2021 Housing Element of the General Plan.

City General Plan – Mobility Plan 2025

The Mobility Plan 2035[29] provides the foundation to building a transportation system that balances the needs of all users. Various goals, objectives, and policies within this element aim to toward achieving a balanced transportation system. Goals applicable to the project include:

- Policy 3.1 – Access For All – the project provides access to public transit, including multiple bus lines within a 0.7 mile radius and provides sidewalk access with an entryway on Sepulveda Boulevard and courtyard area to increase pedestrian mobility within the area.
- Policy 3.5 – Multi-Modal Features –The project provides convenient and secure bicycle parking facilities. The site is located with pedestrian access to four bus stops within approximately 0.7 miles.
- Policy 3.8 – Bicycle parking – the project provides convenient and secure bicycle parking facilities with five short-term spaces and 44 long-term bicycle parking spaces.

Mission Hills – Panorama City – North Hills Community Plan

The project is located in the North Hills portion of the Mission Hills – Panorama City – North Hills (Community Plan) area of the City. The site is not located in specific plan area or subarea.

[29] Los Angeles Department of City Planning, Mobility Plan 2035, An Element of the General Plan, Adopted September 7, 2016.

The land use designation for the project site is General Commercial and the zoning is [Q]C2-1VL. The Community Plan states that General Commercial uses located along Sepulveda Boulevard "present opportunities for revitalization that can take advantage of the targeted growth area designation near Nordhoff Street" which is less than one mile north of the project site. Multi-family residential uses, including affordable housing developments, are an allowed use in the C2 Zone. An analysis of project consistency with applicable Community Plan policies is presented in **Table XI-3, Community Plan Consistency Analysis**.

Table XI-3
Community Plan Consistency Analysis

Community Plan Policy/Map	Consistency Analysis
Policy 1-1.4 Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.	**Consistent.** The project would be of a similar scale, mass, land use and density as surround multi-family housing units and existing medical offices. Additionally, the project would provide landscaping around the project site perimeter to protect the quality of the residential environment.
Policy 1-2.1 Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities, and topography will accommodate this development.	**Consistent.** The project provides residential uses in proximity to four bus stops within 0.7 miles of the site including Sepulveda/Chase, Sepulveda/Parthenia, Sepulveda/Roscoe, and Parthenia/Columbus, promoting the use of public services in the area. Additionally, the project is located within a mixed-use neighborhood proximate to commercial uses.
Policy 2-2.1 New development needs to add to and enhance the existing pedestrian street activity.	**Consistent:** The project provides a lobby area with pedestrian access to add to the street activity on Sepulveda Blvd.
Policy 2-3.1 Require that any proposed development be designed to enhance and be compatible with adjacent development.	**Consistent:** The project conforms to the transitional height zone to maintain harmony with existing residences to the west and is of comparable scale and massing as the existing multi-family residential building to the north.
Map Footnote No. 7 There shall be no multiple residential development which exceed the density of the adjacent or surrounding residential density unless appropriately conditioned by the City Planning Commission and/or City Council to mitigate adverse impacts and to assure development harmonious and compatible with the surrounding neighborhood**.**	**Consistent:** The project is appropriately conditioned herein to mitigate any adverse impacts. Furthermore, recommended conditions will be included in Case No. CPC-2019-3844-VZCJ-SPR. As such, the proposed project will be a development that is harmonious and compatible with the surrounding neighborhood and any adverse impacts will be mitigated**.**

As shown in Table XI-3, the project would be consistent with applicable policies of the Community Plan. Furthermore, Objective 1-5 of the Community Plan is "To promote and insure the provision of adequate housing for all persons regardless of income, age, or ethnic background." The project aligns with this objective by providing supportive housing for persons living on low to very low incomes. The project would be consistent with this policy by providing safe and secure housing overseen by a professional manager, built to current building code standards for safety and quality.

Los Angeles Municipal Code and Zoning

The project site is zoned [Q]C2-1VL (Permanent Q Condition, Commercial, Height District 1VL). Multi-family residential uses, including affordable housing developments, are allowed in the C2 Zone. The [Q] Condition also prohibits hotel/motel use; however, as the applicant is not proposing hotel/motel use this does not apply to the project. As discussed previously in this Initial Study under topic I. Aesthetics, the project would comply with the height limit and transitional height zone limitation specified for Height District 1VL utilizing TOC Guidelines as the site is located within Tier 1 of a Transit Oriented Community. [Q] Condition No. 1 (per Ordinance No. 164,750) limits the Subject Property to the RE11 Zone density, or 11,000 square feet of lot area per dwelling unit, which would allow two dwelling units on the project site under the existing zoning. Therefore, a Zone Change is requested to amend this [Q] Condition and revert allowable density to that permitted by the underlying C2 Zone (which is 400 square feet of lot area per dwelling unit). The underlying C2 Zone would allow approximately 56 dwelling units.[30] The proposed 54 units are less than the 56 units that would be allowed by the underlying C2 Zone, thus the project would be consistent with the proposed zoning. After accounting for required setbacks and a five foot highway dedication, the buildable area is 17,205.6 SF. The proposed floor area of 37,850 divided by the buildable area of 17,205.6 SF would result in a Floor to Area Ratio (FAR) of 2.2:1 SF requested as an off-menu incentive for affordable housing projects under the LAMC (Section 11.5.11(e)). As a regulatory requirement, final project plans would be reviewed for consistency with density and setback requirements specified in the LAMC.

Zone Change

Under the existing C2 zoning, the project requests a zone change to amend the current [Q] Condition to allow for additional density permitted in the underlying C2 zone pursuant to LAMC Section 12.32.[31] Incentives for eligible affordable housing projects under State law[32] include, but are not limited to, the following:

- An increase in FAR/Buildable Area
- Reduction in parking requirements
- Reduction in minimum yards/setback areas
- An increase in lot coverage
- A decrease in open space requirements

If approved, the requested Vesting Zone Change to delete [Q] Conditions to revert the density of the site to the density permitted in the underlying C2 Zoning and affordable housing incentives to allow for 1) increased Floor Area Ratio, 2) increased building height, and 3) a reduction in the parking requirement allowed under LAMC (Section 11.5.11(e)), the project would not conflict with applicable land use plans, policy or regulations of agencies with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. The project would result in a less than significant impact.

Mitigation Measures: No mitigation measures are required.

[30] (22,226.10 SF ÷ 400 SF = 56 dwelling units)
[31] As allowed by Ordinance No. 164,750.
[32] Applicable provisions of LAMC section 11.5.11 (also known as "Measure JJJ") are specified in California Government Code (Section 65915).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a. Would the project result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Analysis

a-b. No Impact. A significant impact may occur if a project site is located in an area used or available for extraction of a regionally important mineral resource, or if the project would convert an existing or future regionally important mineral extraction use to another use, or would affect access to a site used or available for regionally important mineral resource extraction. The determination of significance shall be made on a case-by-case basis, considering, 1) 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 2 (MRZ-2) Area, or other known or potential mineral resource area, and 2) whether the mineral resource is of regional or Statewide significance, or is noted in the Conservation Element as being of local importance.

The project proposes to construct a housing project with supportive services that is located within an urban setting. The subject property is not located in MRZ-2 area according to Exhibit A, Mineral Resources, of the City Conservation Element[33] and the California Department of Conservation Mineral Land Classification Map.[34] The site is not designated as a locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan. Based on California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR), no oil wells are identified on site.[35] No mineral resources are known to exist within the project site. No impact associated with the loss of availability of a known mineral resource would occur.

