

EXHIBIT C

Environmental Clearance

**Mitigated Negative Declaration
Mitigation Monitoring Program**

Mitigated Negative Declaration Hyperlink

ENV-2019-1065-MND

<https://planning.lacity.org/odocument/30b4f3bc-b498-4392-81c4-164f92c94b38/ENV-2019-1065.pdf>

MAGNOLIA SCIENCE ACADEMY MASTER PLAN

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

Prepared for

CITY OF LOS ANGELES
Department of City Planning
Project Planning Bureau, Expedited Processing
200 North Spring Street, Room 763
Los Angeles, CA 90012

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1.0 INTRODUCTION

This section provides an overview of the Magnolia Science Academy Master Plan (proposed project) and the environmental review process. The discretionary actions and approvals needed from the City of Los Angeles Department of City Planning (DCP) to implement the proposed project are also identified.

1.1 PROJECT OVERVIEW

The Magnolia Science Academy 1-Reseda charter school, operated by Magnolia Public Schools (MPS), is located at West Sherman Way in the City of Los Angeles within the San Fernando Valley. Presently, the school campus consists of a two-story, approximately 26,000-square-foot classroom building and a surface parking area that serves approximately 500 students in grades 6-12. MPS recently acquired the adjacent property, and DCP has approved the construction of a new two-story high school building with a rooftop exercise area that will allow the school to serve an additional 500 high school students, increasing the total capacity of the school to approximately 1,000 students. The City of Los Angeles Department of Building and Safety (LADBS) has completed plan check review of the future new high school building, and construction is currently underway.¹

The proposed project consists of a zone change from Automobile Parking (P) to Commercial (C2) for the rear portion of the school campus. The zone change is required to allow the addition of a modular restroom facility, a solar shade structure to provide a covered student activity area within the existing parking lot, and a portion of the existing parking lot to be converted to open recreation space and landscaped areas. An eight-foot tall concrete masonry unit (CMU) block wall would be constructed along the entire southern property line of the school campus. The CMU block wall would function as both a security feature and a noise barrier for the single-family residences located directly south of the school campus. The proposed project also includes the installation of a six-foot tall security fence (either chain link or wrought iron) on the east and west sides of the campus.

1.2 ENVIRONMENTAL COMPLIANCE REQUIREMENTS

Section 15063(a) of the California Environmental Quality Act (CEQA) Guidelines requires the lead agency to prepare an Initial Study (IS) to determine if the proposed project may have a significant effect on the environment. The purpose of this document is to inform the City of Los Angeles, public agencies and interested parties of the potential environmental effects resulting from the proposed project. For the proposed project to obtain an environmental clearance in the form of a Mitigated Negative Declaration (MND) in compliance with CEQA, any potential significant adverse effects must be mitigated to a less-than-significant level. This document alone does not determine whether the proposed project will be approved. Rather, it is a disclosure document aimed at equally informing all concerned parties and fostering informed discussion and decision-making regarding all aspects of the proposed project.

1.3 DISCRETIONARY ACTIONS AND APPROVALS

Discretionary actions include those local approvals or entitlements necessary to implement a project. The discretionary actions requiring for the proposed project include the following:

- A zone change from [Q]P-1L-CDO (Automobile Parking) to [Q]C2-1L-CDO (Commercial) for the portion of the project site south of the east-west alley that bisects that project site.²

¹City of Los Angeles Department of Building and Safety, Plan Check No. B17LA10287.

²DCP has already granted approval of a variance to permit the continued use and maintenance of the portion of a property zoned for parking to be used for student lunch, recreation and drop-off/pick-up. Case No. ZA 2014-0995 (ZV), approved on July 15, 2015.

- CDO approval for a development projected within the Reseda Central Business District Community Design Overlay District.
- In addition, pursuant to various sections of the LAMC, the Applicant will also request various ministerial administrative approvals and permits from the LADBS and other municipal agencies for project construction actions, including but not limited to the following: haul route, street tree removal, demolition, grading (demolition of existing asphalt would generate approximately 534 cubic yards of debris, requiring approximately 42 truckloads for disposal), foundation, building and tenant improvements.

1.4 PROJECT INFORMATION

Project Title:	Magnolia Science Academy Master Plan 18220 and 18238 Sherman Way Reseda, CA 91335
Lead Agency Name and Address:	City of Los Angeles Department of City Planning 200 North Spring Street, Room 763 Los Angeles, CA 90012
Contact Person and Phone Number	Renata Ooms, City Planning Associate (213) 978-1222
Project Sponsor's Name and Address:	Veronica Becerra Rabuild Commercial Services, LLC 449 West Foothill Boulevard, Suite 157 Glendora, CA 91741

1.5 ORGANIZATION OF INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

The content and format of this Initial Study/Mitigated Negative Declaration (IS/MND) is designed to meet the requirements of CEQA. This IS/MND is organized into the following four sections:

1.0 Introduction. This section provides an overview of the proposed project and the environmental review process.

2.0 Project Description. This section provides a description of the proposed project, a description of the project site and the surrounding land uses, and the estimated timeline for the construction and implementation of the proposed project.

3.0 Initial Study Checklist and Evaluation. This section contains the CEQA Initial Study Checklist, which identifies the level of impact under each environmental impact category. This section also includes a discussion of the environmental impacts associated with each category.

4.0 List of Preparers and Sources Consulted. This section provides a list of consultant team members that participated, and a list of sources and references used in the preparation of this Initial Study.

2.0 PROJECT DESCRIPTION

This section provides a description of the project site and the surrounding land uses, characteristics and components of the proposed project, and the estimated timeline for the implementation of the proposed project.

2.1 BACKGROUND

MPS operates ten tuition-free public charter schools that serve high school, middle school, and elementary students from Reseda, Van Nuys, Northridge, Granada Hills, Chatsworth, North Hills, Lake Balboa, North Hollywood, Sun Valley, Arleta, Mission Hills, Panorama City, Valley Glen, Carson, Bell, Santa Ana, San Diego, and Los Angeles. The Magnolia Science Academy 1-Reseda public charter school is located at 18238 Sherman Way in the San Fernando Valley area of the City of Los Angeles. Historically, the campus consisted of assessor parcel numbers (APNs) 2125-036-095 and 2125-036-100 owned by MPS and APNs 2125-036-021 and 2125-036-105 which are adjacent to the east under lease to MPS. MPS recently acquired APNs 2125-036-021 and 2125-036-105. This property formerly contained a commercial building and a parking lot. Various activities are conducted in the parking lot under zone variance ZA 2014-0995-ZV. The building has been demolished, and DCP has approved the construction of a new two-story high school building with a rooftop exercise area in this location that will allow the school to serve an additional 500 high school students, increasing the total capacity of the school to approximately 925 students.³ LADBS has completed plan check review of new high school building and associated parking lot improvements. Construction is currently underway.⁴

The school operates on a traditional school schedule with students attending for approximately 6.5 hours per day for a standard school year plus summer session. There are after school enrichment programs and limited "daycare" that can run to 5:00 p.m. or 6:00 p.m.; less than half of the student population remains on campus for these programs. Night and weekend special events occur approximately 10 times per year. The future new high school building will contain an outdoor dining area, an indoor dining area and will have rooftop dining as well. About half of the high school students will use the dining area south of the alley. There is no on-site kitchen or food preparation; food is catered.

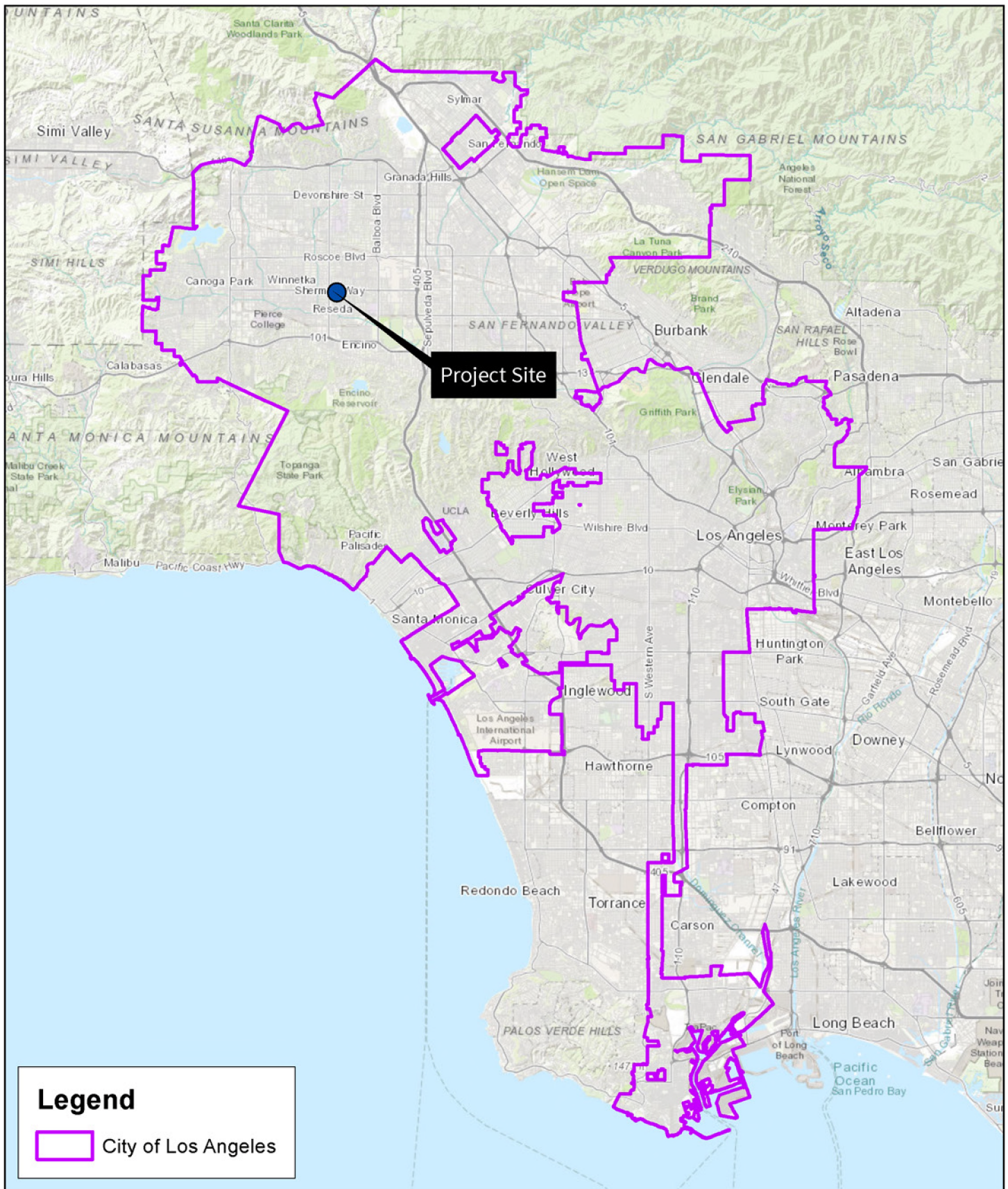
2.2 PROJECT SITE AND SURROUNDING USES

The Magnolia Science Academy 1-Reseda public charter school is located at 18238 Sherman Way (project site) in the Reseda-West Van Nuys Community Plan Area of the City of Los Angeles within the Reseda Central Business District Community Design Overlay Zone, the Reseda Central Business District Streetscape Plan, and the Reseda Village Merchant Business Improvement District. The location of the project site is shown **Figure 2-1**, and an aerial photograph depicting the project site and the surrounding land uses is shown in **Figure 2-2**.

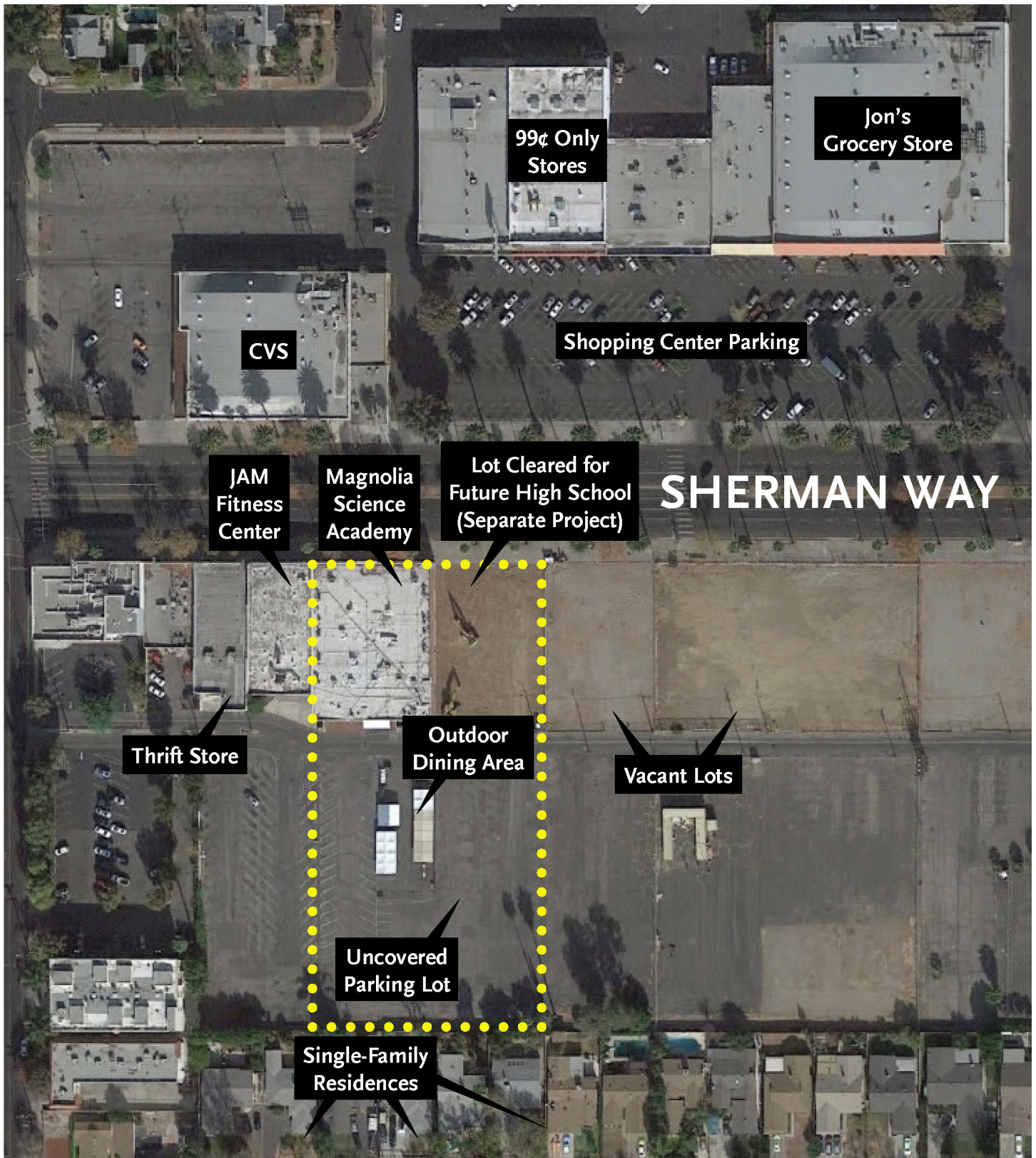
As shown in **Figure 2-2**, the project site is presently developed with a two-story classroom building on the south side of Sherman Way and a large surface parking lot. The vacant lot visible to the east of the exiting classroom building is the location of the future new two-story high school building is now under construction. The portion of the project site north of the east-west through alley that bifurcates that project site containing the existing classroom building and the future new high school building site is zoned for commercial uses (C2).

