



## DEPARTMENT OF CITY PLANNING APPEAL RECOMMENDATION REPORT

### City Planning Commission

**Date:** October 12, 2017  
**Time:** After 8:30 A.M.\*  
**Place:** Los Angeles City Hall  
Public Works Board Room 350  
200 North Spring Street  
Los Angeles, California 90012

**Public Hearing:** February 7, 2017  
**Appeal Status:** Further appealable to City Council  
**Appeal Expiration Date:** October 12, 2017  
**Multiple Approval:** Yes

**Case Nos.:** DIR-2016-3076-DRB-SPP-DB-SPR-1A and VTT-74392-1A  
**CEQA No.:** ENV-2016-3077-MND  
**Council No.:** 12-Englander  
**Plan Area:** Granada Hills-Knollwood  
**Specific Plan:** Granada Hills  
**Certified NC:** Granada Hills North  
**GPLU:** Neighborhood Commercial  
**Zone:** C2-1VL  
**Appellant:** Mark Sellers  
**Applicant:** Marc Annotti, Harridge Development Group

**PROJECT LOCATION:** 16201-16301 San Fernando Mission Boulevard and 11147-11155 Woodley Avenue

**PROPOSED PROJECT:** The project involves the demolition of 94,098 square feet of existing commercial buildings and the construction, use, and maintenance of two mixed-use buildings with Building "A" containing a total of up to 60 dwelling units and up to 19,500 square feet of ground floor commercial space and Building "B" containing up to 80 dwelling units and up to 20,500 square feet of ground floor commercial floor area; and 102 townhomes.

**APPEAL ACTION:** Case No. DIR-2016-3076-DRB-SPP-DB-SPR-1A

The appellant is appealing the Director of Planning's decision to approve the following:

- a. A Director's Design Review Determination and a Project Permit Compliance Review for the development of two buildings with Building "A" containing a total of up to 60 dwelling units and up to 19,500 square feet of commercial space and Building "B" containing up to 80 dwelling units and up to 20,500 square feet of commercial floor area and 102 townhomes, on a site located on northwest corner of San Fernando Mission Boulevard and Woodley Avenue; and
- b. Site Plan Review for the construction, use, and maintenance of a development that results in a net increase of 50 or more dwelling units.

*(The originally Density Bonus request was dismissed due to project revisions which resulted in a development that no longer sought development incentives.)*

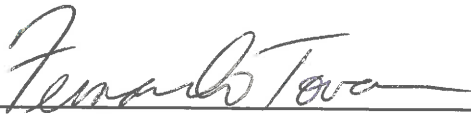
Case No. VTT-74392-1A

The appellant is appealing the Advisory Agency's approval of the Vesting Tentative Tract Map for the merger and resubdivision of the subject site into two (2) lots for condominium purposes.

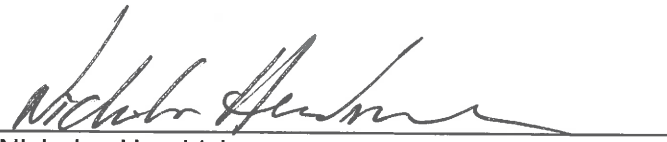
**RECOMMENDED ACTIONS:**

1. **Find** pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2016-3077-MND ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, that there is no substantial evidence that the project will have a significant effect on the environment; **FIND** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; **FIND** the mitigation measures have been made enforceable conditions on the project;
2. **Deny** the appeal;
3. **Sustain** the Planning Director's decision to approve the Design Review Determination and a Project Permit Compliance Review;
4. **Sustain** the Advisory Agency's approval of the Vesting Tentative Tract Map for the merger and resubdivision of the subject site;
5. **Adopt** the Conditions of Approval; and
6. **Adopt** the findings of the Director of Planning and of the Advisory Agency.

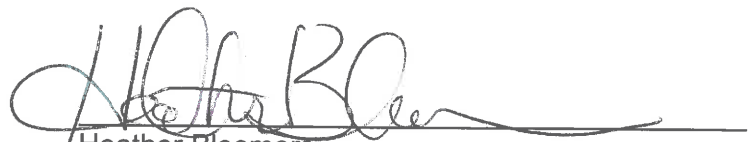
VINCENT P. BERTONI, AICP  
Director of Planning



Fernando Tovar  
Deputy Advisory Agency



Nicholas Hendricks,  
Senior City Planner



Heather Bleemers  
City Planner

**ADVICE TO PUBLIC:** \*The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *City Planning Commission Secretariat, 200 North Spring Street, Room 532, Los Angeles, CA 90012* (Phone No.213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

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### **Exhibits:**

- A. Radius and Zoning Maps
- B. Decision Letters for Case Nos. DIR-2016-3076-DRB-SPP-DB-SPR and VTT-74392
- C. Approved Project Plans and Approved Vesting Tentative Tract Map
- D. ENV-2016-3077-MND – included as a CD
- E. Appeal Documents
- F. Summary of Public Correspondence

## PROJECT ANALYSIS

### Project Summary

The project would involve the demolition of 94,098 square feet of commercial buildings, including a DMV, medical office, and restaurants (not including the restaurant at the corner of San Fernando Mission and Woodley Avenue) and the construction, use, and maintenance of two buildings with Building “A” containing a total of up to 60 dwelling units and up to 19,500 square feet of commercial space and Building “B” containing up to 80 dwelling units and up to 20,500 square feet of commercial floor area and 102 townhomes. Both mixed-use buildings will be a maximum height of 45 feet and will consist of a maximum FAR of 1.5:1 with the townhomes being a maximum height of 38 feet consisting of a maximum FAR of 0.90:1, consistent with the 1.5:1 FAR restrictions of the C1-1VL zoned site. The project includes 96 commercial parking spaces, 343 residential parking spaces, and 26 shared guest parking spaces for the townhomes.

### Background

The site is located at 16201 West San Fernando Mission Boulevard in the Granada Hills-Knollwood Community Plan Area. The existing commercial center has two driveways on San Fernando Mission Boulevard and two driveways on Woodley Avenue. The project site is zoned C1-1VL with a Neighborhood Commercial land use designation. The project site is also within the boundaries of the Granada Hills Specific Plan, within Sector A.

The project site is relatively flat and is surrounded by commercial, residential, and public facility land uses in an urban setting that is similar to other areas in the Granada Hills community. The adjacent property to the west of subject site is improved with the Bull Creek channelized flood control channel. The adjacent property to the north is improved with the John F. Kennedy High School.