Mitigation Measures: No mitigation measures are required.

[33] City of Los Angeles, Conservation Element of the City of Los Angeles General Plan, Exhibit A- Mineral Resources, Adopted by the City Council September 26, 2001.
[34] California Department of Conservation, Special Report 143, Plate 2.1, Generalize Aggregate Resource Classification Map, 1979, Accessed on January 18, 2019.
[35] City of Los Angeles, ZIMAS, Accessed on August 19, 2019 at: http://zimas.lacity.org/.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or 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?	☐	☐	☐	☒

Impact Analysis

This analysis is based on the Noise and Vibration Study prepared by Envicom Corporation dated April 2, 2019, provided in **Appendix H**. This summary describes key terms and concepts used in noise impact analysis. Noise is unwanted sound. Sound is mechanical energy transmitted in pressure waves through a compressible medium such as air. The sound pressure level, expressed in decibels (dB), is the most common descriptor characterize the perceived "loudness" of a sound pressure level. A dB is a ratio of the unit of sound pressure to an assumed zero sound level. Sound can vary in intensity by over one million times within the range of human hearing so a logarithmic scale, similar to the Richter Scale, is used to keep sound intensity numbers manageable. The human ear is not equally sensitive to all sound frequencies within the entire spectrum so noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called A-weighting written as dB(A). Subsequent references to decibels written as dB should be understood as dB(A). Variations in noise exposure over time are expressed in terms of a steady-state energy level equivalent to the energy content of the time period, called Leq. A Leq measurement can be conducted for any time period, but generally they are conducted for at least 15 minutes for environmental noise studies. Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires, for planning purposes, an artificial dB increment be added to quiet time noise levels in a descriptor of 24-hour noise called the Community Noise Equivalent Level (CNEL), a weighted average of noise levels over time with a five dB penalty in the evening (7:00 p.m. - 10:00 p.m.) and a 10 dB penalty at night (10:00 p.m. - 7:00 a.m.).

a. Potentially Significant Unless Mitigation Incorporated. A project may result in a significant noise impact by generating a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance. This analysis distinguishes between temporary increases in ambient noise resulting from the use of construction

equipment and permanent increases in ambient noise resulting from operation of the proposed building components and vehicular trips generated once the building is in use.

Construction Noise

The Noise Element of the City General Plan gives Guidelines for Noise Compatible Land Uses that relate to permanent noise sources such as airports or freeways. Noise from construction equipment is temporary, limited to specified times, and variable depending on source strength, duration of equipment operation, and physical distance between source and receptor. Construction noise is regulated through noise ordinances codified in the LAMC. The LAMC (Section 41.40(a)) prevents the generation of "loud noises to the disturbance of persons occupying sleeping quarters" between 9:00 p.m. and 7:00 a.m. LAMC (Section 41.40(c)) restricts construction or repair work before 8:00 a.m. and after 6:00 p.m. on Saturdays, national holidays, or at any time Sundays. As a regulatory requirement, project construction activity would be restricted to daytime hours in conformance with these Noise Ordinance standards.

Limiting construction activities to the daytime precludes equipment noise during the hours when people normally sleep and during the early morning and evening when people are typically within their home and more sensitive to noise effects. Further, in terms of limiting construction equipment noise, the standard of 75 dB(A) at 50 feet for the operation of any powered equipment or powered hand tool would apply (LAMC Section 112.05).

The Federal Highway Administration (FHWA) prepared the Construction Noise Handbook that includes a national database of construction equipment noise levels. **Table XIII-1, Maximum Construction Equipment Noise - Unmitigated,** identifies the maximum (L_{max}) noise levels at a 50-foot distance between the equipment and receptor associated with the type of construction equipment expected by LA Family Housing.

Table XIII-1
Maximum Construction Equipment Noise - Unmitigated

Equipment [1]	Type	Lmax @ 50 ft dB(A) [2]
Backhoe	Mobile	80
Dozer	Mobile	82
Dump truck	Mobile	76
Front End Loader "Bobcat"	Mobile	79
Rough-terrain Forklift [3]	Mobile	75
Saw	Stationary	76

[1] Equipment list provided by LA Family Housing, Email to Envicom Corporation, January 13, 2019.
[2] Source: FHWA, Construction Noise Handbook, 2006, Ch. 9, Construction Equipment Noise Levels and Ranges.
[3] Typical Construction Equipment Noise Levels, Sand Hill Wind Project EIR, Pg. 3.10-18.

As shown in Table XIII-1, the piece of equipment that could generate the highest noise (L_{max}) is a dozer with an unmitigated Lmax of 82 dB(A) at 50 feet between the source and receptor. Construction proceeds in phases such as demolition, site preparation, rough grading, final grading, and vertical construction of the building, each phase involving the use of different types of construction equipment. Therefore, contractors would use the types of equipment listed in Table XIII-1 required for the particular phase rather than all the equipment at once. The Applicant indicated two Bobcats could be needed for the demolition and grading phase of construction. While each Bobcat could generate an unmitigated noise level of 79 dB(A) at 50 feet, the effect of two Bobcats operating simultaneously could generate a combined noise level of 82 dB(A) at

50 feet in a "worst case" scenario involving simultaneous use of two Bobcats at once.[36]

The predicted sound pressure levels shown in Table XIII-1 are based on reference levels associated with a distance of 50 feet from the project site boundary. Construction noise levels would be attenuated by distance due to spreading loss. However, as shown in the Noise Study, the distance between the project site and nearby sensitive receptors would be insufficient to attenuate construction noise to below the standard of 75 dB(A) at 50 feet required by the LAMC (Section 112.05). Therefore, **Table XIII-2, Maximum Construction Equipment Noise – Mitigated**, shows the effect of mitigation on reducing equipment noise generated on the project site. Mitigation refers to the use of industrial grade mufflers on mobile equipment or sound transmission obscuring products, such as barriers or curtains, that form an enclosure around stationary equipment.

Table XIII-2
Maximum Construction Equipment Noise - Mitigated

Equipment [1]	Type	Lmax at 50 ft (dBA) [2]	Reduction Necessary to meet 75 dBA standard	Mitigation [4]	Mitigated Lmax at 50 Feet (dBA)
Backhoe	Mobile	80	5	Industrial Muffler	65
Dozer	Mobile	82	7	Industrial Muffler	67
Dump truck	Mobile	76	1	Industrial Muffler	61
Front End Loader "Bobcat"	Mobile	79	4	Industrial Muffler	64
Rough-terrain Forklift [3]	Mobile	75	0	Industrial Muffler	60
Saw	Stationary	76	1	Enclosure	61

[1] Equipment list provided by LA Family Housing, Email to Envicom Corporation, January 13, 2019.
[2] Source: FHWA, Construction Noise Handbook, 2006, Ch. 9, Construction Equipment Noise Levels and Ranges.
[3] Typical Construction Equipment Noise Levels, Sand Hill Wind Project EIR, Pg. 3.10-18.
[4] Mitigation refers to an industrial grade muffler, or muffler of similar capacity, capable of reducing engine noise by at least 15 dB(A).