³City of Los Angeles Department of City Planning, Case No. DIR-2018-0080-CDO.

⁴City of Los Angeles Department of Building and Safety, Plan Check No. B17LA10287.



Source: TAHA, 2018.



LEGEND:

Project Site

Source: TAHA, 2018.



The portion of the project site south of the alley is zoned for parking uses (P). A temporary enclosure, which allows for outdoor dining, is located on a portion of the parking lot. This commercial use is permitted under ZA 2014-0995-ZV. Vehicle ingress and egress is via the alley, which intersects Etiwanda Avenue to the west and Lindley Avenue to the east and separates the northern portion of the project site with the commercial zoning designation from the southern portion of the project site with the parking zoning designation.

The adjacent properties to the north, east, and west of the project site are zoned for commercial uses (C2) and for parking uses (P) and developed with one- and two-story commercial buildings. The property to the west is developed with the Joining All Movement (JAM) fitness center. The properties across Sherman Way to the north consist of a shopping center with a CVS Pharmacy and a Jon's grocery store. The properties directly to the south are zoned for residential uses (R1-1) and are developed with single-family residences.

2.3 PROJECT CHARACTERISTICS

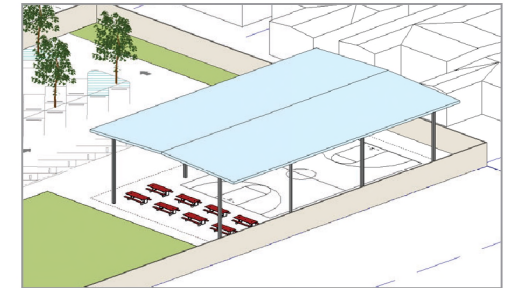
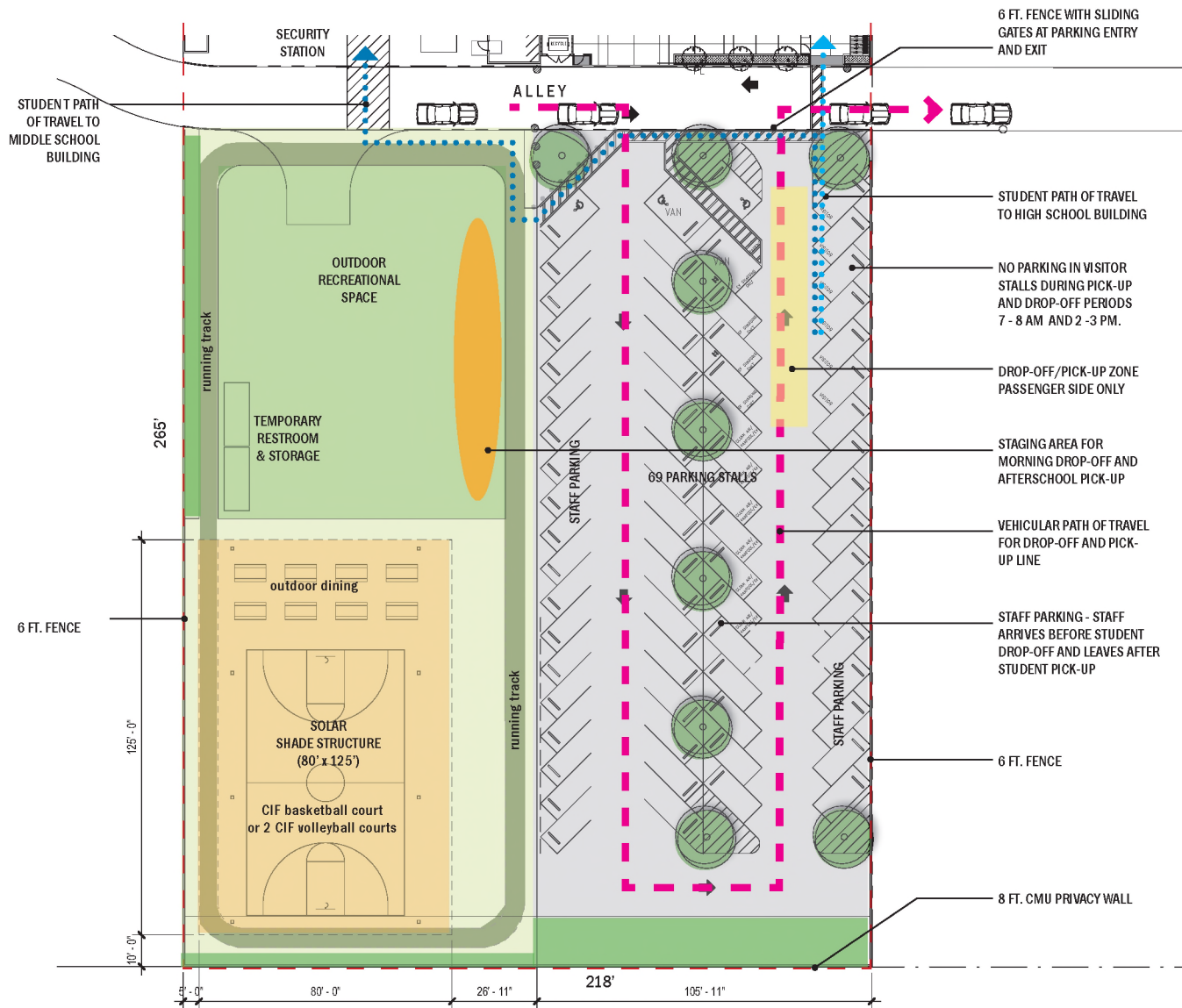
Under the current zoning designation, more than half of the project site is restricted to parking. Per the Los Angeles Municipal Code (LAMC) and operational experience, the school does not require such a large amount of parking. The school does however require additional academic support and recreational space. DCP has already granted approval of a variance from Section 12.12.1-A of the LAMC to permit the continued use and maintenance of the portion of a property zoned for parking to be used for student lunch, recreation and drop-off/pick-up.⁵ Therefore, the proposed project consists of a zone change from Automobile Parking (P) to Commercial (C2) for the portion of the school campus south of the alley to allow for the addition of a modular restroom facility and a solar shade structure to provide a covered student activity area and dining within the existing parking lot. The solar shade shelter will provide outdoor dining currently permitted in a temporary outdoor dining area under ZA-2014-0995-ZV. In addition, a portion of the existing parking lot would be converted to open recreation space and an eight-foot tall CMU block wall would be constructed along the entire southern property line of the school campus. A security fence (either chain link or wrought iron) would also be installed along the portion of the campus south of the alley. The CMU block wall would function as both a security feature and a noise barrier for the single-family residences located directly south of the school campus. The conceptual plan for the school campus is depicted in **Figure 2-3**.

A landscape plan for the parking lot area south of the future new high school building has been approved and landscaping would also be installed at the Sherman Way entrance and at the alley side of the project site. The parking lot area would include lighting per City code requirements for safety and security. Limited night lighting currently exists on one Los Angeles Department of Water and Power (LADWP) pole in the alley and several light fixture on the side of the existing classroom building.

2.4 CONSTRUCTION ACTIVITIES AND SCHEDULE

The construction activities would include the removal of the existing outdoor dining enclosure and the installation of a solar shade structure with modular restroom facilities. In addition, a portion of the parking lot will be converted to open recreation space. These construction activities are anticipated to be complete within approximately 12 months and would entail pavement removal and the associated grading for the installation of the solar shade structure and artificial turf. In accordance with the City of Los Angeles Noise Ordinance, construction crews would work no more than eight hours per day and would restrict their activities to between 7:00 a.m. and 8:00 p.m. on non-federal holiday weekdays, and between 8:00 a.m. and 6:00 p.m. on Saturdays. No construction on Sundays or federal holidays would occur.

⁵City of Los Angeles, Case No. ZA 2014-0995 (ZV), approved on July 15, 2015.



Source: gkkworks, 2019; TAHA, 2019.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED


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

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture / Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> 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" 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 ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature

8/14/19
Date

Renata Ooms
Printed Name

City of Los Angeles Department of City Planning
For

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.1 AESTHETICS - Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>a) Less-Than-Significant Impact. A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. A panoramic view would be generally wide and extend into the distance. The value of a scenic vista would be diminished if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The project site is located within the central portion of the Reseda-West Van Nuys Community Plan Area (CPA) in the City of Los Angeles. In general, the Reseda-West Van Nuys CPA has a pattern of low to medium building heights (i.e., one- to three-story buildings). Taller buildings within one-quarter mile from the project site are limited to an approximately 10-story medical office. Due to the flat topography of the area, there are no focal points or panoramic views of broader geographic areas available in public rights-of-way. Furthermore, the proposed modular restroom facility and solar shade structure would be located within the existing parking lot area behind the exiting classroom and the future new high school buildings on Sherman Way. These proposed structures would also be consistent with the existing development pattern in the vicinity of the project site. Therefore, impacts would be less than significant.</p> <p>b) No Impact. A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The nearest State-designated scenic highway is the newest officially designated State Scenic Highway, Topanga Canyon, which is approximately five miles west of the project site. While the project site is not within viewshed of this scenic highway Sherman Way is a City designated scenic highway.⁶ However, the proposed improvements to the project site are located behind the exiting classroom and the future high school buildings, and no visual impacts related to the trees, rock outcroppings, and historic buildings would occur. Therefore, no impact would occur.</p> <p>c) Less-Than-Significant Impact. A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The exiting development with the immediate vicinity of the project site primarily consist of low-rise (one- to three-story) buildings. The proposed modular restroom facility and solar shade structure would be located within the existing parking lot area behind the exiting classroom and the future new high school buildings on</p>				

⁶City of Los Angeles, *Mobility Plan 2035, An Element of the General Plan*, September 7, 2016.

Sherman Way. These proposed structures would be consistent with the height and aesthetic character of the surrounding area. Therefore, the proposed project would result in a less-than-significant impact.

- d) **Less-Than-Significant Impact with Mitigation Incorporated.** A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the project site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions.

Due to the urbanized nature of the project area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The proposed improvements would occur within the existing parking lot area behind the exiting classroom and the future high school buildings on Sherman Way. The proposed project would include exterior lighting for safety and security purposes; however, with implementation of Regulatory Compliance Measure **RC-AES-1** and Mitigation Measure **AES-1** light and glare impacts would be less than significant.

According to the City's L.A. CEQA Thresholds Guide, shade and shadow impacts are considered significant when they cover shadow-sensitive uses for a substantial amount of time (three to four hours depending on the time of the year). Due to the sun's angle in the northern hemisphere, shadows are cast in a clockwise direction from west/northwest to east/northeast from approximately 7:00 a.m. to 4:00 p.m. or later depending on the time of the year: Spring/Fall Equinoxes (March 20 and September 22), Winter Solstice (December 21), and Summer Solstice (June 21). Generally, the shortest shadows are cast during the Summer Solstice and grow increasingly longer peaking at the Winter Solstice. During the Winter Solstice, the sun appears to be lower in the sky and shadows are at their maximum coverage lengths. Shadow-sensitive uses generally include routinely useable outdoor spaces associated with residential, recreational, or institutional land uses; commercial uses, such as pedestrian-oriented outdoor spaces or restaurants with outdoor seating areas; nurseries; and existing solar collectors/panels. The proposed solar shade shelter would be located to the north of the adjacent single-family residences. Therefore, shadows from the solar shade shelter would not be cast onto these shadow sensitive uses. No other shadow sensitive uses and in the immediate vicinity of the project site. Therefore, no impact would occur.

Regulatory Compliance Measures

RC-AES-1 Aesthetics (Light)

- In compliance with the Reseda CDO, lighting should be directed on-site and shielded away from surrounding residential areas

Mitigation Measures

AES-1 Aesthetics (Glare)

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

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.2 AGRICULTURE AND FORESTRY RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) No Impact. A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site is currently developed with a two-story classroom building and a parking lot. A new high school building has been approved and will be constructed on the project site shortly. No farmland, agricultural uses, or related operations are present within the project site or surrounding area. Likewise, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no impact would occur.				
b) No Impact. A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The project site is not zoned for agricultural use or under a Williamson Act. The project site is currently zoned for commercial (C2) and parking (P) uses. Therefore, no impacts would occur.				
C, d) No Impact. A significant impact would occur if the proposed project would conflict with existing zoning for forest land ⁷ or timberland, ⁸ cause the rezoning of forest land or timberland, result in the loss of forest land, or convert forest land to non-forest use. The project site is currently zoned [Q]C2-1L-CDO and [Q]P-1L-CDO, which is not for forest land or timberland. Furthermore, there is no existing forest land or timberland on the site. Therefore, no impact would occur.				

⁷Forest Land defined in PRC Section 12220(g): "Forest land is land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

⁸Timberland defined in PRC Section 4526: "Timberland means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis after consultation with the district committees and others."