The project site is 1.19 kilometers from the Northridge Fault. The site is not located within a Very High Fire Hazard Severity Zone, Methane Hazard Site, Alquist-Priolo Fault Zone, Landslide, or Liquefaction zone. The site is currently undergoing remediation for a release of tetrachloroethylene (PCE), which was initially detected in 2005. The site is under the jurisdiction of the Los Angeles County Fire Department – Site Mitigation Unit. A vapor extraction remediation system (VES) has operated at the site intermittently since 2009. The project has been conditioned through conditions of approval and through mitigation measures that will ensure that the PCE contamination does not impact construction and operation of the project. Remediation activity would continue until full remediation of PCE contamination is achieved to the satisfaction of the Los Angeles County Fire Department and other appropriate agencies, per the legal requirements of remediation. As such, the project site will not be issued a building permit until the necessary agencies have approved the remediation efforts. Lastly, the site is located outside of a flood zone.

### Project History and Revisions

The applications in connection with the proposed project were submitted on August 18, 2016 for a project seeking to construct, use, and maintain an approximately 497,623 square-foot mixed-use development containing 440 residential apartment units (including 22 units restricted for Very Low Income Households), and approximately 64,650 square feet of ground floor commercial space within a four-story building above one level of basement and one level of subterranean parking to a maximum height of approximately 54 feet. On August 28, 2017, the project received approvals for a smaller project to allow for the construction, use, and maintenance of two buildings with Building “A” containing a total of up to 60 dwelling units and up to 19,500 square feet of commercial space and Building “B” containing up to 80 dwelling

units and up to 20,500 square feet of commercial floor area and 102 townhomes.

The following timeline provides an overview on the various iterations of the project based on public hearings and meetings with community groups:

- On October 19, 2016, the applicant team made a presentation to the Granada Hills North Neighborhood Council - Planning & Land Use Committee.
- On November 16, 2016, the Design Review Board Hearing took place. Over 200 concerned citizens attended the meeting. The Design Review Board moved to deny the project based on impacts related to traffic and density.
- On January 13, 2017, the applicant team attended a community Meeting at the Council Office with community leadership members to discuss the applicant's revised project, as follows:
  - 390 Units, including 22 restricted affordable units;
  - Commercial floor area reduced by 2,000 square feet; and
  - The northerly Woodley driveway (adjacent to the high school) was relocated 40 feet from the property line to improve visibility and reduce pedestrian-vehicle conflicts.
- On February 3, 2017, the applicant attended a community meeting at Council Office with community leadership members to discuss the revisions of the project, including:
  - Project revised from a maximum height of 54 feet to 45 feet;
  - Project remained at 390 units, 22 restricted affordable units. Unit mix adjusted per comments from Community to include 32 studios, 229 1-bedroom, and 129 2-bedroom;
  - Northerly project driveway on Woodley relocated 40 feet from the property line.
  - Internal circulation provides two direct vehicle egress routes from the residential parking garage; one to Woodley and one to San Fernando.
- On February 7, 2017, a joint Hearing Officer/Advisory Agency was held in the Marvin Braude Building. The public hearing allotted time for public comments. No decision was rendered and the Vesting Tentative Tract Map was placed under advisement pending agreed upon project changes as follows:
  - Applicant committed to a maximum of 330 units.
- On March 2, 2017, the applicant met with the Council Office and community members to present project revisions as follows:
  - Project revised to include 292 market rate units: 190 apartment units, 102 townhome units;
  - Mixed-use buildings will be a maximum height of 45 feet and will include three levels of residential uses over ground floor retail;
  - Townhomes will be a maximum height of 38 feet within three (3) stories;
  - The project will include 40,000 square feet of commercial floor area within the mixed-use buildings; and
  - The northerly driveway on Woodley Avenue was eliminated.
- On June 6, 2017, the applicant submitted revised plans to Planning including the following revisions:

- The project was revised to include 242 market rate units; 102 townhome and 140 apartment units.
- On June 21, 2017 the applicant team attended a public community meeting to present the resubmitted plan set.
- On August 28, 2017, the Advisory Agency and the Director of Planning approved the related requests.
- On September 9, 2017, the appellant, Jim Summers, filed a timely appeal of both decisions.

## **APPEAL**

The appellant appealed both determinations related to the proposed project. As such, the following are statements from the appeals submitted by the appellant and Staff's response. The appeals in their entirety are attached for reference (see Exhibit E).

### **Case No. DIR-2016-3076-DRB-SPP-DB-SPR-1A**

Reasons for Appeal:

- A-1. *Entitlement Conditions. The Qualifying-conditions that were with the parcels were not carried forward in the Community Plan update which resulted in a zone change on the project site.*

#### **Staff Response**

Per the requirements of City Charter Sections 551, 555, and 558, and Los Angeles Municipal Code Section 11.5.7-G, the update of the Granada Hills Specific Plan, adopted on May 18, 2016, went through an extensive public outreach process with neighborhood councils, local business groups, other stakeholder organizations, and individual residents and businesses. Between 2006 and 2007, a total of 14 meetings were held to discuss the details of the plan update. In 2008, an EIR scoping meeting was held and was attended by 25 people and a public open house was held with 85 people in attendance. Five months later, another public workshop was held. Prior to another open house and public hearing, approximately 36,200 hearing notices were distributed to residents and businesses. Eight public meetings were held prior to the public hearing. As part of the Specific Plan Update, the aforementioned public outreach process took place which provided a robust response from the public for the planners to consider, including the downzoning of the project site.

Through the Community Plan update, the project site was actually down-zoned from a C2 Zone, which allows for a density of one dwelling unit per 400 square feet of lot area, to a C1 Zone, which allows for a density of one dwelling unit per 800 square feet of lot area, thereby reducing the potential density of the site in half to allow for future development on the project site to be more consistent with surrounding development. In addition, the project site is within the boundaries of Section A of the Granada Hills Specific Plan, which limits a development's height to 45 feet, consistent with the height limitations of commercially zoned parcels adjacent to the site. Lastly, the project site has a Neighborhood Commercial land use designation corresponding to the C1, C2, CR, RAS3, and P zones. As such, the move to re-zone property, through the Community Plan update, to the least intense corresponding zone (C1 Zone), results in a down-zoning of the site, thereby reducing the development potential of the site.

The approved project is consistent with the underlying zone with regard to height, density, and use and is consistent with the Specific Plan height limitation of 45 feet.