As shown in Table XIII-2, to reduce equipment noise levels to below 75 dB(A) at 50 feet, mitigation would be required, including industrial-grade mufflers on mobile equipment and enclosures formed by sound transmission obscuring products around stationary equipment. Product specification sheets documenting the reasonably expected effectiveness of the mufflers and enclosures are provided in the appendices to the Noise and Vibration Study found Appendix H. In a "worst-case" scenario where two Bobcats were operating simultaneously, the combined mitigated noise level of 67 dB(A) at 50 feet from the source would remain below the 75 dB(A) at 50 feet threshold of significance required by the LAMC (Section 112.05) if the equipment had an industrial grade muffler or muffler of similar capacity.

As mobile equipment actively moves around within the construction footprint, there would be additional attenuation due to distance and as construction proceeds into later phases that use less equipment. After rough grading, contractors would be expected to use smaller, less noisy equipment such as backhoes and

[36] Given that decibels are logarithmic units, sound pressure levels cannot be added by ordinary arithmetic means. The sound pressure level from two equal sources is 3 dB greater than the sound pressure level of one source.

dump trucks. Implementation of mitigation measure **NOI XIII-240**[37] would reduce construction equipment noise levels to less than 75 dB(A) at 50 feet from the source as required by the LAMC (Section 112.05) through the use of industrial grade mufflers on mobile equipment and enclosures around stationary equipment.

Operational Noise

Long-term operational noise impacts from residential uses result primarily from vehicular noise generation on area roadways. For evaluating operational noise impacts, a project would be considered to exceed noise ordinance standards if the new source of operational noise would increase the ambient noise level on another occupied property by more than five dB(A) as required by the LAMC (Section 112.01 and 112.02).

The project would introduce stationary noise sources such as roof-mounted Heating, Ventilation, and Air Conditioning (HVAC) units that would be required to comply with the City's noise ordinance standards, particularly LAMC Section 112.02 (Heating, Ventilation, and Air Conditioning Units). **Table XIII-3, Ambient Noise Increase Due to Proposed HVAC Units,** provides the calculated increase in the ambient noise level due to the HVAC use in project operations. A reference sound pressure level of 64.7 Leq at a distance of 10 feet from the source[38] may be used for the proposed HVAC units because, based on the roof plan provided on Architectural Plan Sheet A2.51 in Appendix A, there is at least 10 feet between the proposed HVAC units and the nearest sensitive receptors, the Suncrest Apartments to the north and the commercial building to the south.

Table XIII-3
Ambient Noise Increase Due to Proposed HVAC Units

HVAC Leq (dB)	Ambient $Leq_{[15]}$ [a]	HVAC + Ambient $Leq_{[15]}$ (dB)	Increase at 10 ft (dB)
61.7	63.5	65.7	2.2
[a] Source: Ambient Leq[15] measured by Envicom Corporation, field visit February 7, 2019.			

Given that decibels are expressed in logarithmic units, they cannot be added or subtracted arithmetically. These roof-mounted HVAC units would be shielded by a roof parapet. Accounting for a three dB reduction for insertion loss due to screening or a roof parapet, the Leq for the HVAC units would 61.7 as shown in Table XIII-3. The addition of noise from HVAC operation to the ambient noise level would result in an increase of 2.2 dB at 10 feet from the HVAC unit for the nearest sensitive receptors. Therefore, they would not result in an increase in the ambient noise level by more than five dB(A).

Upon completion, project-generated vehicle trips would cause an incremental increase in noise levels on local streets throughout the site vicinity. Because decibels are expressed in logarithmic units, doubling the noise source would produce only a three dB increase in the sound pressure level.[39] Therefore, a doubling of traffic volume is required to result in a three dB(A) increase in noise, the point at which changes are barely perceptible to the human ear. Based on the LADOT Transportation Impact Study Guidelines, the

[37] Note: Mitigation measures in this Initial Study/Mitigated Negative Declaration have been adapted for the project from standard City environmental mitigation measures that use the same number(s).
[38] Reference noise level measurement of a Eubank HVAC (Model # W24CF05B1R11B) from Noise Study.
[39] U.S. Dept. of Transportation, Federal Highway Administration, Highway Traffic Noise Analysis and Abatement Policy and Guidance, https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_ and_abatement _guidance/ revguidance.pdf (accessed February 26, 2019).

proposed project would generate a total of 69 new daily vehicle trips.[40] Based on LADOT 24-hour traffic volume data for the intersection of Sepulveda Blvd and Chase Street, the intersection nearest to the project site, this intersection has a total of 15,772 daily south or eastbound trips.[41] As stated, a doubling of traffic is required to result in a three dB(A) increase in noise. The addition of 69 daily trips resulting from the project to the existing 15,772 daily vehicle trips on Sepulveda Blvd would result in a noise increase that is far less than that of a double the existing traffic volume. Therefore, the proposed project would result in a less than three dB(A) increase from vehicle trips, operational noise impacts would be less than significant.

Similar to existing conditions from the surface parking lot on the project site, operation of the proposed parking area would cause an incremental increase in noise levels in the site vicinity. The proposed parking area would be physically enclosed on the north, south, and west by the 6 foot in height CMU block walls of the building, thereby precluding operational noise impacts due to parking on-site. At a minimum frequency, single masonry walls can be expected to provide a 22-dB reduction in noise levels.[42] Based on the average noise level of 60 dBA for comparable parking lot from a noise assessment,[43] the CMU wall along the property line would be expected to reduce operational parking lot noise to 38 dBA, well below the measured on-site ambient noise level of 63.5 dBA in the Noise and Vibration Study. Therefore, the impact of operational parking lot noise would be reduced to a less than significant level.

Mitigation Measures: To reduce the impact of construction and operational noise to less than significant, mitigation measure XIII-240 shall apply.

XIII-240 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.
- The following equipment shall be retrofitted with an industrial grade muffler, or muffler of similar capacity, capable of reducing engine noise by at least 15 dB(A): backhoes, dozers, dump trucks, front end loaders or Bobcats, and forklifts.
- The following stationary equipment shall be enclosed with sound transmission obscuring products capable of reducing noise levels by at least 10 dB(A): saws.
- Adjacent land uses within 500 feet of the on-site limit of construction equipment operations shall be notified of the estimated duration and hours of construction activity at least 30 days prior to the start of construction activity.
- Heavy duty trucks shall be prohibited from prolonged idling on Sepulveda Boulevard.
- The staging and location of noisy stationary equipment shall be located as far as technically feasible from adjacent sensitive receptors.
- A temporary noise control barrier shall be installed on the property line of the construction site abutting residential uses. The noise control barrier shall be engineered to reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 10 dBA. The supporting structure shall be engineered and erected

[40] City of Los Angeles Dept. of Transportation, Transportation Impact Study Guidelines, December 2016, pg. 14, 54 proposed units x 1.27 trips per dwelling unit equals a daily rate of 68.6 trips rounded to 69 trips.
[41] City of Los Angeles Dept. of Transportation, 24 Hours Traffic Volume, Sepulveda Blvd at Chase St, 06/28/2011, accessed through Navigate LA, February 20, 2019.
[42] David A. Bies and Colin H. Hansen, *Engineering Noise Control: Theory and Practice*, 4th Ed. Table 8.2, Representative Values of airborne sound transmission loss for some common structures and materials.
[43] Illingworth & Rodkin, Inc., Santana Row Parking Structure Project Noise Assessment, San José, California, June 2, 2014.

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.

b. Less Than Significant Impact. A significant noise impact may occur if the proposed project would expose people to or generate excessive ground-borne vibration or ground-borne noise levels. Construction activities generate groundborne vibration when heavy equipment travels over unpaved surfaces or engages in soil movement; however, the ground surface dampens ground-borne vibration over a short distance. The vibration levels generated by the type of equipment expected for the construction of a 54-unit apartment building on an approximately 0.51-acre site is provided in terms of Peak Particle Velocity (PPV) in **Table XIII-4, Estimated Groundborne Vibration Levels During Project Construction**.