- e) **No Impact.** A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. As discussed above, the project site does not contain farmland, forestland, or timberland. Accordingly, the proposed project would not result in the conversion of these uses to non-agricultural or non-forest uses. Therefore, no impact would occur.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.3 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less-Than-Significant Impact.** A significant air quality impact may occur if a project is not consistent with or would obstruct implementation of the applicable air quality plans. The following analysis addresses the consistency with applicable South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments (SCAG) policies, including the SCAQMD's 2016 Air Quality Management Plan (AQMP) and growth projections within the SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). In accordance with the procedures established in the SCAQMD's CEQA Air Quality Handbook, the following criteria are required to be addressed in order to determine the consistency with applicable SCAQMD and SCAG policies:

- Would the project result in any of the following?
 - An increase in the frequency or severity of existing air quality violations; or
 - Cause or contribute to new air quality violations; or
 - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
- Would the project exceed the assumptions utilized in preparing the AQMP?
 - Is the project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
 - Does the project include air quality mitigation measures; or
 - To what extent is project development consistent with the AQMP land use policies?

Addressing the first criterion related to air quality violations, the SCAQMD has developed regionally specific air quality significance thresholds to assess potential impacts that may result from construction and operation of proposed projects. The SCAQMD derived both regional and localized thresholds as screening metrics to determine the potential for air quality violations resulting from implementation of CEQA projects. The regional emissions analysis includes all sources of air pollutants associated with construction and operation of the proposed project, including on-site sources (i.e., heavy duty construction equipment and fugitive dust generation during earth-moving activities) and off-site sources (i.e., mobile source emissions from vehicle travel and utility generation at remote facilities). The localized emissions analysis focuses only on emission sources situated on the project site, and emissions from these sources are compared to localized significance threshold (LST) values.

The LST values were designed to prevent air quality violations by limiting emissions based on local emissions profiles and pollutant concentrations measured at the nearest ambient air quality monitoring site. The SCAQMD jurisdiction is divided into 38 Source Receptor Areas (SRAs), each with its own corresponding LST values. Daily regional and localized emissions of nitrogen dioxide as nitrogen oxides (NO_x), carbon monoxide (CO), respirable particulate matter less than 10 microns in diameter (PM₁₀),

and fine particulate matter less than 2.5 microns in diameter (PM_{2.5}) have been analyzed for the proposed project. Sulfur dioxide (SO₂) emissions—assessed as SO_x in the context of the SCAQMD thresholds—would be negligible during construction and operations, and, therefore, would not have the potential to cause or affect a violation of the SO₂ ambient air quality standard. Since volatile organic compounds (VOCs) are not a criteria pollutant, there is no ambient standard or localized threshold for VOCs. Due to the role VOCs play in ozone formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

The proposed project would result in a significant air quality impact if maximum daily emissions of any regulated air pollutant exceed the applicable SCAQMD mass daily thresholds shown in **Table 3-1** during construction activities or future operations.

TABLE 3-1: SCAQMD AIR QUALITY SIGNIFICANCE THRESHOLDS – MASS DAILY EMISSIONS						
Scenario	VOC (pounds/day)	NO_x (pounds/day)	CO (pounds/day)	SO_x (pounds/day)	PM₁₀ (pounds/day)	PM_{2.5} (pounds/day)
CONSTRUCTION						
Regional	75	100	550	150	150	55
Localized	-	103	562	-	4	3
OPERATION						
Regional	55	55	550	150	150	55
SOURCE: SCAQMD, 2018.						

Construction

Construction of the proposed project has the potential to create air quality impacts using heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the project site. Fugitive dust emissions would primarily result from site preparation (e.g., excavation and grading) activities. NO_x emissions would primarily result from the use of construction equipment and haul trucks. The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day-to-day, depending on the intensity of equipment use, the specific type of activity and, for dust, the prevailing weather conditions.

It is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce PM_{2.5} (particulate matter 2.5 microns or less in diameter) and PM₁₀ (particulate matter 10 microns or less in diameter) emissions associated with construction activities by approximately 61 percent.

Daily emissions of regulated pollutants associated with construction activities and future operation of the proposed project were estimated using the California Emissions Estimator Model (CalEEMod). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutants emissions for a variety of land use projects. The emissions factors and calculation methodologies contained in the CalEEMod program have been approved for use by the SCAQMD. The model contains data that are specific for the SCAQMD jurisdiction and Los Angeles County.

Construction assumptions were developed using a combination of specific details provided by the project team and CalEEMod default project parameters. Construction would begin in January 2019 and it is anticipated that demolition of existing asphalt would generate approximately 534 cubic yards of debris, requiring approximately 42 truckloads for disposal over a 15-day period. Construction activity would generate on-site pollutant emissions associated with equipment exhaust and fugitive dust. The localized analysis was completed based on the recommended LST methodology promulgated by the SCAQMD for disclosure. **Table 3-2** presents unmitigated daily emissions that would be generated by construction activities during each phase. Emissions have been separated by the source location for each activity. Maximum daily regional emissions during project construction would not exceed applicable SCAQMD regional mass daily threshold values.

TABLE 3-2: ESTIMATED DAILY CONSTRUCTION EMISSIONS						
Construction Phase	Daily Emissions (Pounds Per Day)					
	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
DEMOLITION						
On-Site Emissions	0.2	2.3	2.3	<0.1	0.5	0.2
Off-Site Emissions	0.1	0.9	0.6	<0.1	0.2	<0.1
Total	0.3	3.2	2.9	<0.1	0.7	0.2
SITE PREPARATION						
On-Site Emissions	0.2	2.3	2.3	<0.1	0.2	0.1
Off-Site Emissions	<0.1	<0.1	0.3	<0.1	0.1	<0.1
Total	0.2	2.3	2.6	<0.1	0.3	0.1
GRADING						
On-Site Emissions	0.7	8.9	4.1	<0.1	0.6	0.4
Off-Site Emissions	0.1	<0.1	0.4	<0.1	0.1	<0.1
Total	0.8	8.9	4.5	<0.1	0.7	0.4
BUILDING CONSTRUCTION						
On-Site Emissions	0.4	4.1	4.4	<0.1	0.3	0.2
Off-Site Emissions	0.3	1.4	2.5	<0.1	0.6	0.2
Total	0.7	5.5	6.9	<0.1	0.9	0.4
PAVING						
On-Site Emissions	0.7	5.7	5.1	<0.1	0.3	0.3
Off-Site Emissions	0.1	0.1	0.7	<0.1	0.2	<0.1
Total	0.8	5.8	5.8	<0.1	0.5	0.3
ARCHITECTURAL COATING						
On-Site Emissions	2.7	2.4	2.5	<0.1	0.2	0.2
Off-Site Emissions	0.1	<0.1	0.4	<0.1	0.1	<0.1
Total	2.8	2.4	2.9	<0.1	0.3	0.2
BUILDING CONSTRUCTION + PAVING + ARCHITECTURAL COATING OVERLAP						
On-Site Emissions	3.8	12.2	12.0	<0.1	0.8	0.7
Off-Site Emissions	0.5	1.5	3.6	<0.1	0.9	0.2
Total	4.3	13.7	15.6	<0.1	1.7	0.9
REGIONAL ANALYSIS						
Maximum Daily Emissions	0.5	1.5	3.6	<0.1	0.9	0.2
Regional Significance Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
LOCALIZED ANALYSIS						
Maximum Daily Emissions	-	12.2	12.0	<0.1	0.8	0.7
Localized Significance Threshold/a/	-	103	562	-	4	3
Exceed Threshold?	-	No	No	-	No	No
/a/ Assumed a 1-acre project site and a 25-meter (82-foot) receptor distance. SOURCE: TAHA, 2018.						

On-site emissions of NO_x, CO, PM₁₀, and PM_{2.5} were analyzed in order to: (1) ascertain potential effects on localized concentrations; and (2) determine if there is a potential for such emissions to cause or affect a violation of the ambient air quality standards. Additionally, localized emissions from on-site sources during construction activities would remain below the applicable SCAQMD LST values for a one-acre project site in SRA 2 having sensitive receptors within 25 meters (82 feet) of the project site, the nearest sensitive receptor adjacent to single-family residences south of the project site. As demonstrated in the analysis above in **Table 3-2**, localized emissions would not exceed the SCAQMD-recommended localized thresholds. Therefore, air quality impacts under this threshold criterion would be less than significant and no mitigation is required.

Operations

CalEEMod was also used to estimate emissions during future operation of the proposed project. Operational emissions of criteria pollutants would be generated by area sources, such as natural gas for water heating, gasoline-powered landscaping and maintenance equipment, consumer products such as household cleaners, and architectural coatings for routine maintenance. Implementation of the proposed project would not change existing daily vehicle trips; therefore, mobile source emissions were not included within the analysis. Project operations would not result in any new substantial stationary sources of air pollutants on the project site. Therefore, an operational LST analysis is not warranted. LST values for daily emissions of NO_x, CO, PM₁₀, and PM_{2.5} during construction activities are shown in **Table 3-1** for a one-acre project site located in SRA 2 Northwest Coastal Los Angeles County having sensitive receptors within 25 meters.

Table 3-3 presents unmitigated daily operational emissions associated with the proposed project. Unmitigated regional emissions would not exceed the SCAQMD thresholds. Therefore, the proposed project would result in a less than significant impact related to regional operational emissions.

TABLE 3-3: ESTIMATED DAILY OPERATION EMISSIONS						
Source Category	Daily Emissions (Pounds Per Day)					
	VOC	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Area	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
REGIONAL ANALYSIS						
Maximum Daily Operational Emissions	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No
SOURCE: TAHA, 2018.						

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG 2016–2040 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

Implementation of the proposed project would not introduce new population, housing, and employment to the project area, and therefore population and housing projections for the region would not be affected. The proposed project would not have any potential to result in growth that would exceed the projections incorporated into the AQMP or the SCAG 2016–2040 RTP/SCS.

- Does the project implement feasible air quality mitigation measures?

The proposed project would comply with all applicable regulatory standards (e.g., SCAQMD Rules 402 for nuisances and 403 for fugitive dust) as required by the SCAQMD. As demonstrated in this analysis, the proposed project would not result in significant air quality impacts and no mitigation measures are required to reduce emissions. As such, the proposed project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth by the City of Los Angeles?

The proposed project includes recreational facilities for an existing school. The project would be consistent with City goals and objectives to provide adequate recreational facilities.

- b) **Less-Than-Significant Impact.** The Basin is currently designated nonattainment for ozone (O_3), PM_{10} , and $PM_{2.5}$ under the state standards and nonattainment for O_3 and $PM_{2.5}$ under the federal standards. Therefore, a project may result in a cumulatively considerable air quality impact under this criterion if daily emissions of ozone precursors (VOC and NO_x) or particulate matter (PM_{10} and $PM_{2.5}$) exceed applicable air quality thresholds of significance established by the SCAQMD. The SCAQMD designed the regional mass daily thresholds and LST values to prevent projects from exceeding the ambient air quality standards and potentially resulting in air quality violations. The SCAQMD suggests that if any quantitative air quality significance threshold is exceeded by an individual project during construction activities or operation, that project is considered cumulatively considerable and would be required to implement effective and feasible mitigation measures to reduce air quality impacts.

Conversely, the SCAQMD propagates the guidance that if an individual project would not exceed the regional mass daily thresholds or LST values, then it is generally not considered to be cumulatively significant. This method of impact determination allows for the screening of individual projects that would not represent substantial new sources of emissions in the Basin; it also serves to exclude smaller projects from the responsibility of identifying potentially concurrent new or proposed construction and operation emissions nearby since the incremental contribution to regional emissions is minor. As shown in **Table 3-2** and **Table 3-3** above, implementation of the proposed project would not exceed any applicable SCAQMD regional mass daily thresholds or LST values during construction or operation. Therefore, impact would be less than significant.

- c) **Less-Than-Significant Impact.** A significant impact would occur if construction or operation of the proposed project would result in exposure of sensitive receptors to concentrations of air pollutants above the ambient air quality standards. The potential for exposure of sensitive receptors to substantial pollutant concentrations were assessed for construction and operational activities.

Construction

Table 3-2 above, presents maximum localized emissions associated with each construction phase and applicable threshold values for each pollutant based on the SCAQMD LSTs. The applicable LST values in this instance are associated with a project on a one-acre site with sensitive receptors within 25 meters (82 feet). The land use that constitutes the nearest sensitive receptor in the vicinity of the project site are single-family residences south of the project site. As shown in **Table 3-2** above, maximum daily localized construction emissions would not exceed the SCAQMD LST values, and therefore it is improbable that pollutant concentrations would exceed the ambient air quality standards. The proposed project would not expose sensitive receptors to substantial pollutant concentrations, particularly localized criteria pollutant concentrations, during construction. Therefore, impact would be less than significant.

Operations

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. Together, the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The proposed project would introduce a solar shade structure, modular restroom units, and outdoor recreational areas to the project site. The proposed project does not include an industrial component that would constitute a new substantial stationary source of operational air pollutant emissions, nor does it include a land use that would generate truck trips within the region. There would be no substantial source of air toxic emissions. Additionally, as shown in **Table 3-3**, daily emissions of criteria pollutants would remain far below the applicable SCAQMD Air Quality Significance Thresholds. Therefore, impacts would be less than significant.

- d) **Less-Than-Significant Impact.** A significant impact would result if the proposed project created objectionable odors during construction or operational activity. Potential sources that may produce objectionable odors during construction activities include equipment exhaust, application of asphalt and architectural coatings, and other interior and exterior finishes. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site, would be temporary in nature and not persist beyond the termination of construction activities. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. Therefore, construction of the proposed project would not create objectionable odors affecting a substantial number of people and impacts would be less than significant under this criterion related to construction activities.

Future operation of the proposed project comprises of a solar shade for outdoor dining. According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The project site would be developed with school facilities and not land uses that are typically associated with odor complaints. On-site trash receptacles would have the potential to create adverse odors, related to food disposal of the dining area. Trash receptacles would be located and maintained in a manner that promotes odor control in accordance with the Los Angeles Clean Streets program and no adverse odor impacts are anticipated from these types of land uses. Therefore, impacts would be less than significant.

Regulatory Compliance Measures

RC-AQ-1 The proposed project shall comply with all applicable standards of the South Coast Air Quality Management District (SCAQMD), including the following provisions of District Rule 403:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 61 percent.

- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

- RC-AQ-2** In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction shall be limited to five minutes at any location.
- RC-AQ-3** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specific fuel and fuel additive requirements and emissions standards.
- RC-AQ-4** The proposed project shall comply with SCAQMD Rule 1113, which limits the volatile organic compound content of architectural coatings.
- RC-AQ-5** The proposed project will comply with SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.4 BIOLOGICAL RESOURCES - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) No Impact. A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located in an urban area, and there is essentially no vegetation on the site. The project site is located within the United States Geological Survey's (USGS) 7.5-minute Canoga Park quadrangle, and a search of the California Natural Diversity Database revealed that there are two species that are federally and/or State-listed as endangered or a rare species within the Canoga Park Quadrangle. The two species are the San Fernando Valley spineflower (<i>Chorizanthe parryi</i> var. <i>fernandina</i>), which is listed endangered, and the Santa Susana tarplant (<i>Deinandra minthornii</i>), which is listed as rare. Nonetheless, the project site does not contain habitat (specifically riparian habitat) capable of supporting these species. Therefore, the proposed project would not have any effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS), and no impact would occur.				
b) No Impact. A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. As discussed above, the project site is located within an urban area, and there is essentially no vegetation on the site. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS, and no impact would occur.				
c) No Impact. A significant impact would occur if state or federally protected wetlands would be modified or removed by a project. The project site does not contain any state or federally protected wetlands, wetland resources, or other waters of the United States. Therefore, the proposed project would not have any 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, and no impacts would occur.

- d) **No Impact.** A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the urbanized nature of the project site and surrounding area and the lack of vegetation, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.
- e) **No Impact.** A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources. There is essentially no vegetation on the project site, and the site does not contain locally-protected biological resources, such as oak trees, Southern California Black Walnut (*Juglans californica*), Western Sycamore (*Platanus racemosa*), Mexican Elderberry (*Sambucus mexicana*) and Toyon shrubs (*Heteromeles arbutifolia*) and California Bay Trees (*Umbellularia californica*). Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, and no impact would occur.
- f) **No Impact.** A significant impact would occur if the proposed project would be inconsistent with any adopted habitat conservation plan. No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan is applicable to the project site. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impact would occur.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.5 CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>a) No Impact. A significant impact would occur if the proposed project would substantially alter the environmental context of or removed identified historical resources. According to SurveyLA, the project site has not been identified to be eligible for listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or the Los Angeles Historic-Cultural Monuments Register (HCM).⁹ Therefore, no impact would occur.</p> <p>b) Less-Than-Significant Impact. 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. CEQA Guidelines Section 15064.5 defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. There is a possibility that unknown, subsurface archaeological resources may exist at the project site. Project-related grading and excavation may have the potential to uncover archaeological resources. To ensure that the proposed project would not cause an adverse change in the significance of archaeological resources, the project applicant would be required to comply with the City's Standard Condition of Approval related to the protection of archaeological resources (Regulatory Compliance Measure RC-CR-1), which would be implemented in the event that archaeological resources are encountered during construction. Therefore, impact would be less than significant.</p> <p>c) Less-Than-Significant Impact. A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Although the potential is very low, excavation and grading activities associated with the proposed project may uncover human remains. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project site, there is always a possibility that human remains may be unexpectedly encountered during construction. To ensure that the proposed project would not disturb any human remains, the project applicant would be required to comply with the City's Standard Condition of Approval related to the protection and treatment of human remains (Regulatory Compliance Measure RC-CR-2), which would be implemented in the event that human remains are encountered during construction. Therefore, impact would be less than significant.</p>				

Regulatory Compliance Measures

- RC-CR-1** If additional archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in Public Resources Code Section 21083.2. Personnel of the proposed project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in Public Resources Code Section 21083.2.

⁹City of Los Angeles, Department of City Planning, Office of Historic Resources (OHR), *SurveyLA Findings and Reports Historic Resources Survey Report for the Central City Community Plan Area*, September 2016, http://preservation.lacity.org/sites/default/files/CentralCity_SurveyReport.pdf.

RC-CR-2 If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner: 1104 North Mission Road, Los Angeles, CA 90033 (323) 343-0512 (8:00 a.m. to 5:00 p.m. Monday through Friday) or (323) 343-0714 (After Hours, Saturday, Sunday, and Holidays)
- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American. The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods. If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.6. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a,b) Less-Than-Significant Impact. The main forms of available energy supply are electricity, natural gas, and oil. During construction of the proposed project, energy would be consumed in the form of electricity associated with the conveyance of water used for dust control, powering lights, electronic equipment, or other construction activities that require electrical power. Construction activities typically do not involve the consumption of natural gas. However, construction activities would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment, round-trip construction worker travel to the project site, and delivery and haul truck trips.

Construction activities would comply with CARB's "In-Use Off-Road Diesel Fueled Fleets Regulation", which limits engine idling times to reduce harmful emissions and reduce wasteful consumption of petroleum-based fuel. Additionally, the proposed project would comply the California Renewable Portfolio Standard, the Clean Energy and Pollution reduction Act of 2015 (Senate Bill 350). Compliance with local, state, and federal regulations would reduce short-term energy demand during the proposed project's construction to the extent feasible, and proposed project construction would not result in a wasteful or inefficient use of energy.

During operations of the proposed project, the Los Angeles Department of Water and Power (LADWP) would provide electricity and Southern California Gas Company would provide natural gas to the project site. The proposed project would not introduce new natural gas demand to the project site. Increased electricity use associated with operation of the proposed project would be marginal relative to existing demand and consumption. The proposed project does not involve any characteristics or processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or involve the use of equipment that would not conform to current emissions standards and related fuel efficiencies. The proposed project does not include any feature (i.e., substantially alter energy demands) that will interfere with implementation of these state and City codes and plans. On the contrary, the proposed project includes the addition of a solar shade structure in the school parking lot reducing the need for electricity that would otherwise flow to the school through the meter provided by LADWP. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.7 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.i) No Impact. A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Surface fault rupture occurs when movement on a fault deep within the earth breaks through to the surface. According to the California Department of Conservation and the Safety Element of the Los Angeles City General Plan, the project site is not located within the Alquist-Priolo Special Studies Zone or Fault Rupture Study Areas.^{10,11} In addition, the proposed project would be required to comply with all applicable building codes and standards (Regulatory Compliance Measure RC-GEO-1). Therefore, no impact would occur.

a.ii) Less-Than-Significant Impact. A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Seismic activities associated with a number of nearby faults (e.g., Hollywood, Raymond, Verdugo, Newport-Inglewood, Santa Monica, Sierra Madre, and San Andreas Faults), as well as blind thrust faults (e.g., Elysian Park, Puente Hills, and Compton) can generate seismic shaking similar to the damaging San Fernando, Whittier, and Northridge earthquakes. Consequently, the proposed project could expose people and structures to strong seismic ground shaking. However, to ensure that the proposed project

¹⁰California Department of Conservation, *Information Warehouse, Canoga Park 7.5 Minute Quadrangle*, <http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>, accessed July 2018.

¹¹City of Los Angeles, *Safety Element of the City of Los Angeles General Plan, Alquist-Priolo Special Study Areas, Exhibit A*, November 1996.

would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible, the project applicant would be required to comply with the City's Standard Condition of Approval related to California Building Code seismic standards (Regulatory Compliance Measure **RC-GEO-1**). Therefore, impacts would be less than significant.

- a.iii) **No Impact.** A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of liquefaction or other ground failure caused by ground shaking. Liquefaction is a phenomenon in which a saturated cohesionless soil causes a temporary transformation of the soil to a fluid mass. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. Factors that contribute to the potential for liquefaction include a low relative density of granular materials, a shallow groundwater table, and a long duration and high acceleration of seismic shaking. The effects of liquefaction include the loss of the soil's ability to support footings and foundations which may cause buildings and foundations to buckle. According to the California Department of Conservation's Seismic Hazard Zones Map for the Canoga Park Quadrangle and Safety Element of the Los Angeles City General Plan, the project site is not located within a liquefaction hazard zone.^{12,13} Therefore, no impact related to liquefaction would occur.
- a.iv) **No Impact.** A significant impact would occur if the proposed project would be implemented on a site located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. The project site and surrounding area are relatively flat and is not located within a Hillside Zoning Area. In addition, according to the California Department of Conservation's Seismic Hazard Zones Map for the Canoga Park Quadrangle, the project site is not located within an earthquake-induced landslide area.¹⁴ Therefore, no impact related to exposure of people or structures to potential effects resulting from landslides would occur.
- b) **Less-Than-Significant Impact.** A significant impact would occur if construction activities or future uses of the proposed project would result in substantial soil erosion or loss of topsoil. According to the L.A. CEQA Thresholds Guide impacts related to erosion and the loss of topsoil are considered significant when a project results in grading, clearing, or excavation of more than 20,000 cubic yards on a slope of ten percent or more, or when a project includes grading, clearing, or excavation activities in an area of known or suspected erosion hazard as delineated on official maps and databases. While the proposed project would involve grading and excavation of soil, construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board through the City's Stormwater Management Division. The proposed project would be required to comply with the requirements of a Stormwater Pollution Prevention Plan, in accordance with the National Pollutant Discharge Elimination System, and the City's grading permit regulations, which require the implementation of grading and dust control measures. Therefore, impacts related to erosion would be less than significant.

¹²California Department of Conservation, Division of Mines and Geology, *Seismic Hazards Zones Map, Los Angeles Quadrangle*, March 25, 1999.

¹³City of Los Angeles, *Safety Element of the City of Los Angeles General Plan, Areas Susceptible to Liquefaction, Exhibit B*, November 1996.

¹⁴*Ibid.*

- c) **Less-Than-Significant Impact.** A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. As discussed above, development of the proposed project would not expose people and structures to seismic-related ground failure, including liquefaction. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The compaction of subsurface sediments by fluid withdrawal will cause subsidence or ground collapse overlying a pumped reservoir. The proposed project would not involve groundwater withdrawal or the extraction of petroleum and implementation of the proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structure is maintained. Project design features and construction would be required to comply with all applicable building codes and standards (Regulatory Compliance Measure **RC-GEO-1**). Therefore, impact would be less than significant.
- d) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral content and are usually found in areas where underlying formations contain an abundance of clay minerals. Due to high clay content, expansive soils expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell, resulting from changes in the moisture content. However, the proposed project construction activities would be required to comply with all applicable building codes and standards (Regulatory Compliance Measure **RC-GEO-1**). Therefore, with adherence to existing regulations, impacts related to expansive soils would be reduced to less than significant.
- e) **No Impact.** A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located within a highly urbanized area where wastewater infrastructure is in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.
- f) **Less-Than-Significant Impact.** A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. Although, the project site has been previously disturbed with the construction of the existing school, the proposed project would require additional ground disturbance that would involve excavation into native soils that may contain paleontological resources. Project-related excavation for the proposed improvements may have the potential to uncover paleontological resources. To ensure that the proposed project would not cause an adverse change in the significance of paleontological resources, the project applicant would be required to comply with the City's Standard Condition of Approval related to the protection of paleontological resources (Regulatory Compliance Measure **RC-GEO-4**), which would be implemented in the event that paleontological resources are encountered during construction. Therefore, impact would be less than significant.

Regulatory Compliance Measures

- RC-GEO-1** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety and all other applicable codes and standards.
- RC-GEO-2** Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board through the City's Stormwater Management Division.

- RC-GEO-3** The proposed project shall comply with all applicable standards of South Coast Air Quality Management District Rule 403, the requirements of a Stormwater Pollution Prevention Plan, in accordance with the National Pollutant Discharge Elimination System, and the City's grading permit regulations, which require the implementation of grading and dust control measures.
- RC-GEO-4** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, state, and local guidelines, including those set forth in Public Resources Code Section 21083.2.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.8 GREENHOUSE GAS EMISSIONS - Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less-Than-Significant Impact.** A significant impact would occur if construction or operation of the proposed project would generate quantities of GHG emissions that would interfere with State, regional, and local efforts to meet emissions reductions targets in accordance with State regulations. The air quality analysis must assess GHG emissions and discuss if the proposed project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. GHG emissions refer to a group of emissions that are generally believed to affect global climate conditions. The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), per fluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H₂O). CO₂ is the reference gas for climate change because it is the predominant GHG emitted through fossil fuel combustion. The other GHGs are less abundant but have higher global warming potential than CO₂. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO₂, denoted as CO₂e.

In September 2006, the California Global Warming Solutions Act of 2006, also known as Assembly Bill (AB) 32, was signed into law. AB 32 focuses on reducing GHG emissions in California and requires CARB to adopt rules and regulations that would achieve GHG emissions equivalent to Statewide levels in 1990 by 2020. CARB initially determined that the total Statewide aggregated GHG 1990 emissions level and 2020 emissions limit was 427 million metric tons of CO₂e. The 2020 target reduction was estimated to be 174 million metric tons of CO₂e. The CARB AB 32 Scoping Plan (Scoping Plan) contains the main strategies to achieve the 2020 emissions cap. The GHG reduction strategies contained in the Scoping Plan include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. Under CEQA, GHG emissions associated with a proposed project should be analyzed in the context of AB 32 and the Scoping Plan.

In recent years, California has taken the lead in promoting “green” building ordinances. These measures can increase energy efficiency, reduce GHG emissions, and decrease other harmful environmental impacts. Numerous local governments have implemented such measures, and in 2010 the State adopted the nation’s first Statewide green building standard. The Statewide code, known as CALGreen Code, applies to all new buildings constructed after January 1, 2011, and requires that they be built using environmentally advanced construction practices. The Code updates Part 11 of Title 24 of the CCR, also known as the California Building Standards Code. Regulatory Compliance Measure **RC-GHG-1** requires that the proposed project adhere to all the provisions set forth in the CALGreen Code.

In 2013, the City of Los Angeles updated its own Green Building Code, which had been adopted originally in 2010 under Ordinance No. 181480. The Los Angeles Green Building Code incorporates applicable provisions of the CALGreen Code, and in some cases outlines more stringent GHG reduction measures available to development projects in the City of Los Angeles. The Los Angeles Green Building Code is consistent with statewide goals and policies in place for the reduction of GHG emissions, including AB 32 and the corresponding Scoping Plan.

Among the many GHG reduction measures outlined in the Green Building Code, it requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and potentially exceed 2013 Title 24 Standards promulgated by the California Energy Commission beginning July 1, 2014, and meet

50 percent construction waste recycling levels. Regulatory Compliance Measure **RC-GHG-2** requires that the proposed project implement all feasibly applicable GHG reduction measures outlined in the Los Angeles Green Building Code, and therefore the proposed project is considered consistent with Statewide GHG reduction goals and policies, including AB 32.