- A-2. *The applicant has not stated any hardships of why the parcels should be developed at so intense a level relative to the surrounding neighborhoods.*

Staff Response

The revised project, downsized from 440 dwelling units to 242 dwelling units and from 54 feet in height to 45 feet in height, is not seeking any entitlements that would result in an increase in density, height, or reduced setbacks. The project is consistent with the underlying zoning for the project site and with the General, Community, and Specific Plans. Therefore, hardship findings are not required for approval of the project.

- A-3. *The height was limited to 30' according to the Q-conditions. It seems inappropriate and in disregard to safety factors due to seismic activity (the property is located within 1000' feet of a total 118 Freeway collapse and directly south of John F. Kennedy High School in which the rebuild after the 1994 earthquake was limited to two stories in height).*

Staff Response

Through the Community Plan update, the project site was actually down-zoned from a C2 Zone, which allows for a density of one dwelling unit per 400 square feet of lot area, to a C1 Zone, which allows for a density of one dwelling unit per 800 square feet of lot area, thereby reducing the potential density of the site in half to allow for future development on the project site to be more consistent with surrounding development. In addition, the project site is within the boundaries of Section A of the Granada Hills Specific Plan, which limits a development's height to 45 feet, consistent with the height limitations of commercially zoned parcels adjacent to the site. Lastly, the project site has a Neighborhood Commercial land use designation corresponding to the C1, C2, CR, RAS3, and P zones. As such, the move to re-zone property, through the Community Plan update, to the least intense corresponding zone (C1 Zone), results in a down-zoning of the site, thereby reducing the development potential of the site. The mixed-use buildings will be developed to a maximum height of 45 feet with the townhomes being a maximum height of 38 feet, consistent with the provisions of the Granada Hills Specific Plan.

While no known active faults traverse the project site, nor is the project site located within an Alquist-Priolo Fault Zone. As such, the project will be required to comply with the City Building Code and the California Building Code seismic standards, as well as the determinations of the Project structural engineer. Through compliance with existing applicable building codes and structural engineering determinations related to seismic standards and design, ground-shaking hazards at the project site would not be greater than the average risk in the Southern California region. In addition, a Geotechnical investigation was prepared for the project and was approved by the Department of Building and Safety in a memo dated September 8, 2016 (Exhibit D, Appendix D). The conditions contained within the Building and Safety approval letter have been included as Mitigation Measures and as Conditions of Approval and must be complied with during the construction and operational phases of the project.

- A-4. *The proposed project should have a street setback of 15 feet to match the rest of Granada Hills commercial zones.*

Staff Response

According to the Granada Hills Specific Plan, which governs the project's setback requirements, the project is required to provide a front yard setback of at least five feet, a side yard setback of six feet, and a rear yard setback of 15 feet. In addition, the approved project the Specific Plan requires that an 18-inch landscape buffer be provided within the building setback. The mixed-use buildings have been designed to include an eight-foot setback on portions of the building abutting the street, a 1.5-inch landscape buffer, a five-foot setback at the parking garage, and a 13.5-foot setback at the pedestrian entrances, consistent with the provisions of the Specific Plan.

- A-5. *The far west parcel should be used for open space until adequate geological tests are evaluated. Bull Creek has existed for hundreds, perhaps thousands of years – no soil test have ever been done on this area that have come to the public's knowledge. The liquefaction appears to be a concern, noting that no buildings structures have been constructed immediately east of Bull Creek from San Fernando Mission Boulevard to north of Rinaldi.*

Staff Response

Geology and Soils is analyzed starting on Page IV-24 of the Initial Study. This analysis is based upon the geotechnical investigation prepared for the project by Feffer Geological Consulting dated April 1, 2016 (Appendix D to the Initial Study), the geotechnical investigation's approval letter from the City's Department of Building and Safety, the City's Zone Information & Map Access System, the State's Seismic Hazard Zones map of the San Fernando Quadrangle, and the Safety Element of the Los Angeles City General Plan. These resources are referenced in the Initial Study.

The assertion by the Appellant relative to inadequate boring locations appears to be a reference to the 1989 geotechnical investigation conducted at 16275 San Fernando Mission Boulevard. This 1989 report, as well as earlier reports for other parcels that make up the project site, were reviewed by Feffer Geological Consulting as part of the geotechnical investigation for the project and listed in the document review section. As indicated on the boring map for the project geotechnical investigation, boring number 5 is located in the westerly portion of the Subject Property.

The project's City-approved geotechnical investigation concludes that the entire project site is not subject to liquefaction (see page 10 of the geotechnical report in Appendix D to the IS/MND). This same determination is stated in the findings of earlier City-approved geotechnical reports as well (see pages 5-6 of the geotechnical report). The underlying earth materials, which would have been sampled and tested in the course of all of earlier geotechnical investigations as with the project's, would have noted the presence of unstable soils susceptible to liquefaction if such materials were present. However, the underlying earth materials are not in themselves susceptible to liquefaction, nor is the project site in an area with high groundwater (the historically highest groundwater level is approximately 190 feet below the ground surface and no groundwater was encountered during the field investigation for the geotechnical report).

- A-6. *The proposed amount of parking stalls needs to be expanded to meet demands of the area.*

Staff Response

Section 8 – Parking Requirements, of the Granada Hills Specific Plan governs the parking requirements for the project which requires three parking spaces for every 1,000 square feet of combined commercial area and one parking space per each 100 square feet of restaurant space. Residential parking is governed by LAMC Section 12.21.A4(a) with guest parking requirements of 0.25 spaces per dwelling unit in excess of that required by Code. The mixed-use portion of the project is providing parking consistent with the provisions of the Specific Plan and the LAMC, utilizing the allowable bicycle parking reductions, as follows:

<b>Retail</b>	40,000 sf x 3 stalls per 1,000 sf	120 stalls
Bicycle Parking Reduction	20% or up to 24 stalls	(24 stalls)
<b>Required</b>		<b>96 stalls</b>
<b>Residential</b>	<3 rooms, 1 stall per unit (18x1)	18
	=3 rooms, 1.5 stalls per unit (54x1.5)	81
	>3 rooms, 2 stalls per unit (68 x 2)	136
Total		<b>235</b>
Bicycle Parking Reduction	10% or up to 23 stalls	(23)
<b>Resident Parking</b>		<b>212 stalls</b>
Guest Parking	140 units x 0.25 stalls per unit above Code	35
<b>Total Residential Required</b>		<b>247</b>
<b>Total Required – Commercial &amp; Residential</b>		<b>343</b>

The townhomes will provide parking at a ratio of two parking spaces per dwelling unit and will include 0.25 guest parking spaces per dwelling unit for a total of 26 guest parking spaces. As such, the project as designed is consistent with the provisions of the Granada Hills Specific Plan and with Los Angeles Municipal Code. The Department of City Planning cannot legally require more parking than is required by the Code.