Table XIII-4
Estimated Groundborne Vibration Levels During Project Construction

Equipment	PPV at 15 ft (in/sec)	PPV at 25 ft (in/sec)	PPV at 50 ft (in/sec)	PPV at 60 ft (in/sec)	PPV at 75 ft (in/sec)
Small Bulldozer	0.006	0.003	0.001	0.001	<0.001
Data Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.					

The threshold at which ground-borne vibration would be strongly perceptible to humans for intermittent sources is 0.1 PPV in/sec and cause structural damage in older residential structures is 0.3 PPV in/sec.[44] The closest sensitive use, the Suncrest Apartments built in 1987, are five feet from the northern edge of the project site boundary. Based on the construction equipment list provided by the Applicant, the construction equipment would include small bulldozers. At five feet, the predicted groundborne vibration levels generated by a small bulldozer would be 0.033 PPV in/sec., below levels that could cause a strongly perceptible human response (i.e., 0.1 PPV in/sec) or create structural damage in older residential buildings (i.e., 0.3 PPV in/sec). Therefore, groundborne vibration impacts due to project construction would be below applicable thresholds of significance for human response or structural damage. After construction is complete, and the proposed multi-family residential building is occupied, project operations would consist of the use of much smaller and lighter vehicles travelling over paved surfaces on engineered fill soils; therefore, groundborne vibration from project operations would be further below applicable thresholds.

Mitigation Measures: No mitigation measures are required.

c. No impact. A project located within two miles of a public airport or public use airport may result in a significant impact if a project would the project expose people residing or working in the project area to excessive noise levels. Although the project site is located approximately 1.3 linear miles northeast of Van Nuys Airport, the site is not within the Planning Boundary, Airport Influence Area, or Runway Protection Zone of Van Nuys Airport.[45] According to the most recent California State Airport Noise

[44] Caltrans, Transportation and Construction Vibration Guidance Manual, 2013.
[45] Los Angeles County Department of Regional Planning, Airport Land Use Commission, Airport Influence Area, Accessed on January 8, 2019, http://planning.lacounty.gov/assets/upl/project/aluc_airport-van-nuys.pdf.

Standards Quarterly Report for the 3rd Quarter of 2018, the project site is outside the 65 dB CNEL noise contour associated with Airport Operations.[46] Therefore, the project would not result in the exposure of residents or those working in the project area to excessive noise levels.

Mitigation Measures: No mitigation measures are required.

[46] Los Angeles World Airports, Van Nuys Airport, California State Airport Noise Standards Quarterly Report, 3Q18, accessed: https://www.lawa.org/en/lawa-environment/noise-management/van-nuys/vny---quarterly-noise-report (February 20, 2019).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact Analysis

a. Less Than Significant Impact. SCAG citywide population and household forecasts for the City are provided in **Table XIV-1, City Population and Housing Growth Forecast**.

Table XIV-1
City Population and Housing Growth Forecast

Year	City Population	City Households
2012	3,845,500	1,325,500
2040	4,609,400	1,690,300
Net Growth	763,900	364,800
Source: SCAG 2016-2040 RTP/SCS, Current Demographics & Growth Forecast Appendix, Table 11 Jurisdictional Forecast 2040.		

As shown in Table XIV-1, City population and household forecasts from 2012 to 2040 show an increase of 763,900 people and 364,800 respectively.[47] At 54 units, the project would represent one hundredth of one percent (approximately 0.0001) of the projected City population and household increases for the period from 2012 to 2040. As such, the project-related population increase would be within local and regional projections and would not cause substantial growth that could exceed projected levels for the year of occupancy. The project does not involve the extension of roads or other infrastructure that could indirectly induce substantial population growth in the area. Therefore, the potential impacts associated with population growth would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. No Impact. A significant impact may occur if a project would result in the displacement of existing housing units or people, necessitating the construction of replacement housing elsewhere. The project proposes housing with support services for low to very low income households to serve the homeless population in the midst of the California housing crisis. The existing commercial building is unoccupied and contains no residences or residents. The project would not displace persons or residential units and

[47] Southern California Association of Governments, 2016-2040 RTP/SCS, Table 3-1, Proposed 2016-2040 RTP/SCS Growth Forecast, Adopted April 2016.

would provide 54 affordable residential units on the property, which would not necessitate the construction of replacement housing elsewhere. Therefore, the project would have no impact.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. PUBLIC SERVICES.				
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☒	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☐	☐	☒	☐
e. Other public facilities?	☐	☐	☒	☐

Impact Analysis

a. Less Than Significant Impact. 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 Los Angeles Fire Department (LAFD) generally considers fire protection services to be adequate if a project is within the maximum response distance for the land use proposed. Pursuant to the LAMC (Section 57.507.3.3), the maximum response distance between high density residential and commercial neighborhoods and a LAFD fire station that houses an engine company is 1.5 miles and 2.0 miles for a fire station that houses a truck company.[48]

Existing LAFD fire stations in the vicinity would serve the proposed project. The nearest fire station is LAFD Fire Station No. 90, located at 7921 Woodley Avenue. Station No. 98 is approximately 2.0 driving miles southwest of the project site so the response distance exceeds 1.5 miles and the project would be required to install an automatic fire sprinkler system in accordance with the LAMC requirements (Section 57.507.3.3). Other LAFD fire stations in the project vicinity and approximate distances include Station 7 (2.2 miles) and Station 81 (2.3 miles). Compliance with regulatory measures would reduce this impact to less than significant.

Through the City plan check process, the project would be required to submit plans to LAFD for review and approval of fire prevention and safety features, including design features such as adequate street widths and access to the building, fire flow pressure, and fire hydrant placement. Given the availability of existing LAFD stations and fire safety design features, the project would not require new or physically expanded fire stations and potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[48] Los Angeles Municipal Code, Article 7 Fire Code, Section 57.507.3.3. LAND USE, Table 57.507.3.3.

b. Less Than Significant Impact. A project would normally have a significant impact if it requires new or expanded police station facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for police protection.

The site is located within the Mission Community division of the LAPD Valley Bureau. The Mission Community Police Station is located approximately 3.4 driving miles north of the project site and serves the neighborhoods of Arleta, Mission Hills, Panorama City and Sylmar in addition to North Hills.[49] Within the Mission Community service area, the project is located within Reporting District (RD) 1981.[50] LAPD prioritizes emergency calls for police assistance based on the nature of the call. Unlike fire protection services, police units are most often in a mobile state; hence, the distance between a headquarters facility and the location of a particular emergency does not generally determine response times. Instead, the number of police officers on the street is more directly related to the realized response time. The LAPD has a preferred maximum response time of seven minutes to emergency calls.

Construction

The site could attract trespassers or vandals that could result in unsafe conditions for the public. Due to the temporary nature of project construction, such potential impacts would not require the construction or expansion of police facilities to serve the site or maintain service response times, as the site would be monitored during routine patrols. The LAMC requires the placement of temporary walls surrounding vacant lots and requires the Applicant to maintain the temporary construction wall free from graffiti (Chapter 1, Section. 14.4.17). Compliance with LAMC regulatory requirements would reduce construction impacts to police services to less than significant.