Section 15064.4 of the CEQA Guidelines states that a lead agency should make a good-faith effort to describe, calculate, or estimate the amount of GHG emissions resulting from a project, and that the lead agency should consider the following factors when assessing the significance of impacts from GHG emissions on the environment:

1. The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and,
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The CEQA Guidelines require lead agencies to adopt GHG thresholds of significance. When adopting these thresholds, the amended Guideline allows lead agencies to consider thresholds of significance adopted or recommended by other public agencies, or recommended by experts, provided that the thresholds are supported by substantial evidence, and/or to develop their own significance threshold. Neither the City nor the SCAQMD has officially adopted a quantitative threshold value for determining the significance of GHG emissions that will be generated by projects under CEQA. The SCAQMD published the *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* in October 2008.¹⁵

The SCAQMD convened a GHG CEQA Significance Threshold Stakeholder Working Group beginning in April of 2008 to examine alternatives for establishing quantitative GHG thresholds. The Working Group proposed a 10,000 metric tons of carbon dioxide equivalents (MTCO_{2e}) per year threshold for industrial projects and a 3,000 MTCO_{2e} annual threshold for commercial and residential projects, including mixed-use. Based on the available threshold concepts recommended by expert agencies, the assessment herein analyses operational emissions against SCAQMD's draft 3,000 MTCO_{2e} bright-line threshold level. Per SCAQMD, projects below this bright-line significance criteria have a minimal contribution to cumulative global emissions and are considered to have less-than significant impacts.

Emissions of GHGs that would be generated by the proposed project were quantified using CalEEMod for construction and operational activities and long-term operational conditions. GHG emissions sources during construction would include heavy-duty diesel equipment and on-road motor vehicle sources. Based on SCAQMD guidance, the emissions of GHGs attributed to construction of the proposed project were calculated in CalEEMod and amortized over a 30-year operational lifetime. Total emissions of GHG associated with construction were estimated to be 83.5 MTCO_{2e}, which equates to approximately 2.8 MTCO_{2e} per year.

GHG emissions sources that would be associated with operation of the proposed project include electricity use, natural gas use, water use, solid waste generation and disposal. The proposed project would not generate new vehicle trips, thus mobile source emissions have been excluded from the analysis. The results of GHG emissions modeling are presented in **Table 3-4**. GHG emissions would not exceed the significance threshold.

¹⁵SCAQMD, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008.

TABLE 3-4: ANNUAL GREENHOUSE GAS EMISSIONS	
Emission Source	Annual GHG Emissions (MTCO₂e per Year)
Construction Emissions Amortized (Direct) /a/	2.8
Area Source Emissions (Direct)	<0.1
Energy Source Emissions (Indirect)	5.5
Waste Disposal Emissions (Indirect)	<0.1
Water Distribution Emissions (Indirect)	<0.1
Total Emissions	8.3
SCAQMD Draft Interim Significance Threshold	3,000
Exceed Threshold?	No
/a/ Based on SCAQMD guidance, the emissions summary also includes construction emissions amortized over a 30-year span. SOURCE: TAHA, 2018.	

- b) **Less-Than-Significant Impact.** A significant impact would occur if GHG emissions generated by construction or operation of the proposed project would be of disproportionate magnitude relative to the growth induced by the project and consequently conflict with applicable State, regional, and local efforts to meet GHG emissions reduction targets. For the SCAG region, the SCS is contained in the 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. In addition, SB 743, adopted on September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by AB 32. The project would provide improvements to the existing Charter school. The proposed project would be within walking distance of the Metro Orange Line 162/163 bus stops and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2016-2040 RTP/SCS.

The City of Los Angeles has begun to address the issue of global climate change by publishing GreenLA, An Action Plan to Lead the Nation in Fighting Global Warming (the LA Green Plan). This document outlines goals and action the City has established to reduce the generation and emissions of greenhouse gases from both public and private activities. According to the LA Green Plan, the City is committed to the goal of reducing emissions of CO₂ to 35 percent below 1990 levels. To achieve this, the City will increase the generation of renewable energy, improve energy conservation and efficiency, and change transportation and land use patterns to reduce dependence on automobiles.

SB 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a SCS in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2016–2040 RTP/SCS. The RTP/SCS focuses the majority of new job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. The proposed project would be located within walking distance of the Metro Orange Line 162/163 bus stops. These bus routes would provide convenient connection to the regional transit system. The proposed project would be consistent with the RTP/SCS. Therefore, impact would be less than significant.

Regulatory Compliance Measures

- RC-GHG-1** The proposed project will comply with all provisions of the CALGreen Code.
- RC-GHG-2** The proposed project will comply with all provisions of the City of Los Angeles Green Building Code.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.9 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the proposed project would involve the limited use and storage of common hazardous substances typical of those used in schools, including lubricants, paints, cleaning supplies, pesticides and other landscaping supplies. No commercial or industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. Therefore, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. The proposed project's limited use of common hazardous materials can typically be disposed of at Class II or III landfills, which accept most common waste materials, such as those identified above. In addition, the proposed project would comply with all regulations and standards regarding hazardous waste (Regulatory Compliance Measure **RC-HAZ-1**). Therefore, impact would be less than significant.
- b) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. Demolition activities would generally be limited to the removal of an existing shade structure and pavement. As discussed above, the proposed project would involve the limited use and storage of common hazardous substances typical of those used in schools, including lubricants, paints, cleaning supplies, pesticides and other landscaping supplies, and all hazardous materials would be required to handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements (Regulatory Compliance Measure **RC-HAZ-1**). Therefore, impact would be less than significant.

- c) **Less-Than-Significant Impact.** A significant impact would occur if construction activities would result in the release, emission, handling, or disposal of hazardous materials within one-quarter mile of an existing school. The project site is developed with an existing school that is currently in operation. While emissions from construction related activity and construction related vehicles are expected, these emissions would only occur during the construction phase. Operation of the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. Nonetheless, as discussed above, compliance with State and local laws would reduce the impacts related to releasing, emitting, handling, or disposing vehicle fuels and oils to less-than-significant levels (Regulatory Compliance Measure **RC-HAZ-1**). Therefore, impact would be less than significant.
- d) **No Impact.** A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (EnviroStor) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. Geotracker is the State Water Resources Control Board's (SWRCB) data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater. A search of the Envirostor and Geotracker databases was conducted to determine the presence of other types of hazardous materials sites within 500 feet of the project site. No hazardous materials were found within 500 feet of the project site. Therefore, no impact would occur.
- e) **No Impact.** A significant impact would occur if the proposed project exposed persons residing or working in the area to risks associated with the proximity of an airport or airstrip. The project site is not located in an airport land use plan area, or within two miles of any public or public use airports. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impact would occur.
- f) **No Impact.** A significant impact would occur if the proposed project impaired the implementation of an emergency response or evacuation plan or blockage of an emergency route. The proposed project is located on a secondary disaster route.¹⁶ However, the proposed project would not require the permanent closure of any public or private streets and would not impede emergency vehicle access to the project site or surrounding area. Emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (Regulatory Compliance Measure **RC-HAZ-2**). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and no impact would occur.
- g) **No Impact.** A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is located within a highly urbanized area and is not at risk of wildland fires. Accordingly, the project site and the surrounding area are not subject to wildland fires. Therefore, no impact would occur.

Regulatory Compliance Measures

- RC-HAZ-1** The applicant would comply with all applicable standards and regulations and adhere to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, during construction and operation of the proposed project.
- RC-HAZ-2** Emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department.

¹⁶County of Los Angeles, *Disaster Routes*, <http://dpw.lacounty.gov/dsg/disaster/routes/map/Los%20Angeles%20Valley%20Area.pdf>.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.10 HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems. A significant impact would also occur if the proposed project would not comply with all applicable regulations regarding surface water quality as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). As is typical of most non-industrial urban development, stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary cleaning supplies). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control Ordinance to ensure pollutant loads from the project site are minimized for downstream receiving waters (Regulatory Compliance Measure **RC-HWQ-1**). The Stormwater and Urban Runoff Pollution Control Ordinance contains requirements for construction activities and operation of development and redevelopment projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all developments and redevelopments consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. The City's building plan review and approval process (Regulatory Compliance Measure **RC-HWQ-2**) would ensure conformance of the project to the City's Stormwater and Urban Runoff Pollution Control Ordinance. As such, the proposed project would not violate water quality standards, waste discharge requirements, or stormwater NPDES standards or otherwise substantially degrade water quality. Impact would be less than significant.
- b) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would substantially deplete groundwater or interfere with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. In addition, since the

project site is almost entirely impermeable, the proposed project would not reduce any percolation of surface water into the groundwater table. Construction activities would need to comply with all applicable City and State regulations (Regulatory Compliance Measures **RC-HWQ-1**, **RC-HWQ-2**, **RC-HWQ-3** and **RC-HWQ-4**). Therefore, impacts related to groundwater would be reduced to less than significant.

- c.i-iii) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river, result in substantial erosion, result in flooding, or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. The nearest river in the project vicinity is the Los Angeles River, located approximately one mile south of the project site. Currently, the adjacent parking lots all drain into the school campus where collected water sits until it can percolate into the underlying soil. This causes ponding on the MPS property and adjacent residential property. To resolve this longstanding drainage problem, an underground infiltration system to dispose of water and prevent flooding will be installed as part of the proposed project. This work is already permitted and will be constructed within 12 months.

Project construction would temporarily expose on-site soils to surface water runoff.; however, runoff controls would be provided in accordance with Standard Urban Stormwater Mitigation Plan (SUSMP), in addition to the City's Low Impact Development (LID) Ordinance. The SUSMP contains a list of the minimum required BMPs and is designed to eliminate 85 percent of the pollutants in stormwater runoff from new developments via requirements for implementation of a "first flush" cleansing program. In accordance with the City's LID Ordinance, postconstruction stormwater runoff from a new development must be infiltrated, evapotranspired, captured and used, and/or treated through high efficiency BMPs onsite for at least the volume of water produced by the greater of the 85th percentile storm or the 0.75-inch storm event. As the project would manage, capture, and treat runoff as required through regulatory compliance (Regulatory Compliance Measures **RC-HWQ-1**, **RC-HWQ-2**, **RC-HWQ-3** and **RC-HWQ-4**), implementation of the proposed project would represent an improvement in water quality from the existing condition as runoff currently sheet flows along the paved surface parking lot untreated to the drainage system. Therefore, impact would be less than significant.

- d) No Impact.** A significant impact would occur if the proposed project would be located in flood hazard, tsunami, or seiche zones and at risk of release of pollutants due to project inundation. According to the Safety Element of the Los Angeles City General Plan, the project site is not located within a 100-year or 500-year flood plain.¹⁷ A search of the Federal Emergency Agency's (FEMA) Flood Map Service Center also confirmed that the project site is not within a 100-year or 500-year flood plain.¹⁸ . While the project site is located near the Los Angeles River, it does not present a seiche inundation hazard. In addition, according to the City's Zone Information and Map Access System (ZIMAS), the project site is not located in a seiche, inundation zone, or tsunami hazard zone.¹⁹ Furthermore, the project site and the surrounding area are not located downslope from any unprotected grade so as to be exposed to mudflows. Accordingly, the proposed project would not potentially expose people or structures to a significant risk of loss, injury, or death involving flooding. Therefore, no impact would occur.
- e) Less-Than-Significant Impact.** A significant impact would occur if the proposed project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Refer to Responses to Checklist Questions 3.10(a) and 3.10(b) above.

¹⁷City of Los Angeles, Safety Element of the Los Angeles City General Plan, *100-Year & 500-Year Flood Plains*, Exhibit F, November 1996.

¹⁸FEMA, *Flood Map Service Center*, accessed July 30, 2018.

¹⁹*Ibid.*

Regulatory Compliance Measures

- RC-HWQ-1** Prior to issuance of a grading permit, the applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit). The applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants to stormwater runoff as a result of construction activities.
- RC-HWQ-2** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.
- RC-HWQ-3** In accordance with the Development BMPs Handbook Part B Planning Activities, the BMPs shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed BMPs meet this numerical threshold standard shall be provided.
- RC-HWQ-4** The applicant shall comply with all mandatory storm water permit requirements (including, but not limited to National Pollutant Discharge Elimination System, Storm Water Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan, and Low Impact Development requirements) at the federal, state and local level.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.11 LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **No Impact.** A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed improvements would occur within the existing physical confines of the project site. Specifically, the proposed modular restroom facility and solar shade structure would be located within the existing parking lot area behind the exiting classroom and the future new high school buildings on Sherman Way. Implementation of proposed project would not involve any street closure, result in the development of new thoroughfares or highways, or block access to or through the community. Vehicular access to the project site would continue to be from existing roadways (i.e., Sherman Way, Etiwanda Avenue, Gault Street, and Lindley Avenue). Pedestrian access would also be maintained on the sidewalks along public roads surrounding the project site. Therefore, no impact would occur.

b) **Less-Than-Significant-Impact.** A significant impact would occur if the proposed project would be inconsistent with applicable plans, policies, and zoning designations. The project site is located in the central portion of the Reseda-West Van Nuys CPA and is designated for commercial land uses. The portion of the project site north of the east-west through alley that bifurcates that project site containing the existing classroom building and the future new high school building site is zoned for commercial uses (C2). The portion of the project site south of the alley is zoned for parking uses (P). Under the current zoning designation, more than half of the site is restricted to parking. Per the LAMC and operational experience, the school does not require such a large amount of parking. However, the school does require additional academic support and recreational space. Therefore, the proposed project consists of a zone change from Automobile Parking (P) to Commercial (C2) to allow for the addition of a modular restroom facility and a solar shade structure to provide a covered student activity area within the existing parking lot.

The proposed project would be consistent with applicable goals, objectives and policies related to schools identified in the Reseda-West Van Nuys Community Plan. Specifically, the proposed project would be consistent with Policy 4-1.1 which calls for exploring creative alternatives for providing new school sites in the City and Policy 4-2.1 which calls for strategies for the expansion of school facilities, including encouraging private redevelopment of existing school sites in the immediate vicinity of transit stations and centers. There are a number of transit lines in the vicinity of the project site including Metro's lines 162/163 and LADOT's Northridge/Reseda Circular that travel along Sherman Way. Therefore, with approval the requested zone change, impacts related to plans, policies, and zoning designations would be less than significant.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.12 MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a,b) No Impact. A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. ²⁰ In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. ²¹ Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.				

²⁰City of Los Angeles Department of City Planning, *Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report*, Figure GS-1, Areas Containing Significant Mineral Deposits in the City of Los Angeles, January 1995.

²¹City of Los Angeles, *Safety Element of the Los Angeles City General Plan, Oil Field & Oil Drilling Areas in the City of Los Angeles, Exhibit E*, November 1996.