- A-7. *The soil should be tested and evaluated before breaking ground and PCEs should be entirely evacuated and removed.*

#### Staff Response

The analysis in the IS/MND regarding the dry cleaning operation at the site incorporates the findings of the Phase I Environmental Site Assessment (ESA) prepared for the project (Appendix F to the IS/MND). The Phase I ESA acknowledges that the owner questionnaire was not returned to the preparers of the ESA, and that the Fire Department and Health Department have not responded to the request for records. The Phase I ESA also notes that these data gaps do not alter the conclusions and recommendations of the report (page 31 of the ESA).

Figure 2, Plot Plan, in the ESA illustrates the estimated extent of the PCE contamination in the soil, which generally encompasses the footprint of the dry cleaner's building. Mitigation Measure MM 8-1 (page III-5 of the MND) would ensure that the PCE contamination does not impact construction and operation of the project. This mitigation measure would be enforced and monitored until completed through the Mitigation Monitoring Program, which is a requirement of CEQA (Public Resources

Code §21081.6; State CEQA Guidelines §15097). In other words, this mitigating activity would continue until full remediation of PCE contamination is achieved to the satisfaction of the Los Angeles County Fire Department and other appropriate agencies. Regardless of the questionnaire and responses from the Fire Department and Health Department to the preparers of the ESA, the IS/MND discloses the PCE contamination as a potentially significant impact and was adequately mitigated in response.

- A-8. *The gas and unknown pollutants from the Aliso Canyon Gas Facility should be taken into account with regard to Greenhouse Gas emission.*

Staff Response

The appellant's point does not directly relate to any specific aspect of the project.

- A-9. *The decision of the Design Review Board voted not to support the project. Why the DRB's recommendation was transferred to City Planning is a mystery.*

Staff Response

Design review boards serve to review applications and accompanying materials in relation to compliance with the design components and criteria set forth in the specific plan and provide their recommendations to the Director. After review and discussion, at their meeting on November 16, 2016, the Board voted 5-0 to deny the project based on the aspects of the project that were not under the Board's preview such as traffic and density. In the event that a Board's motion does not meet the purposes and intent of the Specific Plan, pursuant to the provisions of LAMC Section 16.50, the board's action did not constitute an official recommendation and jurisdiction was thus transferred to the City Planning Department.

- A-10. *Indemnification – it is the City's prime job to protect the health and welfare of its citizens and the applicant should not be given exemptions or lower level thresholds in matters pertaining to the Environmental Impact Report.*

Staff Response

The proposed project was not granted any exemptions from the provisions of the Los Angeles Municipal Code or from the Granada Hills Specific Plan. In addition, the Mitigated Negative Declaration prepared for the project included Mitigation Measures that were included as conditions of approval in both cases relating to the project.

- A-11. *The loss of commercial areas is detrimental to jobs and results in long commutes.*

Staff Response

The proposed project will result in the creation of 40,000 square feet of commercial uses to serve the nearby community.

- A-12. *The area is very low density and should be preserved.*

Staff Response

The LAMC Section 12.14 establishes the density requirements for the C1-1VL Zone which permits residential densities of one dwelling unit per 800 square feet of lot area which would allow for the development of 431 dwelling units on the project site. The

project will consist of 140 multi-family units and 102 townhomes for a total of 242 dwelling units, well below the density limitations of the underlying zone. In addition, the project originally requested a 35 percent Density Bonus to develop 440 dwelling units which was subsequently dismissed as the project was revised to a maximum of 242 dwelling units and as such, additional density was not needed to develop the project.

- A-13. *The SCAG estimates of the population increases for Los Angeles in 2030 was based on projections from the year 1990 and 2000. The population has not increased anywhere near that projected amount. The Hollywood overbuilding projects have made this evident.*

Staff Response

The appellant's point does not directly relate to any specific aspect of the project.

- A-14. *The project is too intense for the community. It is too tall and massive. The density exceeds that of the neighborhood by 3-5 times.*

Staff Response

The proposed project was redesigned to be more compatible with the surrounding area by creating two mixed-use buildings with maximum heights of 45 feet and by including a townhome component with homes having a maximum height of 38 feet. Both the mixed-use buildings and the townhomes are consistent with the 45-foot maximum height as defined in the Granada Hills Specific Plan.

With regard to density, LAMC Section 12.14 establishes the density requirements for the C1-1VL Zone which permits residential densities of one dwelling unit per 800 square feet of lot area which would allow for the development of 431 dwelling units on the project site. The project will consist of 140 multi-family units and 102 townhomes for a total of 242 dwelling units, well below the density limitations of the underlying zone.

- A-15. *The project should have an EIR as was requested by the residents at the February 7, 2017 public hearing (DRB meeting).*

Staff Response

The Mitigated Negative Declaration was prepared for the project consistent with the provisions of CEQA. As reflected in the MND, the project will not result in any unmitigatable impacts and therefore, no EIR is necessary for the project and the MND serves as an adequate CEQA clearance for the project.

- A-16. *The traffic study is skewed due to the DMV. A new study should be done.*

Staff Response

The traffic study was prepared for a project, consistent with the requirements of a Transportation Impact Study. The project trip generation was based on industry standards of the Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition for the original project that included 440 apartments, grocery and retail project (approximately 64,650 square feet of commercial floor area), and existing DMV office, medical office, restaurants, fast food without drive through and religious use which found that no significant impacts to traffic would occur as a result of the

implementation of a much larger project than was approved. The Department of Transportation approved the study in a memo dated November 3, 2016 and did not require any new traffic signals. Given that the project has been reduced by 198 dwelling units to 242 dwelling units, the peak trip generation would be less than the originally studied project and as such, a new study is not needed.

A-17. *A complete EIR should be required due to the scope and size of the project.*

Staff Response

The Mitigated Negative Declaration was prepared for the project consistent with the provisions of CEQA. As reflected in the MND, the project will not result in any unmitigatable impacts and therefore, no EIR is necessary for the project and the MND serves as an adequate CEQA clearance for the project.

A-18. *Developer donations should be disclosed to the public before any decision making is done.*

Staff Response

The appellant's point does not directly relate to any specific aspect of the project.