Operation

The project would introduce 54 residential units (53 studios and one manager's unit with two bedrooms). Based on a police service population conversion factor of 3 persons/unit, the project would result in 159 net additional residents.[51] This is a conservative service area population estimate because the resident population and number of studio units would result in a smaller service population. The proposed project would not result in a substantial increase in the service area's population such that new or physically altered police facilities would be needed to maintain performance objectives.[52] Additionally, crime prevention through environmental design (CPTED) features that would reduce demand for police services include a common area in centralized location that allows for residents to provide natural surveillance, a professional manager living on site, and the elimination of dead space or areas of concealment within the development footprint.[53] Therefore, potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

c. 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). The existing LAUSD schools that

[49] LAPD, About Mission, Accessed on January 23, 2019 at: http://www.lapdonline.org/mission_community_police_station/content_basic_view/1738.
[50] LAPD, Mission Area Reporting District Map, Accessed on January 23, 2019 at: http://assets.lapdonline.org/assets/pdf/Mission_RD_09.pdf.
[51] LA CEQA Thresholds Guide, 2006, 'Police Service Population Conversion Factors', Page K.1-3.
[52] Ibid.
[53] LAPD, Community Relations Section, Crime Prevention Through Environmental Design, Accessed on January 30, 2019 at: http://assets.lapdonline.org/assets/pdf/cp_environmental_design.pdf.

would serve the site are listed below; however, school attendance boundaries are subject to change as warranted by shifts and growth in student population, by the opening of new schools, the reopening of closed schools, and as deemed necessary by LAUSD[54].

- Langdon Avenue Elementary (K-5),
- Vista Middle School (6-8), and
- Panorama Senior High (9-12).

The project would introduce 54 residential units (53 studio apartments for veterans and one manger's unit with two bedrooms), and school aged children are not expected to live on-site, except possibly in the manager's unit. In accordance with Senate Bill 50 (SB 50), the applicant would be required to pay mandatory developer fees to offset the proposed project's demands upon local schools and paid at the time of building permit issuance. Pursuant to Government Code Section 65995, the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation."[55] With minimal student generation, the project would not generate a demand for school facilities that would exceed the capacity of LAUSD schools, and therefore would not result in a need for new or improved facilities that would create in a physical impact on the environment. The project would have a less than significant impact to schools.

Mitigation Measures: No mitigation measures are required.

d. Less Than Significant Impact. 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 or if the proposed project resulted in the construction of new recreation and park facilities that create significant direct or indirect impacts to the environment.

The City Department of Recreation and Parks provides facilities at seven locations within two miles of the site for a variety of recreation opportunities, including a swimming pool, children's play areas, basketball courts, recreation centers, and parks among other amenities. These facilities include, North Hills Community Park, Sepulveda Recreation Center, Sepulveda Pool, Blythe Street Park, Tobias Avenue Park, Panorama Recreation Center, and Mid Valley Intergenerational Multipurpose Center. [56] The project would provide on-site amenities for use by future residents, which would reduce demand on off-site recreation facilities within the local area. Proposed on-site recreational facilities consist of common areas such as:

- a community room,
- an exercise room,
- a dog park, and
- a patio roof terrace.

Potential impacts to recreational facilities are discussed in Section XVI, Recreation. The proposed project would provide housing for residents within the service areas of nearby parks but would not result in a substantial increase in park usage such that new or physically expanded park facilities would be needed. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

[54] Los Angeles Unified School District, Resident School Identifier, Accessed on January 23, 2019 at: http://rsi.lausd.net/ResidentSchoolIdentifier/.
[55] Senate Bill 50, August 27, 1998, p.87.
[56] City of Los Angeles Department of Recreation and Parks, Facility Map Locator, Accessed on January 18, 2019 at: https://www.laparks.org/parks.

e. Less Than Significant Impact. The other public services in the vicinity of the project site include the Mid-Valley Regional Library Branch of the Los Angeles Public Library (LAPL). The Mid-Valley Regional Library Branch facility is 1.8 driving miles west of the proposed project site, located at 16244 Nordhoff Street. As a part of the Homeless and Stable Living Resources the LAPL offers, this branch provides a free Adult Literacy Program with biweekly, one-on-one tutoring sessions.[57] The addition of 54 residential units within the North Hills area would not generate a volume of demand on existing library services that would necessitate the construction of new or physically expanded LAPL facilities. Given the scope, location, and expected haul route of the project, there would be a less than significant impact to the nearby public services of the LAPL the Mid-Valley Regional Library Branch.

Mitigation Measures: No mitigation measures are required.

[57] LAPL, Homeless and Stable Living Resource Locations, Accessed on January 30, 2019 at: https://www.lapl.org/homeless-resources.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. 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?	☐	☐	☒	☐

Impact Analysis

a. Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. The City Department of Recreation and Parks provides facilities at seven locations within two miles of the site including a swimming pool, children's play areas, basketball courts, recreation centers, and parks among other amenities. These facilities include, North Hills Community Park, Sepulveda Recreation Center, Sepulveda Pool, Blythe Street Park, Tobias Avenue Park, Panorama Recreation Center, and Mid Valley Intergenerational Multipurpose Center [58] The project would provide on-site amenities consisting of:

- a community room,
- an exercise room,
- a dog park, and
- a patio roof terrace.

These amenities provided by the project would lessen demand on existing recreation facilities within the local area. Therefore, the project population increase would not result in substantial deterioration of local park and recreation facilities, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As discussed in response to Checklist Question XVI.a., the project would provide on-site recreational features that would lessen the demand on recreational facilities within the local area. The project would not require the construction or physical expansion of existing recreational facilities; therefore, the project would have a less than significant impact.

Mitigation Measures: No mitigation measures are required.

[58] City of Los Angeles Department of Recreation and Parks, Facility Map Locator, Accessed on January 18, 2019 at: https://www.laparks.org/parks.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. TRANSPORTATION. Would the project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

Impact Analysis

a. Less Than Significant Impact. A significant impact may occur if the project would conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. As an Element of the City General Plan, Mobility Plan 2035 sets the following objectives and policies addressing the City circulation system:

- Safety First: Design and operate streets in a way that enables safe access for all users and modes of travel.
- Access for All Angelenos: Ensure a fair and equitable system which is accessible to all and accommodates the most vulnerable of users.
- World Class Infrastructure: provide a well-maintained and connected network of streets, paths, bikeways and trails.[59]

Pedestrian access would be provided by an entryway connected to Sepulveda Boulevard, which would provide safe access to the lobby and parking garage. Additionally, the proposed housing would provide access to four bus stops within 0.7 miles of the site, located at Sepulveda/Chase, Sepulveda/Parthenia, Sepulveda/Roscoe, and Parthenia/Columbus. The project location may be accessed by the 166/364 Bus Line located on Nordhoff St. (0.7 miles from the project site) and the 152/353 Bus Line located on Roscoe Blvd (0.3 miles from the project site). The project site is accessible from the Metro Rapid Line 734 on Sepulveda Blvd., which provides better connections, fewer transfers, and more flexibility for bus riders within the area.[60] Bus route 234 also runs along Sepulveda Boulevard, providing access to bus stops close to the project site.[61]

The segment of Sepulveda Boulevard fronting the subject property does not contain an existing designated bicycle lane, however the Bicycle Lane Network, Map D2, from the General Plan Mobility Plan 2035

[59] Los Angeles Department of City Planning, Mobility Plan 2035, An Element of the General Plan, September 7, 2016.
[60] LA Metro, Valley Westside Express, Accessed on August 21, 2019 at: https://www.metro.net/riding/valley-westside-express/.
[61] Los Angeles County Metropolitan Transportation Authority, Maps & Timetables, Lines 090/091 – Northbound to Sylmar Southbound to Downtown LA via Glendale, Accessed on January 30, 2018 at: https://media.metro.net/documents/4b67940f-7c57-45a5-948b-d0a4a13563f4.pdf.

identifies this segment of Sepulveda Boulevard as a component of the planned bike lane network. This segment is identified as a Tier 2 Bicycle Lane, which are bicycle facilities on arterial roadways with striped separation, consist of approximately 400 miles, and are likely to be built out fully by 2035. As such, the proposed project would be consistent with the objectives Mobility Plan 2035 addressing the circulation system. The project also provides the number of bicycle parking spaces required under the applicable provisions of the LAMC. Therefore, the project would result in a less than significant impact.