	Potentially Significant Impact	Less-Than-Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.13 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Less-Than-Significant Impact with Mitigation Incorporated.** The noise analysis discusses sound levels in terms of Equivalent Noise Level (L_{eq}) and Community Noise Equivalent Level (CNEL). L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq} for one hour is the energy average noise level during the hour. The average noise level is based on the energy content (acoustic energy) of the sound. L_{eq} can be thought of as the level of a continuous noise which has the same energy content as the fluctuating noise level. The equivalent noise level is expressed in units of A-weighted decibels (dBA). CNEL is an average sound level during a 24-hour period and is a noise measurement scale, which accounts for noise source, distance, single event duration, single event occurrence, frequency, and time of day. Human reaction to sound between 7:00 p.m. and 10:00 p.m. is as if the sound were actually 5 dBA higher than if it occurred from 7:00 a.m. to 7:00 p.m. From 10:00 p.m. to 7:00 a.m., humans perceive sound as if it were 10 dBA higher due to the lower background level. Accordingly, the CNEL is obtained by adding an additional 5 dBA to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and 10 dBA to sound levels in the night from 10:00 p.m. to 7:00 a.m. Because CNEL accounts for human sensitivity to sound, the CNEL 24-hour figure is always a higher number than the actual 24-hour average.

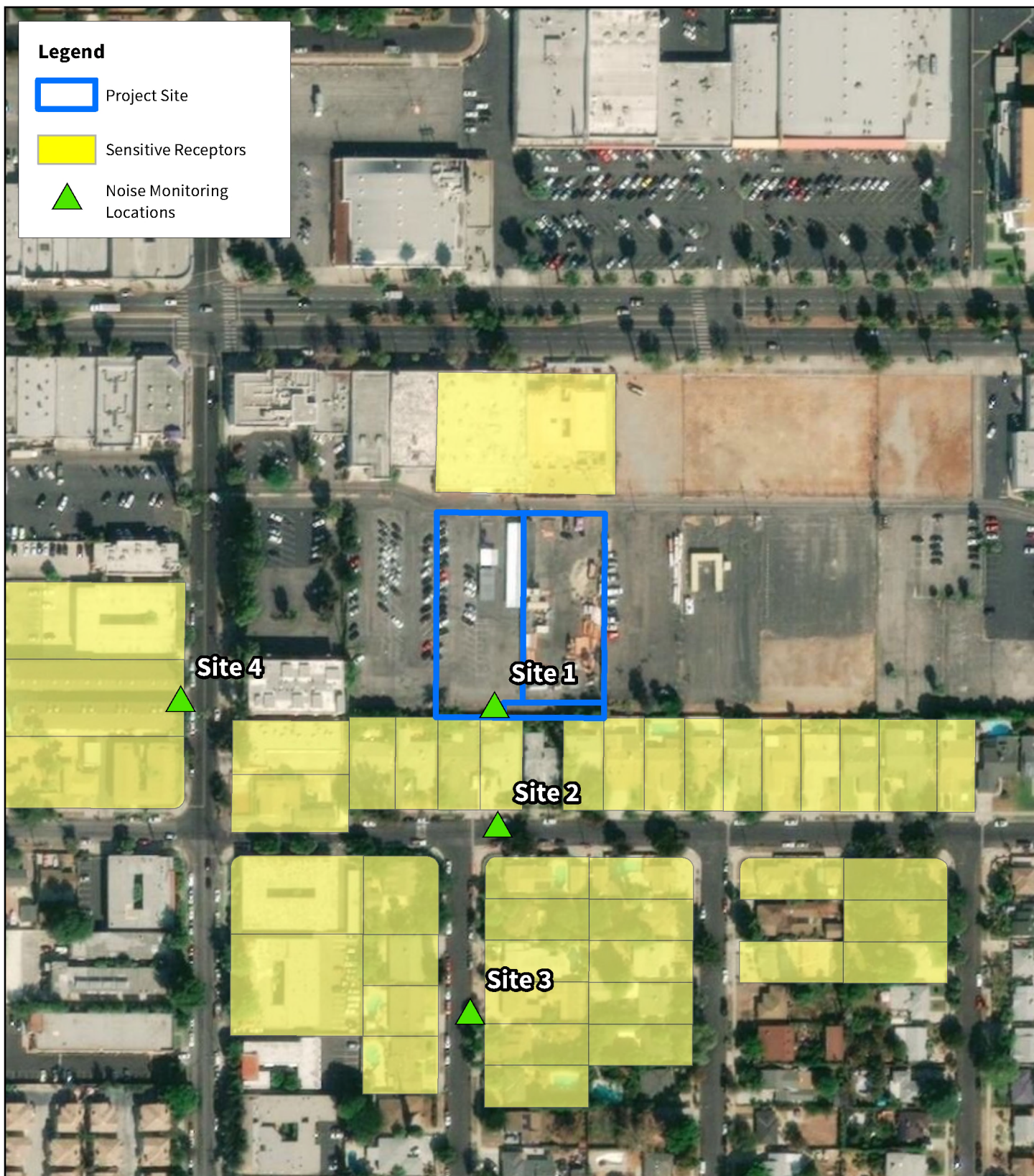
A significant impact would occur if the proposed project would result in exposure of persons to or generation of noise levels in excess of standards established in the general plan, noise ordinance, of applicable standards of other agencies. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Regarding construction, Section 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) of the Los Angeles Municipal Code (LAMC) states that no construction or repair work shall be performed between the hours of 9:00 p.m. and 7:00 a.m. on Monday through Friday since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment, or other place of residence. Further, no person, other than an individual home owner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind or perform such work within 500 feet of land so occupied before 8:00 a.m. or after 6:00 p.m. on any Saturday, nor at any time on any Sunday or on a federal holiday. Section 112.05 of the LAMC states that between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the 75 dBA for construction equipment at a distance of 50 feet. The 75 dBA noise limitation does not apply when compliance is not technically feasible. Section 112.02 of the LAMC prohibits air conditioning, refrigeration, heating, pumping, and filtering equipment from increasing existing average ambient noise levels by more than 5 dBA. Regarding noise compatibility of land uses, the City of Los Angeles General Plan Noise Element has established that the normally acceptable range of noise levels for single-family uses is 50 to 55 dB CNEL and the conditionally acceptable range is 55 to 70 dB. The normally acceptable range of noise levels for multi-family uses is 50 to 60 dB and the conditionally acceptable range is 60 to 70 dB.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or “point source,” decreases by approximately 6 dBA over hard surfaces (e.g., reflective surfaces, such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces, such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level is 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source decreases by approximately 3 dBA over hard surfaces and 4.8 dBA over soft surfaces for each doubling of the distance. Generally, noise is most audible when the source is in a direct line-of-sight of the receiver. Barriers, such as walls, berms, or buildings that break the line-of-sight between the source and the receiver greatly reduce noise levels from the source since sound can only reach the receiver by bending over the top of the barrier. However, if a barrier is not sufficiently high or long to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced. Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and may evoke a community reaction. A 10-dBA increase is subjectively heard as a doubling in loudness and would likely cause a community response.

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise- and vibration- sensitive and may warrant unique measures for protection from intruding noise. In addition, sensitive receptors can include commercial uses that depend on quiet environments, such as sound studios. Based on the LAMC standard, the potential for construction noise impacts in an urban environment is typically limited to within 500 feet of the project site. Sensitive receptors within 500 feet of the project site are listed below and shown in **Figure 3-1**:

- Single-family residences located approximately 20 feet to the south of the project site;
- Magnolia Science Academy located approximately 30 feet to the north of the project site;
- Multi-family residences located approximately 130 feet to the west;
- Residences fronting Gault Street located approximately 200 feet to the south, southeast, and southwest;
- Residences located approximately 300 feet to the south, southeast, and southwest;
- Residences located approximately 330 feet to the west; and
- Residences located approximately 500 feet to the south, southeast, and southwest.

The above sensitive receptors represent the nearest sensitive locations with the potential to be impacted by the proposed project. Additional sensitive receptors are located within 500 feet of the project site, but these receptors would be somewhat shielded from project activities by the buildings immediately surrounding the project site. Project activities would result in the loudest noise levels at sensitive land uses that have a direct line-of-sight to the ground level of the project site. This is because the first tier of buildings immediately surrounding the project site would act as a noise barrier to other sensitive receptors located beyond these buildings. Therefore, project-related noise levels are only presented for receptors closest to the project site.



SOURCE: TAHA, 2019.



Magnolia Science Academy Master Plan
Initial Study/Mitigated Negative Declaration

TAHA 2018-025

City of Los Angeles

Vehicular traffic is the primary source of noise in the project vicinity. Sound measurements were taken using a SoundPro Sound Level Meter between 10:00 a.m. and 12:00 p.m. on July 25, 2018. This off-peak traffic period is appropriate for assessing construction and operational impacts of the project to the surrounding community since background noise levels are lower at this time than during peak traffic periods. As shown in **Table 3-5**, existing ambient sound levels are between 50.6 and 67.8 dBA L_{eq} . Noise monitoring locations are shown in **Figure 3-1**.

TABLE 3-5: EXISTING NOISE LEVELS		
Site	Noise Monitoring Location	Sound Level (dBA, L_{eq})
1	Project Site Southern Boundary	56.7
2	Residence (18217 Gault St.)	51.2
3	Residence (7044 Nestle Ave.)	50.6
4	Residence (7120 Etiwanda Ave.)	60.4
SOURCE: TAHA, 2018.		

Construction

On-Site. The proposed project includes the addition of a solar shade structure in the parking lot to provide an improved covered outdoor dining and student activity area plus adjacent modular restroom facilities. The existing outdoor dining area enclosures would be removed, and a portion of the parking lot not required for parking or under the solar shade shelter would be demolished and converted to open recreation space.

Project activities would both require the use of heavy-duty construction equipment. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Typical noise levels from various types of equipment that may be used during construction are listed in **Table 3-6**. The specific equipment has not been identified at this time in the planning process. The equipment listed in **Table 3-6** is based on the project team's experience with similar development projects.

Construction activities typically require the use of numerous pieces of noise-generating equipment. The noise levels shown in **Table 3-7** take into account the likelihood that multiple pieces of construction equipment would be operating simultaneously and the typical overall noise levels that would be expected for each phase of construction. When considered as an entire process with multiple pieces of equipment, site preparation and finishing activity would generate a noise level of approximately 89 dBA L_{eq} at 50 feet. This would be representative of the most intense construction activity.

Table 3-8 presents the estimated noise levels at the sensitive receptors nearest to the project site. Calculations are contained in **Appendix B**. Construction of the athletic fields would occur at the edge of the project site near the single-family residences to the south. Noise levels would range 54.1 to 79.5 dBA L_{eq} at nearby sensitive receptors. Noise levels at the existing Magnolia Science Academy would be approximately 86.1 dBA L_{eq} at the exterior of the building.

For assessing potential impacts and compliance with the City's Noise Ordinance, LAMC Section 112.05 states that between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA for at a distance of 50 feet. The 75 dBA noise limitation does not apply when compliance is not technically feasible. Technically infeasible means the above noise limitation cannot be met despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of equipment.

TABLE 3-6: MAXIMUM NOISE LEVELS OF COMMON CONSTRUCTION MACHINES

Noise Source	Noise Level (dBA) at 50 Feet /a/
Backhoe	73.6
Compressor	73.7
Concrete Mixer Truck	74.8
Concrete Pump Truck	74.4
Concrete Saw	82.6
Crane	72.6
Dozer	77.7
Drum Mixer	77.0
Dump Truck	72.5
Front End Loader	75.1
Generator	77.6
Gradall	79.4
Man Lift	67.7
Vacuum Street Sweeper	71.6
Welder/Torch	70.0
/a/ Assumes a 6-dBA drop-off rate for noise generated by a point source and traveling over hard surfaces. Actual measured noise levels of the equipment listed in this table were taken at distances of ten and 30 feet from the noise source. SOURCE: Federal Highway Administration, <i>Roadway Construction Noise Model (RCNM) Version 1.1.</i>	

TABLE 3-7: TYPICAL CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Level at 50 Feet (dBA)
Ground Clearing	84
Grading/Excavation	89
Foundations	78
Structural	85
Finishing	89
SOURCE: USEPA, <i>Noise from Construction Equipment and Operations, Building Equipment and Home Appliances</i> , PB 206717, 1971.	

TABLE 3-8: UNMITIGATED OUTDOOR CONSTRUCTION NOISE LEVELS AT THE NEAREST RECEPTORS

Sensitive Receptor	Distance (feet) /a/	Maximum Noise Level (dBA)	Existing Ambient (dBA, L _{eq})	New Ambient (dBA, L _{eq})
Single-family residences located to the south /b, c/	50	79.0	56.7	79.0
Magnolia Science Academy located to the north	70	89.0	56.7	86.1
Multi-family residences located to the west	150	79.5	60.4	79.5
Residences fronting Gault St. located to the south, southeast, and southwest /b, c/	220	61.6	51.2	62.0
Residences located to the south, southeast, and southwest /b, c/	320	56.9	50.6	57.8
Residences located to the west	380	71.4	60.4	71.7
Residences located to the south, southeast, and southwest /b, c/	500	51.5	50.6	54.1
/a/ Distance from the center of the nearest project component construction activity. /b/ Intervening building reduction of -4.5 dB for first row of buildings and -1.5 dB for each subsequent row. /c/ Includes a 10-dB reduction for the eight-foot tall CMU block wall which would be constructed prior to other construction activities. SOURCE: TAHA, 2018.				

As shown in **Table 3-6**, above, individual pieces of construction equipment typically exceed 75 dBA at 50 feet. The project applicant would be required to comply with the City's Standard Conditions of Approval (Regulatory Compliance Measures **RC-NO-1** through **RC-NO-7**) and implement Mitigation Measures **NO-1** and **NO-2**. Engine mufflers as required by Mitigation Measure **RC-NO-4**, would reduce equipment noise levels by at least 3 dBA. The noise barrier required by Mitigation Measure **NO-2** would reduce noise at Magnolia Science Academy by 10 dB. **Table 3-9** shows mitigated noise levels at sensitive receptors with the construction of the 8-foot CMU wall on the southern property boundary, which is a project feature, and engine mufflers. The other measures, while difficult to quantify, would assist in controlling construction noise. Thus, through implementation of Regulatory Compliance Measures **RC-NO-1** through **RC-NO-7** and Mitigation Measures **NO-1** and **NOI-2**, the proposed project would be consistent with the LAMC. Therefore, with mitigation, the proposed project would result in a less-than-significant impact related to on-site construction noise.