A-19. *The previous Q Conditions were promised to move forward with the community plan update but did not.*

Staff Response

Per the requirements of City Charter Sections 551, 555, and 558, and Los Angeles Municipal Code Section 11.5.7-G, the update of the Granada Hills Specific Plan, adopted on May 18, 2016, went through an extensive public outreach process with neighborhood councils, local business groups, other stakeholder organizations, and individual residents and businesses. Between 2006 and 2007, a total of 14 meetings were held to discuss the details of the plan update. In 2008, an EIR scoping meeting was held and was attended by 25 people and a public open house was held with 85 people in attendance. Five months later, another public workshop was held. Prior to another open house and public hearing, approximately 36,200 hearing notices were distributed to residents and businesses. Eight public meetings were held prior to the public hearing. As part of the Specific Plan Update, the aforementioned public outreach process took place which provided a robust response from the public for the planners to consider, including the downzoning of the project site.

Through the Community Plan update, the project site was actually down-zoned from a C2 Zone, which allows for a density of one dwelling unit per 400 square feet of lot area, to a C1 Zone, which allows for a density of one dwelling unit per 800 square feet of lot area, thereby reducing the potential density of the site in half to allow for future development on the project site to be more consistent with surrounding development. In addition, the project site is within the boundaries of Section A of the Granada Hills Specific Plan, which limits a development's height to 45 feet, consistent with the height limitations of commercially zoned parcels adjacent to the site. Lastly, the project site has a Neighborhood Commercial land use designation corresponding to the C1, C2, CR, RAS3, and P zones. As such, the move to re-zone property, through the Community Plan update, to the least intense corresponding zone (C1 Zone), results in a down-zoning of the site, thereby reducing the development potential of the site.

A-20. *The dismissed Density Bonus should not be added to the project after the appeal decision is made.*

Staff Response

The Department of City Planning cannot legally prohibit an applicant from utilizing the State Density Bonus Laws.

A-21. *The public's questions were not answered and as such, an appeal was filed.*

Staff Response

The appellant's point does not directly relate to any specific aspect of the project.

A-22. *Closed door meetings between community leaders should have been public.*

Staff Response

The appellant's point does not directly relate to any specific aspect of the project.

A-23. *The appellant has issues with script included on Liner LLP's website.*

Staff Response

The appellant's point does not directly relate to any specific aspect of the project.

A-24. *The community was discouraged to file an appeal of the project.*

Staff Response

The appellant's point does not directly relate to any specific aspect of the project.

**CASE NO. VTT-74392-1A**

Reasons for Appeal:

A-1. *Entitlement Conditions. The Qualifying-conditions that were with the parcels were not carried forward in the Community Plan update which resulted in a zone change on the project site.*

Staff Response

Per the requirements of City Charter Sections 551, 555, and 558, and Los Angeles Municipal Code Section 11.5.7-G, the update of the Granada Hills Specific Plan, adopted on May 18, 2016, went through an extensive public outreach process with neighborhood councils, local business groups, other stakeholder organizations, and individual residents and businesses. Between 2006 and 2007, a total of 14 meetings were held to discuss the details of the plan update. In 2008, an EIR scoping meeting was held and was attended by 25 people and a public open house was held with 85 people in attendance. Five months later, another public workshop was held. Prior to another open house and public hearing, approximately 36,200 hearing notices were distributed to residents and businesses. Eight public meetings were held prior to the public hearing. As part of the Specific Plan Update, the aforementioned public outreach process took place which provided a robust response from the public for the planners to consider, including the downzoning of the project site.

Through the Community Plan update, the project site was actually down-zoned from a C2 Zone, which allows for a density of one dwelling unit per 400 square feet of lot area, to a C1 Zone, which allows for a density of one dwelling unit per 800 square feet of lot area, thereby reducing the potential density of the site in half to allow for future development on the project site to be more consistent with surrounding development. In addition, the project site is within the boundaries of Section A of the Granada Hills Specific Plan, which limits a development's height to 45 feet, consistent with the height limitations of commercially zoned parcels adjacent to the site. Lastly, the project site has a Neighborhood Commercial land use designation corresponding to the C1, C2, CR, RAS3, and P zones. As such, the move to re-zone property, through the Community Plan update, to the least intense corresponding zone (C1 Zone), results in a down-zoning of the site, thereby reducing the development potential of the site.

- A-2. *The project should include a 15-foot setback according to R3 and R4 standards.*

Staff Response

The Granada Hills Specific Plan governs the setbacks for projects located within the boundaries of the Plan (Section 7, Page 6) and does not require a front yard for commercial projects as to activate the street frontages of new development to encourage pedestrian-friendly environments. However, the Specific Plan requires that an 18-inch landscape buffer be provide. The mixed-use buildings have been designed to include a 1.5-inch landscape buffer, a five-foot setback at the parking garage, and a 15-foot setback at the pedestrian entrances, consistent with the provisions of the Specific Plan.

- A-3. *A full EIR should be done prior to construction.*

Staff Response

The Mitigated Negative Declaration was prepared for the project consistent with the provisions of CEQA. As reflected in the MND, the project will not result in any unmitigatable impacts and therefore, no EIR is necessary for the project and the MND serves as an adequate CEQA clearance for the project.

- A-4. *Bull Creek has been around for at least 200-300 years. The project did not take into consideration the soil liquefaction factors.*

Staff Response

Geology and Soils is analyzed starting on Page IV-24 of the Initial Study. This analysis is based upon the geotechnical investigation prepared for the project by Feffer Geological Consulting dated April 1, 2016 (Appendix D to the Initial Study), the geotechnical investigation's approval letter from the City's Department of Building and Safety, the City's Zone Information & Map Access System, the State's Seismic Hazard Zones map of the San Fernando Quadrangle, and the Safety Element of the Los Angeles City General Plan. These resources are referenced in the Initial Study.

The assertion by the Appellant relative to inadequate boring locations appears to be a reference to the 1989 geotechnical investigation conducted at 16275 San Fernando Mission Boulevard. This 1989 report, as well as earlier reports for other parcels that make up the project site, were reviewed by Feffer Geological Consulting as part of the geotechnical investigation for the project and listed in the document review section.

As indicated on the boring map for the project geotechnical investigation, boring number 5 is located in the westerly portion of the Subject Property.