Mitigation Measures: No mitigation measures are required.

b. **Less Than Significant Impact.** A significant impact may occur if the project would conflict or be consistent with CEQA Guidelines section 15064.3 subdivision (b). This section of the CEQA Guidelines presents the following Criteria for Analyzing Transportation Impacts:

> "(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
>
> (2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.
>
> (3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
>
> (4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section."

In accordance with criterion (3), Qualitative Analysis, the following provides a analysis evaluating factors such as the availability of transit and proximity to other destinations.

Demolition and Construction Vehicle Trips

The demolition process would take approximately two weeks and result in waste to be hauled off site. The construction process, including site preparation, grading and vertical construction is expected to last

approximately a year and a half. During this process, work crew vehicles and delivery trucks would enter and exit the site through Sepulveda Boulevard, contributing to a temporary increase in trip volume in the vicinity of the project. Construction equipment and materials would be staged on-site. As Sepulveda Boulevard offers three travel lanes in both directions, temporary construction traffic would not create a bottleneck for travelers passing by the site.

Additionally, there are no existing bike routes or transit services on the portion of Sepulveda Boulevard fronting the site, so construction would not require re-routing transit services or bicycle routes. The project does not propose in-street improvements that could result in long-term lane closures along Sepulveda Boulevard or other major streets in the site vicinity. The Permit Plan Review Section of the City Department of Transportation (LADOT) examines temporary traffic control plans designed to provide for the safe and efficient movement of road users through and around work zones for large projects that require the long-term use of the City's right-of-way, mainly consisting of street, lane, and sidewalk closures, if necessary. The project would also be required to comply with the applicable construction traffic measures. As such, the project would not conflict with the provisions of CEQA Guidelines Section 15064.3(b).

Operational Vehicle Trips

According to the LA Department of Transportation (LA DOT) Guidelines, a Technical Memorandum is required when a project is likely to add 25 to 42 a.m. or p.m. peak hour vehicle trips, and the adjacent intersection(s) are estimated to be operating at Level of Service (LOS) E or F. As shown in **Appendix I,** the project would generate 7 a.m. peak hour trips, 7 p.m. peak hour trips, and 69 daily trips and therefore, the LA DOT determined the project does not require a traffic study. Additionally, 36 apartment units and 91 senior housing units is the threshold utilized by LADOT for a traffic study.

Mitigation Measures: No mitigation measures are required.

c. Less Than Significant Impact. A significant impact may occur if the project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). During construction, worker vehicles and trucks would enter and exit the site directly from Sepulveda Boulevard. As the project would use an existing access road, the project would not increase hazards due to a design features. During operations, the project would use Sepulveda Boulevard to access a 10-foot driveway connecting the street to ground level parking. The portion of Sepulveda Boulevard fronting the site is wide, with three travel lanes and clear visibility of oncoming vehicles. The project would not substantially increase hazards due to a design feature. Therefore, the project will have a less than significant impact to increase hazards to a design feature or incompatible uses.

Mitigation Measures: No mitigation measures are required.

d. Less Than Significant Impact. A significant impact may occur if the project would result in inadequate emergency access. Project site access would be provided by a driveway connected to Sepulveda Boulevard, which would provide access to the ground floor garage with 20 vehicle parking spaces (18 of which are proposed as non-required spaces as a Developer Incentive). According to the Safety Element of the General Plan. Exhibit H, Sepulveda Blvd. is a Selected Disaster Route within 0.5 miles of the subject site. However, the infill development would not physically impact any emergency response or evacuation plan. Through the plan check process, the Fire Department would review the proposed site plan to ensure the project provides adequate access for emergency vehicles in compliance with applicable County fire

code requirements. Therefore, the impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. 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, feature, 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)?	☐	☐	☒	☐
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 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.	☐	☐	☒	☐

Impact Analysis

a. Less Than Significant Impact. A significant impact would occur if a project would cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. As mentioned in Section V., Cultural Resources, in response to checklist question a., the site is improved and does not contain historical resources. The site is not listed in a local register of historical resources as defined in Public Resources Code section 5020.1(k). However, while there are no known tribal cultural resources on the project site, resources may be unexpectedly encountered during ground disturbing activities. An Inadvertent Discovery Condition is recommended for inclusion in Case No. CPC-2019-3844-VZCJ-SPR so that the Native American Heritage Commission and interested Tribes will be contacted directly in the event of any discovery (see checklist question b. below).

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A significant impact would occur if a project would cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant.

The Phase I Cultural Resources Assessment found no significant cultural resources in the SCCIC and NAHC record searches, in a pedestrian walkthrough, or in review of historic maps and images. As the project area is not considered sensitive for cultural resources by the Phase I Cultural Resources Assessment,

it is unlikely that a resource of cultural value as determined by the lead agency would be found. While there are no known tribal cultural resources on the project site, resources may be unexpectedly encountered during ground disturbing activities. If a cultural resource is found during ground disturbance work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with the federal, State, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2.

California Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (NAHC) provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project site.

An informational letter was mailed to a total of ten (10) Tribes known to have resources in this area on July 16, 2019, describing the Project and requesting any information regarding resources that may exist on or near the Project site. On July 18, 2019, a response was received by the Fernandeño Tatavian Band of Mission Indians requesting a Geotechnical Report and grading/excavation plan, which the applicant provided. On July 23, 2019, the Fernandeño Tatavian Tribe requested that an Inadvertent Discovery condition be included as a condition of approval and that the Tribe be contacted directly in the event of discovery.

The Gabrieleño Band of Mission Indians requested consultation, which was held between the Lead Agency and the Gabrieleño Band of Mission Indians – Kizh Nation on August 28, 2019. At that time, representatives of the Tribe, Andrew Salas and Matthew Teutinez, explained that they are closely related to the San Fernando Band of Mission Indians represented by John Valenzuela, and would defer to that Tribe. Staff explained that the San Fernando Band of Mission Indians were noticed, but did not request consultation, after which the Gabrieleño Tribe confirmed their wish to defer to the San Fernando Tribe. The Gabrieleño representatives asked City staff to discuss the project (number of units, grading, no subterranean parking). Staff also discussed the Phase I Cultural Resource Assessment (see Appendix E) and explained that an archaeological monitor is recommended. The Gabrieleño representative asked that they be contacted in the event of any discovery.