TABLE 3-9: MITIGATED OUTDOOR CONSTRUCTION NOISE LEVELS AT THE NEAREST RECEPTORS

Sensitive Receptor	Distance (feet) /a/	Maximum Noise Level (dBA) /d/	Existing Ambient (dBA, L _{eq})	New Ambient (dBA, L _{eq})
Single-family residences located to the south /b, c/	50	76.0	56.7	76.1
Magnolia Science Academy located to the north /e/	70	73.1	67.7	73.2
Multi-family residences located to the west	150	76.5	60.4	76.6
Residences fronting Gault St. located to the south, southeast, and southwest /b, c/	220	58.6	51.2	59.4
Residences located to the south, southeast, and southwest /b, c/	320	53.9	50.6	55.6
Residences located to the west	380	68.4	60.4	69.0
Residences located to the south, southeast, and southwest /b, c/	500	48.5	50.6	52.7
/a/ Distance from the center of the nearest project component construction activity. /b/ Intervening building reduction of -4.5 dB for first row of buildings and -1.5 dB for each subsequent row. /c/ Includes a 10-dB reduction for the eight-foot tall CMU block wall which would be constructed prior to other construction activities. /d/ Includes a 3-dB reduction for mufflers. /e/ Includes a 10-dB reduction for an eight-foot tall noise barrier. SOURCE: TAHA, 2018.				

Off-Site. In addition to on-site construction activities, noise would be generated off-site by construction-related trucks and construction worker vehicles. Trucks associated with construction activity would increase noise levels along the haul route. It is anticipated that truck trips to the project site would travel from the US-101 freeway or the I-405 freeway, down Sherman Way, and turn onto the project site. According to traffic impact study prepared for the adjacent proposed Reseda Skate Facility project, Sherman Way near the project site Sherman Way experiences approximately 2,600 trips in the PM peak hour as of the year 2017. In the near-term planning phase, the proposed project is expected to generate 42 one-way haul truck trips, which would result in approximately three truck trips per day over a 15-day period. Under the long-term planning phase 64 one-way haul truck trips are anticipated for construction, which would result in approximately four truck trips per day over a 20-day period. Caltrans guidance has stated that for an audible increase in traffic noise to occur a doubling of traffic must occur.²² As such, the addition of three daily truck trips along Sherman Way would not audibly increase noise levels along the roadway. Therefore, the proposed project would result in a less-than-significant impact related to mobile noise.

²²California Department of Transportation, *Technical Noise Supplement*, September 2013.

Operation

The operational analysis examines stationary noise and outdoor recreational noise associated with the proposed project. Unlike construction noise, which is temporary, operational noise is often ongoing and persistent over the life of a project. The outdoor recreational area noise and solar shade structure area would result in noise generation from students playing and conversing. Parking noise is not considered in the analysis as the project site currently hosts an existing parking lot and the proposed project would not result in a significant change from the existing condition. Similarly, mobile noise is not assessed as the proposed project would not result in an increase in students or faculty and therefore trip generation will remain the same. No increase in mobile noise is anticipated. The project would include the construction of a solar shade structure in the parking lot, modular restroom facilities, removal of the existing outdoor dining area, and conversion of portions of the parking lot to open recreation space. The restroom facilities would be passive and would not result in the generation of operational stationary noise. Similar to the existing outdoor dining area, noise associated with the outdoor recreational areas and solar shade structure would be largely limited to children playing and conversational noise. The outdoor recreation areas and solar shade structure are also anticipated to be used by the students of the Magnolia Science Academy high school building, which, has been approved as a separate project, would expand the capacity of the school to approximately 1,000 students. While there would be more students using the proposed recreational areas than use the existing areas, there would not be a substantial increase in the existing hours of activity. Rather, there would be more hourly activity spread over the course of the school day. However, the majority of recreational activity would occur within school operating hours and not during the noise-sensitive evening and nighttime hours. Thus, noise levels are not anticipated to significantly differ from existing conditions.

Normal outdoor activity would create short-term noise levels between 60 to 70 dBA at land uses adjacent to project site. Increased noise levels from school activities would largely coincide with periods of greater outdoor activity, such as before or after school, during daily breaks, or during athletic classes or activities. The effects of the proposed project would be similar to that of the effects assessed within the Los Angeles Unified School District's New School Construction Program Draft Environmental Impact Report.²³ That document was used to assess noise associated with multiple new schools with athletics fields, which is similar to the proposed project. Daytime noise from the outdoor recreation fields and solar shade structure that is short-term and intermittent, but up to 70 dBA, would generally be compatible with surrounding land uses that depend on nighttime quiet. Residential uses, when they are adjacent to schools, may be disrupted by intermittent noises from outdoor activities and may occasionally experience nuisance noises. Although disruptive, intermittent daytime noises have little effect on day-night average noise levels, which are critical to noise-sensitive land uses. Maximum day-night noise levels caused by outdoor activities at schools would normally be below 65.5 dBA CNEL. Operational noise levels would be within the conditionally acceptable range of 55 to 70 dB CNEL for single-family uses and 60 to 70 dB CNEL for multi-family uses set forth in the General Plan. The conditions set forth in the zone variance for the Magnolia Science Academy would further limit operational noise levels as no public address system, paging system, amplified music, or loud non-amplified music is permitted outside. Furthermore, as a feature of the project, an 8-foot CMU wall would be installed along the project's southern boundary which would function as both a security feature and a noise barrier. The CMU wall, which is a feature of the proposed project, would reduce noise levels at adjacent residences. Therefore, impact would be less than significant.

- b) **Less-Than-Significant Impact.** A significant impact would occur if the proposed project would result in exposure of people to or generation of excessive ground-borne vibration. Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. High levels of vibration may cause physical personal injury or damage to buildings. However, vibrations rarely affect human health. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring

²³Los Angeles Unified School District, *New School Construction Program Draft Program Environmental Impact Report*, March 2004.

structures, vibrations from construction activities rarely reach the levels that damage structures. Typical vibration levels associated with construction equipment are provided in **Table 3-10**. According to the *Traffic Noise and Vibration Impact Assessment* prepared by the Federal Transit Administration (FTA), heavy equipment (e.g., a large bulldozer and hoe ram) generate vibration levels of 0.089 inches per second peak particle velocity (PPV) at a distance of 25 feet.

TABLE 3-10: VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT	
Equipment	Peak Particle Velocity at 25 feet (Inches/Second)
Pile Driver (Upper Range)	1.518
Caisson Drill	0.089
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003
SOURCE: FTA, <i>Transit Noise and Vibration Impact Assessment</i> , May 2006.	

Construction vibration has been assessed for the potential to damage nearby structures or annoy/disrupt land uses that are particularly sensitive to vibration. The proposed project includes the addition of a solar shade structure in the parking lot and modular restroom facilities. The existing outdoor dining area would be removed, and portions of parking would be converted to open recreation space. Vibration generating equipment that would generate greatest level of vibration would be most similar to a large bulldozer, which generates a vibration level of 0.089 inches per second.

The FTA has published guidance stating that engineered concrete and masonry buildings (e.g., typical residential buildings) can withstand vibration of levels of at least 0.3 inches per second without experiencing damage. Structures most likely to be impacted by construction vibration are the residences located adjacent to the south of the project site. Based on visual characteristics of these structures (e.g., age), the adjacent building foundations are assumed to be constructed of engineered concrete.

Heavy-duty equipment operating within 12 feet of a structure would generate vibration levels that exceed 0.3 inches per second PPV. The adjacent residential buildings to the south are typically setback approximately 30 feet from where heavy-duty equipment would operate. Vibration is a localized event and attenuates rapidly with distance. Construction would likely involve limited vibration generating activities, as the solar shade structures and outdoor recreation areas do not require substantial building foundations. Nonetheless, should heavy-duty equipment such as a large bulldozer be utilized, the resulting vibration level would be approximately 0.068 inches per second at a distance of 30 feet. Vibration levels at nearby residences would be well below the 0.3 inches per second threshold. Therefore, the proposed project would result in a less-than-significant impact related to building damage from construction vibration.

Regarding annoyance/disruption, land uses particularly sensitive to vibration annoyance during daytime construction hours include typically including places with vibration sensitive equipment, such as hospitals and recording studios. None of these land uses have been identified near the project site. Therefore, the proposed project would result in a less-than-significant impact related to annoyance/disruption from construction vibration.

Operation

The proposed project would not include significant stationary sources of ground-borne vibration, such as heavy equipment operations. Operational ground-borne vibration in the project vicinity would be generated by vehicular travel on the local roadways. The FTA has stated in the *Transit Noise and Vibration Impact Assessment* guidance document that vibration from rubber-tired vehicles is rarely perceptible, except under poor road conditions (e.g., potholes). Furthermore, the proposed project would not result in increased trip generation and vibration levels would be similar to the existing condition. Therefore, impact would be less than significant.

- c) **No Impact.** A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport, public use airport, or private airstrip. The proposed project is not located within an airport land use plan. The Van Nuys Airport is the closest airport to the project sites, however, the proposed project would be located outside of the Van Nuys Airport's noise contours and would not result in the exposure of persons to excessive noise levels associated with a public airport.²⁴ Furthermore, the proposed project would consist of the construction of solar shade structures and outdoor recreational spaces, and would not represent a new noise sensitive use. Therefore, no impacts would occur.

Regulatory Compliance Measures

- RC-NO-1** The proposed project shall comply with the City of Los Angeles General Plan Noise Element, City's Noise Ordinance Nos. 161,574 and 144,331, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- RC-NO-2** The proposed project shall comply with the City's Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City's telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.
- RC-NO-3** Construction activities shall be restricted to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday, and prohibited on all Sundays and federal holidays.
- RC-NO-4** The project contractor shall use power construction equipment with noise shielding and muffling devices capable of achieving a sound attenuation of at least 3 dBA at 50 feet of distance.
- RC-NO-5** The construction contractor shall ensure that all equipment is properly maintained to prevent additional noise due to worn or improperly maintained parts.
- RC-NO-6** Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously.
- RC-NO-7** The construction contractor shall not locate construction staging areas adjacent to the residences on the south and southwest property lines of the project site.

Mitigation Measures

- NO-1** The construction contractor shall establish a noise disturbance coordinator. The noise disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the noise disturbance coordinator.
- NO-2** Barriers, such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected between Magnolia Science Academy and the project site to minimize the amount of noise during construction. These barriers shall be capable of reducing noise levels by at least 10 dB.

²⁴Los Angeles World Airports, *Van Nuys Airport Noise Contour Map IQ18*, May 7, 2018.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.14 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>a) No Impact. A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great of magnitude. As discussed in the project description, the proposed improvements to the project site would support the existing classroom and the future new high school buildings. Implementation of the proposed project would not result in an increase in student enrollment. Hence, the proposed project would not directly induce population growth. Furthermore, the proposed project would not include the addition of roads or any other type of infrastructure. Therefore, no impact would occur.</p> <p>b) No Impact. A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The project site is currently occupied by an existing two-story classroom building, and no residences or people would be displaced as a result of the proposed project. Therefore, no impact would occur.</p>				

3.15 PUBLIC SERVICES - Would the project:

- a) 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:

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities (including roads)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a.i) Less-Than-Significant Impact.** A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The City of Los Angeles has four Geographic Bureaus, Central, South, Valley, and West, that serve the entirety of the City. The project site is located within the Valley Bureau service area and is currently served by LAFD Fire Station 73, located at 7419 Reseda Blvd and approximately 0.6 mile west of the project site. Additional LAFD fire stations in proximity to the project site include Fire Station 100, located at 6751 Louise Avenue (approximately 1.7 miles southwest of the project site) and Fire Station 90, 7921 Woodley Avenue (approximately 3.6 miles northeast of the project site).²⁵⁻²⁶

The proposed improvements to the project site would support the existing classroom and the future new high school building and would not result in an increase in students on the project site. Given that four fire stations are located within close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. Under the LAFD's Deployment Plan, the service delivery area of each fire station is drawn to allow fire apparatus to reach any address in that district within a specified response time. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection. Additionally, the proposed project would comply with all applicable standards regarding LAFD fire protection services (Regulatory Compliance Measure **RC-PS-1** through **RC-PS-8**). Therefore, impact would be less than significant.

- a.ii) Less-Than-Significant Impact.** A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site is currently served by LAPD's West Valley Community Police Station, located at 19020 Vanowen Street (approximately 1.5 miles southwest of the project site). As discussed above, the proposed improvements to the project site would support the existing classroom and the approved new high school buildings and would not result in an increase in students on the project site. The proposed project would incorporate security features, including fencing and lights to provide for the safety of students and employees. During construction, the proposed project would be required to comply with measures to ensure the safety of the project site, personnel working on it, and the public (Regulatory Compliance Measure **RC-PS-9**). In addition, prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime

²⁵Los Angeles Fire Department, *Station List*, <http://www.lafd.org/fire-stations/find-your-station>, accessed July 23, 2018.

²⁶Community Emergency Response Team (CERT) LA, *Los Angeles Fire Department Battalion Map*, January 12, 2015, <http://www.cert-la.com/Battalion-map.pdf>, accessed July 30, 2018.

Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD (Regulatory Compliance Measure **RC-PS-10**). Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Therefore, impact would be less than significant.

- a.iii) No Impact.** A significant impact would occur if the proposed project would create a substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The project site is developed with an existing school that is currently in operation and the proposed improvements would not generate additional student enrollment. In addition, the proposed project would not result in an increase in residential population that would create a demand for school facilities. Therefore, no impact would occur.
- a.iv) No Impact.** A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. There is one RAP facility located within one mile of the project site, which is the Jesse Owens Mini Park, located at 7100 White Oak Avenue, Reseda, CA 91406, approximately one mile from the project site.²⁷ The proposed project would not result in an increase in residential population, which would result in increased demand for parks and recreation facilities. On the contrary, the proposed project includes the construction of recreation space for the school. Therefore, no impact would occur.
- a.v) No Impact.** A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The Los Angeles Public Library (LAPL) System provides library services for the City of Los Angeles. The LAPL operates one library within two miles of the project site, which is the West Valley Regional Branch Library, located at 19036 Vanowen Street (approximately 1.9 mile southwest of the project site).²⁸ The proposed project would not result in a residential population increase, which would result in increased demand for library services and resources of the LAPL System. Accordingly, the proposed project would not create any new capacity or service level problems that would require the provision of new or physically altered library facilities in order to maintain an acceptable level of service for libraries. Therefore, no impact would occur.