The project's City-approved geotechnical investigation concludes that the entire project site is not subject to liquefaction (see page 10 of the geotechnical report in Appendix D to the IS/MND). This same determination is stated in the findings of earlier City-approved geotechnical reports as well (see pages 5-6 of the geotechnical report). The underlying earth materials, which would have been sampled and tested in the course of all of earlier geotechnical investigations as with the project's, would have noted the presence of unstable soils susceptible to liquefaction if such materials were present. However, the underlying earth materials are not in themselves susceptible to liquefaction, nor is the project site in an area with high groundwater (the historically highest groundwater level is approximately 190 feet below the ground surface and no groundwater was encountered during the field investigation for the geotechnical report).

A-5. *The traffic study is skewed due to the DMV. A new study should be done.*

Staff Response

The traffic study was prepared for a project, consistent with the requirements of a Transportation Impact Study. The project trip generation was based on industry standards of the Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition for the original project that included 440 apartments, grocery and retail project (approximately 64,650 square feet of commercial floor area), and existing DMV office, medical office, restaurants, fast food without drive through and religious use which found that no significant impacts to traffic would occur as a result of the implementation of a much larger project than was approved. The Department of Transportation approved the study in a memo dated November 3, 2016 and did not require any new traffic signals. Given that the project has been reduced by 198 dwelling units to 242 dwelling units, the peak trip generation would be less than the originally studied project and as such, a new study is not needed.

A-6. *The project should include more parking. Vehicle parking spaces should not be replaced by bicycle parking spaces.*

Staff Response

Section 8 – Parking Requirements, of the Granada Hills Specific Plan governs the parking requirements for the project which requires three parking spaces for every 1,000 square feet of combined commercial area and one parking space per each 100 square feet of restaurant space. Residential parking is governed by LAMC Section 12.21.A4(a) with guest parking requirements of 0.25 spaces per dwelling unit in excess of that required by Code. The mixed-use portion of the project is providing parking consistent with the provisions of the Specific Plan and the LAMC, utilizing the allowable bicycle parking reductions, as follows:

<b>Retail</b>	40,000 sf x 3 stalls per 1,000 sf	120 stalls
Bicycle Parking Reduction	20% or up to 24 stalls	(24 stalls)
<b>Required</b>		<b>96 stalls</b>
<b>Residential</b>	<3 rooms, 1 stall per unit (18x1)	18
	=3 rooms, 1.5 stalls per unit (54x1.5)	81
	>3 rooms, 2 stalls per unit (68 x 2)	136
Total		<b>235</b>
Bicycle Parking Reduction	10% or up to 23 stalls	(23)
<b>Resident Parking</b>		<b>212 stalls</b>
Guest Parking	140 units x 0.25 stalls per unit above Code	35
<b>Total Residential Required</b>		<b>247</b>
<b>Total Required – Commercial &amp; Residential</b>		<b>343</b>

The townhomes will provide parking at a ratio of two parking spaces per dwelling unit and will include 0.25 guest parking spaces per dwelling unit for a total of 26 guest parking spaces. As such, the project as designed is consistent with the provisions of the Granada Hills Specific Plan and with Los Angeles Municipal Code. The Department of City Planning cannot legally require more parking than is required by the Code.

- A-7. *The proposed map is not consistent with applicable General and Specific Plans as specified in Section 65451.*

Staff Response

As found by the Advisory Agency, the approved Vesting Tentative Tract Map is consistent with the General Plan and with the Granada Hills Specific Plan. Staff supports the findings and approval of the Advisory Agency.

- A-8. *The design or improvement of the proposed subdivision is not consistent with applicable General and Specific Plans.*

Staff Response

As found by the Advisory Agency, the design or improvement of the approved Vesting Tentative Tract Map is consistent with the General Plan and with the Granada Hills Specific Plan. Staff supports the findings and approval of the Advisory Agency.

- A-9. *The lot merger will allow for increased residential density by eliminating residential side yard setbacks now required between parcels.*

Staff Response

The subdivision of a project site does not result in an increase in density as density is calculated by net lot area rather than number of lots. In addition, the C1-1VL Zone permits residential densities of one dwelling unit per 800 square feet of lot area which would allow for the development of 431 dwelling units on the project site. The project will consist of 140 multi-family units and 102 townhomes for a total of 242 dwelling

units, well below the density limitations of the underlying zone, consistent with the provisions of the underlying zone.

- A-10. *Maximum number of stories is three. Current project does not comply.*

Staff Response

The two mixed-use buildings with maximum heights of 45 feet and by including a townhome component with homes having a maximum height of 38 feet. Both the mixed-use buildings and the townhomes are consistent with the 45-foot maximum height as defined in the Granada Hills Specific Plan.

- A-11. *PCE Contamination. A full EIR should be completed.*

Staff Response

The analysis in the IS/MND regarding the dry cleaning operation at the site incorporates the findings of the Phase I Environmental Site Assessment (ESA) prepared for the project (Appendix F to the IS/MND). The Phase I ESA acknowledges that the owner questionnaire was not returned to the preparers of the ESA, and that the Fire Department and Health Department have not responded to the request for records. The Phase I ESA also notes that these data gaps do not alter the conclusions and recommendations of the report (page 31 of the ESA).

Figure 2, Plot Plan, in the ESA illustrates the estimated extent of the PCE contamination in the soil, which generally encompasses the footprint of the dry cleaner's building. Mitigation Measure MM 8-1 (page III-5 of the MND) would ensure that the PCE contamination does not impact construction and operation of the project. This mitigation measure would be enforced and monitored until completed through the Mitigation Monitoring Program, which is a requirement of CEQA (Public Resources Code §21081.6; State CEQA Guidelines §15097). In other words, this mitigating activity would continue until full remediation of PCE contamination is achieved to the satisfaction of the Los Angeles County Fire Department and other appropriate agencies. Regardless of the questionnaire and responses from the Fire Department and Health Department to the preparers of the ESA, the IS/MND discloses the PCE contamination as a potentially significant impact and was adequately mitigated in response.

- A-12. *Geotechnical Evaluation. Evaluation of the western portion of land by Bull Creek is necessary for an accurate assessment to be made.*

Staff Response

Geology and Soils is analyzed starting on Page IV-24 of the Initial Study. This analysis is based upon the geotechnical investigation prepared for the project by Feffer Geological Consulting dated April 1, 2016 (Appendix D to the Initial Study), the geotechnical investigation's approval letter from the City's Department of Building and Safety, the City's Zone Information & Map Access System, the State's Seismic Hazard Zones map of the San Fernando Quadrangle, and the Safety Element of the Los Angeles City General Plan. These resources are referenced in the Initial Study.