As such, an Inadvertent Discovery Condition is recommended for inclusion in Case No. CPC-2019-3844-VZCJ-SPR so that the Native American Heritage Commission, the Fernandeño Tatavian Band of Mission Indians, and the Gabrieleño Band of Mission Indians – Kizh Nation will be contacted directly in the event of any discovery.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c. 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?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact Analysis

a. Less Than Significant Impact. A significant impact may occur if a project would require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas or telecommunications facilities, the construction of which could cause significant environmental effects. The project would generate water, wastewater, and stormwater typical of residential uses and would comply with applicable federal, state, and local laws, statutes, and ordinances regarding disposal. As infill development, the project would not result in the relocation of public utilities. See Section XIX.b. for an analysis of water supply and XIX.c. for an analysis of wastewater capacity. As urban infill, the project would generate a marginal net increase in demand for electric power, natural gas, and telecommunications facilities after subtracting the demand from the existing building to be demolished, and as such the project would have a less than significant impact.

Mitigation Measures: No mitigation measures are required.

b. Less Than Significant Impact. A significant impact would occur if the project did not have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

LADWP ensures the reliability and quality of its water supply through an extensive distribution system, comprising 7,337 miles of distribution pipes, 119 storage tanks, and a total storage capacity of 315,245 acre-feet.[62] According to the LADWP 2015 Urban Water Management Plan (UWMP), sufficient water supplies will be available for average weather years through the Year 2040 with existing passive conservation, as well as for a sequence of multiple dry years. Water supplies for the Year 2020 for an average weather year are projected by the UWMP to be 611,800 acre-feet per year (AFY). The project proposes 54 residential units (53 studio units and one-manager's unit with two-bedrooms). Based on these characteristics, water demand is provided in **Table XIX-1, Project Water Demand**.

Table XIX-1
Project Water Demand

Type of Use	Size or Units	Demand Rate [a]	Water Demand (gpd) [b]
Proposed			
Residential: Apt. - Bachelor/single (studio)	53 du[c]	96/du	5,088
Residential: Apt. - 2 Bedroom	1 du	192/du	192
Total Project Demand			**5,280**
Existing to be Removed			
Commercial building	6,400 sq. ft.	96 GPD/1,000 sq. ft.	614.4
Net Increase			**4,665.6**

[a] City of Los Angeles CEQA Thresholds Guide (2006), Exhibit M.2-12. Water demand assumed to be 120% of wastewater generation.
[b] gpd = gallons per day
[c] du = dwelling unit

As shown in Table XIX-1, the net increase in water demand resulting from the proposed project would be 4,665.6 gallons per day (gpd), or 5.23 AFY, which is a small fraction of one percent (i.e., 0.00085 percent) of LADWP's projected water demand for the Year 2020. The proposed project would comply with required Green Building Code requirements for water conservation, such as low-flush toilets and low-flow showerheads. Additionally, the Sustainable City pLAn (pLAn) was released in 2015 establishing short-term and long-term conservation targets for the City over the next 20 years to strengthen and promote sustainability, including reductions in water use. Based on this impact evaluation, the LADWP would have sufficient water supply to serve the project and reasonably foreseeable future development accounted for in the UWMP. The project would have a less than significant impact.

Mitigation Measures: No mitigation measures are required.

c. Less Than Significant Impact. A significant impact would occur if a project would result in a determination by the wastewater treatment provider, which serves or may serve the project, that it does not have adequate capacity to serve a project's projected demand in addition to the provider's existing commitments.

LA Sanitation operates more than 6,700 miles of public sewers that convey about 400 million gallons per day (MGD) of flow from residences and businesses to the City's four wastewater treatment and water reclamation plants.[63] Wastewater generated from the project site would be conveyed to the Hyperion Treatment Plant. Currently an average wastewater flow rate of nearly 275 million gallons per day (mgd) is

[62] LADWP, "Facts and Figures," www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water (accessed January 28, 2019).
[63] LA Sanitation, Sewers, Accessed on February 1, 2019 at: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-s?_adf.ctrl-state=101rkaq8yo_5&_afrLoop=1945382053351572#!.

generated in the system. The Hyperion Treatment Plant has the capacity to treat 450 mgd, and therefore has excess capacity of approximately 175 mgd.[64]

The project would require the installation of laterals to connect to existing sewer mains and would be limited to trenching, excavating and backfilling along the sewer alignments within the public right-of-way. Such construction activities would be localized and generally involve partial lane closures for a relatively short duration of typically a few days to a few weeks. The project sewer lines would then connect to existing infrastructure, which includes an existing 12-inch wye which feeds into the 12-inch main line (Pipe ID 3980300639803018A) on Sepulveda Boulevard,[65] maintained by the City Department of Public Works.

As part of the pre-construction process, detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point for the project site. The Applicant will be required to submit a Sewer Capacity Availability Request (SCAR) to verify the anticipated sewer flows and points of connection, and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the proposed project. The estimated amount of wastewater the project would generate is provided in **Table XIX-2, Project Wastewater Generation**.

Table XIX-2
Project Wastewater Generation

Type Description	Average Daily Flow per Type Description (GDP/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Existing			
Commercial Use	80 GPD/1,000 sq. ft.	6,400 sq. ft.	512 GPD
Proposed			
Residential: Apt. - Bachelor	80 GDP/DU	53 DU	4,240
Residential: Apt. - 2 Bedroom	160 GDP/DU	1 DU	160
Total Project Demand			**4,400**
Total Net Wastewater Generation			**3,888**
Source: L.A. CEQA Threshold Guidelines Exhibit M.2-12, Sewage Generation Factors			

As shown in Table XIX-2, Project Wastewater Generation, the net increase in wastewater generation would be 3,888 gpd, which would be less than 0.002 percent of the excess treatment capacity at Hyperion Treatment Plant. Based on estimated flows from the existing sewer infrastructure, it appears the sewer system would be able to accommodate the total flow for the project and ultimately the sewage flow will be conveyed to Hyperion Water Reclamation Plant, which has sufficient capacity for the project. There is adequate capacity to serve the project's projected demand in addition to the provider's existing commitments, and the project demand is a small percentage of the remaining capacity. Therefore, the project impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

[64] LA Sanitation, Hyperion Water Reclamation Plant, Accessed on February 1, 2019 at: 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?_afrLoop=4620187089132463&_afrWindowMode=0&_afrWindowId=1cb3ng6uon_139#!%40%40%3F_afrWindowId%3D1cb3ng6uon_139%26_afrLoop%3D4620187089132463%26_afrWindowMode%3D0%26_adf.ctrl-state%3D1cb3ng6uon_339.

[65] Navigate LA, Accessed on February 1, 2019 at: https://navigatela.lacity.org/navigatela/

d. Less Than Significant Impact. 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.

Solid waste generated within the City is recycled, reused, and transformed at a waste-to-energy facility or disposed of at a landfill. Sunshine Canyon Landfill is the nearest municipal waste landfill within the County that could serve the proposed project and is permitted to accept residential and construction non-hazardous waste. This landfill is currently permitted to receive up to 12,100 tons per day (tpd). [66] Waste disposal tonnage from January to June 2017 was 5,696 tpd. This equates to 6,404 tpd of permitted capacity for additional waste. As of January 1, 2018, the remaining capacity at Sunshine Canyon Landfill is estimated at approximately 78,147,663 cubic yards. Based on the currently approved maximum tonnage acceptance rate, the site has a remaining life of approximately 27 years.[67]

Demolition and Construction

Estimated project-generated construction waste is provided in **Table XIX-3, Demolition and Construction Solid Waste Generation**. The project would demolish an existing, currently vacant 6,400 sq. ft. commercial building and approximately 721 sq. ft. of existing parking lot and concrete surface area. Construction of the project would include 54 residential units, consisting of 53 studios and one manager's unit with two bedrooms.