Regulatory Compliance Measures

- RC-PS-1** The proposed project shall comply with the 2014 Fire Code and any subsequent codes at the time of building permits, including the requirements for automatic fire sprinkler systems and any other fire protection devices deemed necessary by the Fire Chief (e.g., fire signaling systems, fire extinguishers, smoke removal systems, etc.).
- RC-PS-2** The plot plan shall be submitted to the Los Angeles Fire Department (LAFD) for review and approval, and shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be

²⁷City of Los Angeles Department of Recreation and Parks, *Facility Locator*, <http://raponline.lacity.org/maplocator/>, accessed August 1, 2018.

²⁸Los Angeles Public Library, *Location and Hours Location*, <http://www.lapl.org/>, accessed July 19, 2018.

more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

- RC-PS-3** A plot plan shall be submitted to the LAFD for review and approval prior to occupancy of the proposed project, which shall provide the capacity of the fire mains serving the project site. Any required upgrades shall be identified and implemented prior to occupancy of the proposed project
- RC-PS-4** Prior to occupancy of the proposed project, an emergency response plan shall be submitted to the LAFD. The emergency response plan would include, but not be limited to, the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire stations. Any required modifications shall be identified and implemented prior to occupancy of the proposed project.
- RC-PS-5** The construction contractors and work crews shall (1) properly maintain the mechanical equipment according to best practices and the manufacturers' procedures; (2) ensure proper storage of flammable materials; and (3) cleanup of spills of flammable liquid.
- RC-PS-6** If there are partial closures to streets surrounding the project site, flagmen shall be used to facilitate the traffic flow until the street closure around the construction is complete
- RC-PS-7** During demolition and construction, LAFD access from major roadways shall remain clear and unobstructed.
- RC-PS-8** The design of the project site shall provide adequate access for LAFD equipment and personnel to the structures.
- RC-PS-9** Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area. The perimeter fence shall have gates installed to facilitate the ingress and egress of equipment and the work force. The perimeter and silt fence shall be maintained while in place. Where applicable, the construction fence shall be incorporated with a pedestrian walkway. Temporary lighting shall be installed and maintained at the pedestrian walkway. Should sections of the site fence have to be removed to facilitate work in progress, barriers and or K – rail shall be utilized to isolate and protect the public from unsafe conditions.
- RC-PS-10** The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to buildings, secured parking facilities, walls/fences with key systems, well illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed, pursuant to strategies identified in the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the City of Los Angeles.²⁹ These measures shall be approved by the Police Department's Community Relations Division, located at 100 West 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000 prior to the issuance of building permits.

²⁹City of Los Angeles, Crime Prevention through Environmental Design Task Force, *Design Out Crime Guidelines: Crime Prevention Through Environmental Design*, http://planning.lacity.org/policyinitiatives/CPTED/CPTED_Guidelines.pdf.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.16 RECREATION - Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** Refer to Response to Checklist Question 3.14(a)(iv) above.

b) **No Impact.** A significant impact would occur if the proposed project would necessitate construction of new recreational facilities, which would adversely impact the environment, or require the expansion or development of parks or other recreational facilities. There is one RAP facility located within one mile of the project site, which is the Jesse Owens Mini Park, located at 7100 White Oak Avenue approximately one mile from the project site.³⁰ The proposed project would not result in an increase in residential population, which would result in increased demand for parks and recreation facilities. On the contrary, the proposed project includes the construction of recreation space. Therefore, no impact would occur.

³⁰City of Los Angeles Department of Recreation and Parks, *Facility Locator*, <http://raponline.lacity.org/maplocator/>, accessed August 1, 2018.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.17 TRANSPORTATION - Would the project:				
a) Conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>a) Less-Than-Significant Impact. A significant impact would occur if the proposed project would conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The proposed project would not result in an increase in students or result in any new daily vehicle trips to the project site. Vehicle ingress and egress to the project site would continue to be maintained in accordance with all applicable design and safety standards via the alley, which intersects Etiwanda Avenue to the west and Lindley Avenue to the east. The proposed project would not change roadway designations from those in the City's General Plan and would be consistent with adopted plans and policies related to the circulation system. The proposed project would not conflict with policies supporting alternative transportation modes, and no changes to exiting bicycle or pedestrian facilities would occur. While project specific construction activities have the potential to increase traffic through vehicle trips generated from construction workers traveling to and from the project site, construction traffic would be a temporary and intermittent, it would not represent a permanent physical change to the surrounding area. Therefore, impact would be less than significant.</p> <p>b) No Impact. A significant impact would occur if the proposed project would result in a substantial increase in vehicle miles traveled (VMT). Implementation of the proposed project would support the existing classroom and the future new high school buildings. The proposed project would not result in an increase in students or result in any new daily vehicle trips to the project site. Therefore, no impact would occur.</p> <p>c) Less-Than-Significant-Impact. A significant impact would occur if the proposed project would increase hazards due to a design feature or incompatible uses. The proposed project would not incorporate any design features that would substantially increase hazards to traffic circulation. The proposed modular restroom facility and solar shade structure would be located within the existing parking lot area behind the exiting classroom and the future new high school buildings on Sherman Way. Vehicle ingress and egress would continue to be maintained via the alley, which intersects Etiwanda Avenue to the west and Lindley Avenue to the east. Therefore, impact would be less than significant.</p> <p>d) Less-Than-Significant-Impact. A significant impact would occur if the design of the proposed project would fail to satisfy emergency access requirements of the LAFD. While Sherman Way is the main east-west boulevard through the Central Valley and is a secondary disaster route,³¹ vehicle ingress and egress would continue to be maintained via the alley, which intersects Etiwanda Avenue to the west and Lindley Avenue to the east. The proposed project would not result in an increase in students or result in any new daily vehicle trips to the project site and nor impede emergency access to the project site or surrounding area. Emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (Regulatory Compliance Measure RC-HAZ-2). Therefore, impact would be less than significant.</p>				

³¹County of Los Angeles, *Disaster Area*, <http://dpw.lacounty.gov/dsg/disaster/routes/map/Los%20Angeles%20Valley%20Area.pdf>, accessed July 2018.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.18 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>a) Less-Than-Significant Impact. A significant impact would occur if the proposed project would cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources (CRHR), or in a local register of historical resources as defined in PRC Section 5020.1(k). The site is not listed or eligible for listing in the California Register of Historical Resources (CRHR), or in a local register of historical resources as defined in PRC Section 5020.1(k). Therefore, impacts would be less than significant.</p> <p>b) Less-Than-Significant Impact with Mitigation Incorporated. A significant impact would occur if the proposed project would cause a substantial adverse change in the significance of a tribal cultural 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 PRC Section 5024.1. No significant tribal cultural resources have been identified on the project site, and the project site has been previously disturbed. However, the proposed improvements would require additional ground disturbance that would involve excavation into native soils that may contain tribal cultural resources. In compliance with AB 52, tribes traditionally and culturally affiliated with the geographic area of the project area were notified. The tribes notified of the proposed project were the Fernandeno Tataviam Band of Mission Indians (FTBMI) and the Gabrieleno Band of Mission Indians – Kizh Nation. Due to the limited ground disturbance, the Kizh Nation has no concerns; however, since the archaeology of this area is not well defined, FTBMI requested to be notified if and when cultural resources are encountered during ground-disturbing activities to assure that all cultural materials on the surface and subsurface (if any) and any inadvertent discovery, are properly documented, salvaged, and protected. Therefore, with implementation of Regulatory Compliance Measure RC-TCR-1 and Mitigation Measures TCR-1 through TRC-3 impacts would be less than significant.</p>				

Regulatory Compliance Measures

- RC-TCR-1** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

Mitigation Measures

- TCR-1** In the event that Native American cultural resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards retained by the applicant shall assess the find. The Fernandeano Tataviam Band of Mission Indians and consulting Tribes shall be contacted to consult if any such find occurs. The archaeologist shall complete all relevant California State Department of Parks and Recreation (DPR) 523 Series forms to document the find and submit this documentation to the applicant, Lead Agency, Fernandeano Tataviam Band of Mission Indians, and consulting Tribes.
- TCR-2** The Lead Agency and/or applicant shall, in good faith, consult with the Fernandeano Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during the Project grading/excavation.
- TCR-3** If human remains or funerary objects are encountered during any activities associated with the Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County coroner shall be contacted. If the human remains are determined to be Native American in origin by the County coroner, the applicant shall immediately notify the Lead Agency, the Fernandeano Tataviam Band of Mission Indians, and consulting Tribes.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.19 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>a) Less-Than-Significant Impact. A significant impact would occur if the proposed project would cause significant environmental effects due to the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities. The proposed project consists of the addition of a modular restroom facility and a solar shade structure and would not result in an increase in student enrollment. The addition of a modular restroom facility would generate a negligible increase in water demand and wastewater generation. Implementation of the proposed project would be required to check with utilities, including LADWP for the provision of electric power; however, the proposed solar shade structure in the school parking lot would reduce the need for electricity that would otherwise flow to the school through the meter provided by LADWP. No relocation or construction of natural gas or telecommunications facilities are necessary to serve the proposed project. In regard to stormwater, the adjacent parking lots currently all drain into the school campus where collected water sits until it can percolate into the underlying soil. This causes ponding on the MPS property and adjacent residential property. To resolve this longstanding drainage problem, an underground infiltration system to dispose of water and prevent flooding would be installed as part of the proposed project. Following implementation, the proposed project would continue to be served by the Tillman Water Reclamation Plant (TWRP) which has the capacity to treat 80 million gallons of wastewater per day.³² Therefore, impacts related to utility relocation or construction would be less than significant.</p> <p>b,c) Less-Than-Significant Impact. A significant impact would occur if the existing water supply were insufficient to serve the project or if existing wastewater treatment plants were to lack the capacity to accommodate the proposed project. As discussed in response to Checklist Question 3.17(a), impacts related to wastewater treatment capacity and water supply would be less than significant.</p> <p>d) Less-Than-Significant Impact. A significant impact would occur if the proposed project's solid waste generation were to exceed the capacity of permitted landfills. The Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste</p>				

³²City of Los Angeles Department of Sanitation, *Donald C. Tillman Water Reclamation Plant*, <https://www.lacitysan.org>, accessed August 6, 2018.

within the City, including the project site.³³ The project site primarily uses the Sunshine Canyon landfill. Sunshine Canyon has a daily intake capacity of 8,300 tons and an annual intake of 2.4 million tons.³⁴ Since the proposed project would not result in an increase in students, the addition of a modular restroom facility would result in a negligible increase in solid waste. Thus, the proposed project's solid waste generation would account for 0.00001 percent of the daily intake capacity of the Sunshine Canyon landfill. In addition, the proposed project would also comply with all federal, State, and local regulations related to solid waste. The proposed project will be served by a landfill with adequate capacity to accommodate the project's waste disposal needs. Therefore, impact would be less than significant.

- e) **Less-Than-Significant Impact.** Refer to Response to Checklist Question 3.17(d).

Regulatory Compliance Measures

- RC-USS-1** All wastewater from the proposed project would be treated according to requirements of the NPDES permit authorized by the LARWQCB.
- RC-USS-2** The applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project.

³³City of Los Angeles General Plan, *The Citywide General Plan Framework: An Element of The City of Los Angeles General Plan*, August 2001.

³⁴Sunshine Canyon Landfill, <http://sunshinecanyonlandfill.com/faq/>, accessed August 6, 2018.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
3.20 WILDFIRE - Would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Less-Than-Significant Impact. Vehicle ingress and egress would continue to be maintained via the alley, which intersects Etiwanda Avenue to the west and Lindley Avenue to the east. While Sherman Way is the main east-west boulevard through the Central Valley and is a secondary disaster route, ³⁵ the proposed project would not result in an increase in students or result in any new daily vehicle trips to the project site. In addition, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (Regulatory Compliance Measure RC-HAZ-2). Therefore, impact would be less than significant.				
b) No Impact. The project site is located within an urbanized area. There are no wildlands located in the vicinity of the project site. Furthermore, the project is flat and is not located within a City designated Very High Fire Hazard Severity Zone) or within a City-designated fire buffer zone. Thus, the proposed project would not expose project occupants to uncontrolled spread of a wildfire or the pollutant concentrations from wildfire. Therefore, no impacts would occur.				
c) No Impact. The proposed project consists of improvements to an existing school campus within an urbanized area and would not require additional installation or maintenance of roads, fuel breaks, emergency water sources, or power lines. Existing utilities would adequately serve the proposed project. The proposed project would not require installation or maintenance of associated structures that may exacerbate fire risk or that may require in temporary or ongoing impacts to the environment. Therefore, no impacts would occur.				
d) No Impact. The project site is located within an urbanize area of the City. There are no slopes or hills in the vicinity of the project site that would have the potentially expose people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts would occur.				

³⁵County of Los Angeles, *Disaster Area*,
<http://dpw.lacounty.gov/dsg/disaster/routes/map/Los%20Angeles%20Valley%20Area.pdf>.

	Potentially Significant Impact	Less-Than- Significant Impact with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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3.21 MANDATORY FINDINGS OF SIGNIFICANCE - Would the project:

- | | | | | | |
|----|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) | Does the project have impacts which are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects). | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) | Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a) **Less-Than-Significant Impact.** Based on the analysis in this IS/MND, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The project site is located within an urban environment and is presently developed with a two-story classroom building and a surface parking lot. The LADBS has also completed plan check review of the new high school building that will be constructed on the project site shortly. With compliance to existing regulations and Regulatory Compliance Measures, potential impacts to these resources would be reduced to less-than-significant levels.

b) **Less-Than-Significant Impact with 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 impacts of each additional project will be evaluated and mitigated on a case by case basis; therefore, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less-than-significant levels with implementation of the Mitigation Measures (AES-1, NO-1 and NO-2, and TCR-1, TCR-2 and TCR-3) and compliance with existing regulations and Regulatory Compliance Measures. None of these potential impacts are considered cumulatively considerable, and implementation of the mitigation measures identified in this IS/MND along with compliance to existing regulations will ensure that no cumulative impacts would occur as a result of the proposed project.

c) **Less-Than-Significant Impact with Mitigation Incorporated.** A significant impact may occur if the proposed project has the potential to result in significant impacts. 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 (AES-1, NO-1 and NO-2, and TCR-1, TCR-2 and TCR-3) and compliance with existing regulations and Regulatory Compliance Measures, 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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This section also documents all the sources that contributed in the preparation of this IS/MND.

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