The assertion by the Appellant relative to inadequate boring locations appears to be a reference to the 1989 geotechnical investigation conducted at 16275 San Fernando Mission Boulevard. This 1989 report, as well as earlier reports for other parcels that make up the project site, were reviewed by Feffer Geological Consulting as part of the

geotechnical investigation for the project and listed in the document review section. As indicated on the boring map for the project geotechnical investigation, boring number 5 is located in the westerly portion of the Subject Property.

The project's City-approved geotechnical investigation concludes that the entire project site is not subject to liquefaction (see page 10 of the geotechnical report in Appendix D to the IS/MND). This same determination is stated in the findings of earlier City-approved geotechnical reports as well (see pages 5-6 of the geotechnical report). The underlying earth materials, which would have been sampled and tested in the course of all of earlier geotechnical investigations as with the project's, would have noted the presence of unstable soils susceptible to liquefaction if such materials were present. However, the underlying earth materials are not in themselves susceptible to liquefaction, nor is the project site in an area with high groundwater (the historically highest groundwater level is approximately 190 feet below the ground surface and no groundwater was encountered during the field investigation for the geotechnical report).

A-13. *City Services. Incomplete data on wastewater disposal.*

Staff Response

The project would result in the generation of 52,463 gallons per day (0.05 million gallons per day) of wastewater, which would be insignificant to the overall 580 million gallons per day treatment capacity of the City's four treatment plants, representing 0.009 percent of total capacity. Additionally, the site is already served by existing wastewater conveyance infrastructure, and, as part of the City's B-Permit process, the City of Los Angeles Department of Public Works would confirm the conveyance capacity available for the project. Any required improvements, albeit not anticipated, would be in existing right-of-way, temporary and short in duration, and would not result in a significant impact.

A-14. *Earthquake Faults. Bull Creek investigation to find faults has not been performed. An EIR should be performed.*

Staff Response

The project's analysis of this threshold is based upon the geotechnical investigation prepared for the project by Feffer Geological Consulting (Appendix D to the Initial Study), the geotechnical investigation's approval letter from the City's Department of Building and Safety, the City's Zone Information & Map Access System, the State's Seismic Hazard Zones map of the San Fernando Quadrangle, and the Safety Element of the Los Angeles City General Plan. These resources are referenced in the Initial Study, and take into account the project site's location in relation to earthquake fault zones, active faults, and areas known to be susceptible to liquefaction and landslides. Specifically regarding the geotechnical investigation, this report evaluates the geotechnical conditions at the site in the areas of the proposed construction and to provide geotechnical parameters for design and construction. Based on the project's geotechnical investigation, the proposed construction of the project is feasible from a geotechnical standpoint provided the recommendations contained in the report are incorporated into the project plans and specifications. Incorporation of these recommendations is required of the project as a standard regulatory requirement of the City. In arriving at this conclusion, the geotechnical investigation researched and reviewed available pertinent geotechnical literature; drilled five borings to explore the subsurface on site; sampled, logged, and laboratory tested the soil samples to

determine the engineering properties of the underlying earth materials; and undertook engineering and geologic analysis of the field and laboratory data.

Moreover, the project is required to comply with seismic considerations contained in the Los Angeles Building Code. The project's geotechnical investigation also includes seismic design parameters that take into account the site's distance from nearest faults. Since the 1994 Northridge Earthquake, as with all major earthquakes, State and City building codes have been revised and updated to incorporate new understandings of how buildings respond to earthquakes. Technological advances in regards to seismic design continue to influence building codes and improve the built environment with better withstand catastrophic damage during earthquakes. The current Building Code to which the project would be subject has vastly been improved since the 1994 Northridge Earthquake. Modern buildings are designed to resist ground shaking through the use of shear panels, moment frames, and reinforcement in compliance with the Building Code.

In consideration of the substantial evidence for the project that takes into account the proposed design, its location, and underlying earth materials, the analysis concluded that geology and soils impacts would be less than significant, which includes seismic risk.

#### **CASE NO. ENV-2016-3077-MND**

In a letter dated, February 7, 2017, included in the appeal application, the appellant makes the following remarks on the Mitigated Negative Declaration No. ENV-2016-3077-MND prepared for the project:

##### Appellant

*An EIR must be prepared because his comments raise a "fair argument" that the project would have significant impacts that have not been reduced to a less than significant level in the MND.*

*The project's requests for concessions and incentives related to its density bonus cannot be considered without first having addressed the project's significant impacts in an EIR.*

*An EIR must be prepared "whenever it can be fairly argued on the basis of substantial evidence that the project may have significant environmental impacts." Latinos Unidos de Napa v. City of Napa (2013) 221 Cal.App.4<sup>th</sup> 192, 200.*

##### Staff Response

The appellant has only offered his opinions and general assertions, without any factual or expert support, and without explaining why his opinions and assertions mean that the project would have potential significant impacts. Therefore, under CEQA, the commenter has not raised a fair argument based on substantial evidence that the project would have significant impacts that have not been addressed in the MND and an EIR is not required for the project.

For the purposes of CEQA, "substantial evidence" includes "facts, reasonable assumptions predicated upon facts, and expert opinions supported by facts," but does not include "argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment." State CEQA Guidelines Section 15384. Therefore, under the fair argument test, City must determine whether the project will

have an unmitigated significant impact "based on substantial evidence in light of the whole record." CEQA Section 21082.2(a).