Table XIX-3
Demolition and Construction Solid Waste Generation

Type of Use	Size	Generation Rate [a]	Total Waste (pounds)	Total Waste (tons)
Demolition				
Commercial Building	6,400 sq. ft	4.34 lbs/sq. ft.	27,776	14
Parking Lot/Concrete Area	721 sq. ft.	150 lbs/cubic ft.	108,000	54
Total Demolition Waste Generation				68
Diversion of 50% for Recycling [b]				34
Construction				
Multi-family Residential	52,800 sq. ft.	4.05 lbs/sq. ft.	213,840	107
Total Construction Waste Generation			213,840	107
Diversion of 50% for Recycling [b]			106,920	54
Total Demolition and Construction Waste for Landfill Disposal				**88**

[a] United States Environmental Protection Agency (US EPA), Office of Resource Conservation and Recovery, Report No. EPA530-R-09-002, Estimating 2003 Building-Related Construction and Demolition Materials Amount. Table 2-1.
[b] Required by LAMC, Sections 99.04.408.1 and 66.32.

As shown in Table XIX-3, the project would require construction waste diversion of at least 50 percent in accordance with the California Green Building Standards Code (Sections 4.408 and 5.408) and the LAMC (Section 99.04.408.1, Construction and Demolition). After factoring for the required diversion of 50 percent of waste generated, the project would generate approximately 34 tons of waste from demolition and

[66] County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan 2016 Annual Report (June 2017), Appendix E-2, Table 1.
[67] Semi-Annual Monitoring Report Second Semiannual & Annual 2017, Sunshine Canyon Landfill Facility WDID #L100006014618, February 2018, Accessed on January 23, 2019 at: https://1158r948xplt3nhkfm13qolh-wpengine.netdna-ssl.com/wp-content/uploads/2018/03/revSCL_2SA17.pdf

54 tons of waste from construction, for a total of 88 tons of combined demolition and construction waste as shown in Table XIX-3

Disposal of construction waste would occur over a limited period of time. The total construction waste disposal from the project, 88 tons, represents approximately one percent of the 6,404 tpd of permitted capacity for additional waste excess daily disposal capacity at Sunshine Canyon Landfill based on average daily disposal rates in 2017. Therefore, construction waste would not exceed the daily permitted capacity of the Sunshine Canyon Landfill. As such, solid waste disposal from construction activities would be less than significant.

Operations

Operational waste is provided in **Table XIX-4, Operational Solid Waste Generation**.

Table XIX-4
Operational Solid Waste Generation

Type of Use	Unit Amount	Generation Rate (lb/unit/day) [a]	Total Waste (lbs/day)	Total Waste (tpd)
Operations				
Residential	54	12.23	660	0.3
Total Operations Waste Generation			**660**	**0.3**
Diversion of 50% for Recycling [b]			330	0.16
Total Construction Waste for Landfill Disposal			**300**	**0.16**

[a] City of Los Angeles. L.A. CEQA Thresholds Guide. 2006. p. M 3-2.
[b] Required by LAMC, Section 99.04.408.1 and 66.32.

As shown in Table XIX-4, Operations Solid Waste Generation, residential uses are estimated to generate 12.23 pounds per household per day, which would result in a total project generation of approximately 660 pounds per day, prior to recycling diversion. Diversion of 50 percent of the solid waste stream for recycling would result in a total of 330 pounds per day (0.16 tpd) to be disposed in landfills, which would represent approximately 0.002 percent of the surplus permitted daily capacity of Sunshine Canyon Landfill reported in 2017. Operational solid waste impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

e. 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 typical of residential uses and would comply with applicable federal, state, and local laws, statutes, and ordinances regarding the proper disposal of solid waste. Appropriate disposal of potentially hazardous construction materials from demolition of existing structures is discussed in Section IX, Hazards and Hazardous Materials. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XX. WILDFIRE. If located in or near state responsibility areas or land classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factor, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Impact Analysis

a-d. No Impact. The project site is located in an urbanized area of the San Fernando Valley within the Mission Hills-Panorama City-North Hills Community Plan area, which has been developed and zoned for residential and commercial uses. The project site is not located within or near a state responsibility area (SRA)[68] or land classified as a Very High Fire Hazard Severity Zone (VHFHSZ)[69].

Existing LAFD fire stations in the vicinity would serve the proposed project. In the event of a wildfire, the nearest fire station is LAFD Fire Station No. 90, located approximately 2 driving miles southwest of the project site. Other LAFD fire stations in the project vicinity and approximate distances include Station 7 (2.2 miles) and Station 81 (2.3 miles). In addition, in accordance with the LAMC requirements (Section 57.507.3.3), the project would be required to install an automatic fire sprinkler system and undergo a plan check process with LAFD for review and approval of fire prevention and safety features. The project is not located within or near a SRA or VHFHSZ; therefore, the project would have no impact.

Mitigation Measures: No mitigation measures are required.

[68] Board of Forestry and Fire Protection, State Responsibility Area Viewer, Accessed on February 25, 2019 at: http://www.fire.ca.gov/fireprevention fee/sraviewer_launch.

[69] Los Angeles County, Very High Fire Hazard Severity Zones in SRA, Adopted by CAL FIRE on November 7, 2007, Accessed on February 25, 2019 at: http://frap.fire.ca.gov/webdata/maps/los_angeles/fhszs_map.19.pdf.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of 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 that cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Impact Analysis

a. Less Than Significant Impact. For the purpose of this analysis, a significant impact could occur if a project would significantly degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

The project site is within an urbanized area of the City, surrounded by urban uses including a major arterial street, Sepulveda Boulevard, which is designated a Boulevard II by the Mobility Plan 2035, and adjacent residential and commercial uses, and would have a less than significant potential to degrade the quality of the environment. The project would be completely constructed within previously developed lots, which do not represent substantial habitat for fish or wildlife. As an infill development in an urban context, the project would not eliminate a plant or animal community or restrict the range of any plant or animal. The proposed project development would not eliminate any known important examples of the major periods of California history or prehistory, and would not eliminate any unknown important examples of California prehistory by observing regulatory compliance requirements. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

b. Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. Implementation of the mitigation measures identified would reduce cumulative impacts to less than significant levels.

Mitigation Measures

XXI-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. Less Than Significant Impact. A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable to reduce all potential impacts to less than significant levels. Upon implementation of mitigation measures identified and with compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.

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6.0 PREPARERS AND REFERENCES

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APPENDIX A

California Emissions Estimator Model Outputs

APPENDIX B

Presence/Absence Survey for Protected Trees

APPENDIX C

Phase I Cultural Resource Assessment

APPENDIX D

Geotechnical Investigation

APPENDIX E

Soils Report Approval Letter

APPENDIX F-1

Phase I Environmental Site Assessment Report Update

F-1.1 EFI Global Report (2017)

F-1.2 Illustrations (2019)

F-1.3 Photos (2019)

F-1.4 Radius Map Report (2019)

F-1.5 Supporting Documentation (2019)

APPENDIX F-2

Asbestos and Lead Paint Summary Report

F-2.1 Sample Location Plans

F-2.2 Asbestos Sample Analysis Reports and Chain of Custody

APPENDIX G

Concept Drainage Plan

APPENDIX H

Noise and Vibration Study

H.1 Noise Study Product Specification Sheets

APPENDIX I

Department of Transportation Referral Form