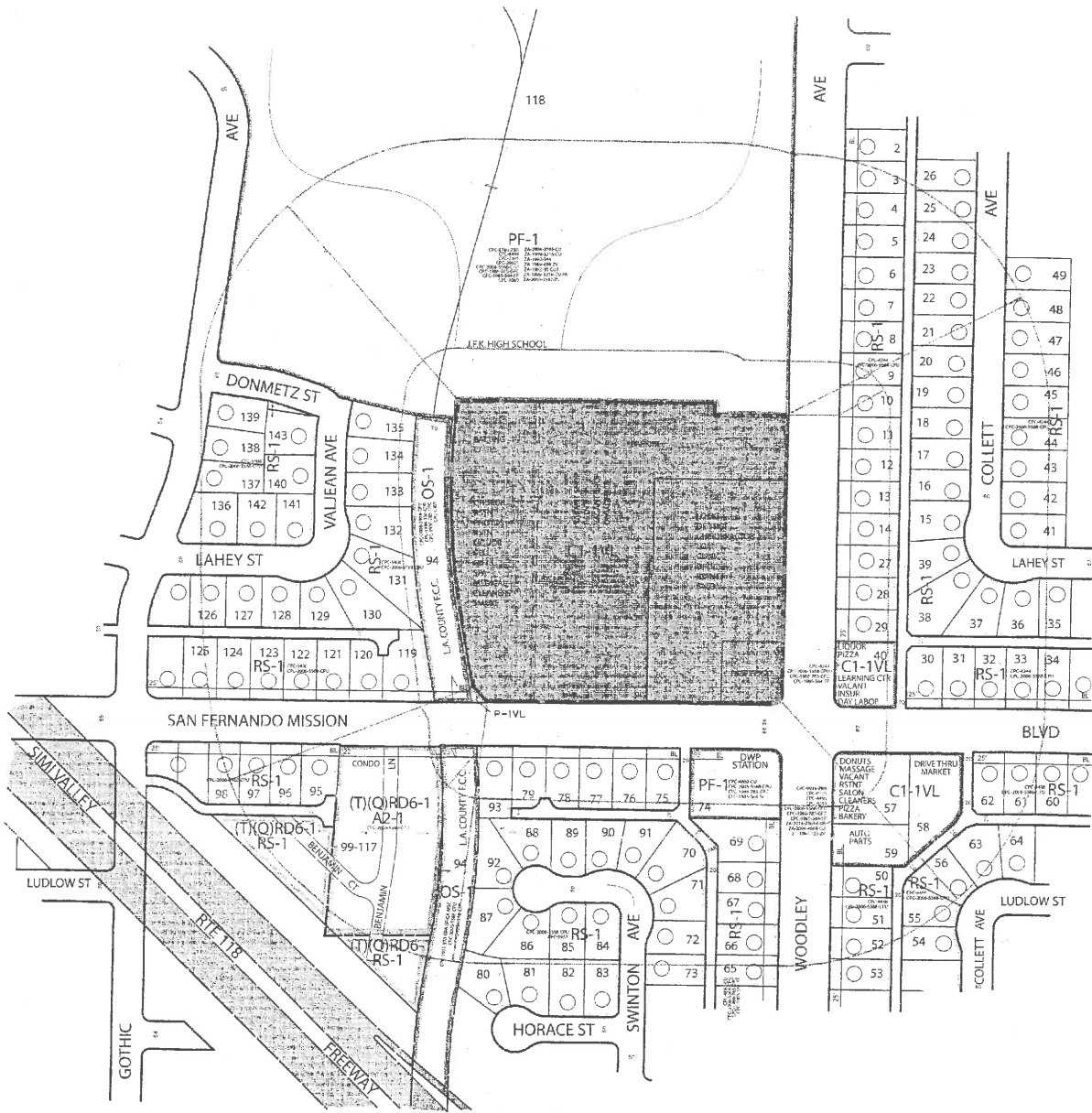
The appellant's opinions and assertions that an EIR must be prepared are not supported by substantial evidence, as addressed below:



- The appellant expresses his opinion that the Granada Hills Plaza, being in Granada Hills, has been improperly compared to properties east of the 405 freeway, but does not identify the portion of the MND to which he refers or the properties he believes are not comparable to the Granada Hills Plaza, or support his opinion that the comparison is improper with substantial evidence, or tie his claim to a potential significant impact of the project that could arise from such a comparison, even if his opinions were supported by substantial evidence.
- The appellant expresses his opinion that that an population graph he asserts was provided by the developer is old and contains inflated figures, but does not identify the population graph or the topic within the MND where it is included, or support his opinions with substantial evidence that the graph is too old to be relevant and that it contains inflated figures, or tie his claims to a potential significant impact of the project that could arise if his opinions were properly supported with substantial evidence. His assertions regarding unidentified "Hollywood proposed projects" are vague and unexplained, and cannot be relevant to this project, which is located in Granada Hills.
- The appellant objects to the elimination of the Q conditions that had previously been placed on the project site by approvals sought by a prior owner, but does not address his objections to the project or tie his objections to a potential significant impact of the project or to the content of the MND. In fact, the Q conditions that had been placed on the project site were recently removed by the updates to the Granada Hills-Knollwood Community Plan and the Granada Hills Specific Plan, which eliminated all individually placed Q conditions in their respective plan areas, and have nothing to do with the project.
- The appellant's comment that the project should be a certified LEED project is simply an expression of his opinion regarding the project, itself.
- The appellant's assertion that the project is likely to have numerous specific adverse impacts upon public health and safety or the physical environment is too general and vague to respond to, and in any event is not supported by any explanation or substantial evidence.

**Staff Recommendation:**

In consideration of the discussion contained herein, the Director of Planning acted reasonably in approving DIR-2016-3076-DRB-SPP-DB-SPR for the development of two mixed-use buildings with Building "A" containing a total of up to 60 dwelling units and up to 19,500 square feet of ground floor commercial space and Building "B" containing up to 80 dwelling units and up to 20,500 square feet of ground floor commercial floor area and 102 townhomes. In addition, the Advisory Agency did not err or abuse their judgement in approving Case No. VTT-74392, for the merger and resubdivision of the subject site for condominium purposes. Therefore, staff recommends that the City Planning Commission deny the appeals and that the decisions of the Director of Planning and the Advisory Agency be sustained.

**EXHIBIT A**



 NOT A PART OF PROJECT  
 PROJECT OWNERSHIP

VESTING TENTATIVE TRACT #74392-SITE PLAN REVIEW-DENSITY BONUS-PROJECT PERMIT COMPLIANCE

**QMS** Quality Mapping Service  
 14549 Archwood St. Suite 301  
 Van Nuys, California 91405  
 Phone (818) 997-7949 - Fax (818) 997-0351  
 qmapping@qesqms.com

**THOMAS BROTHERS**  
 Page: 501 Grid: E2

LEGAL "SEE APPLICATION"

**A.P.N.**  
 2681-011-(035-036, 039-040)

**CD:** 12  
**CT:** 1093.00  
**PA:** 219 GRANADA HILLS  
 - KNOLLWOOD  
**USES:** FIELD

**SITE ADDRESS**  
 16201-16301 W. SAN FERNANDO  
 MISSION BLVD

**CASE NO:**  
**SCALE:** 1"=100'  
**D.M.:** 210B137

**DATE:** 8-09-16  
 Update: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

DRAWN BY:

CONTACT: ROSENHEIM AND ASSOCIATES

PHONE: 818-716-2787

NET AC: 6.28 QMS:16-290



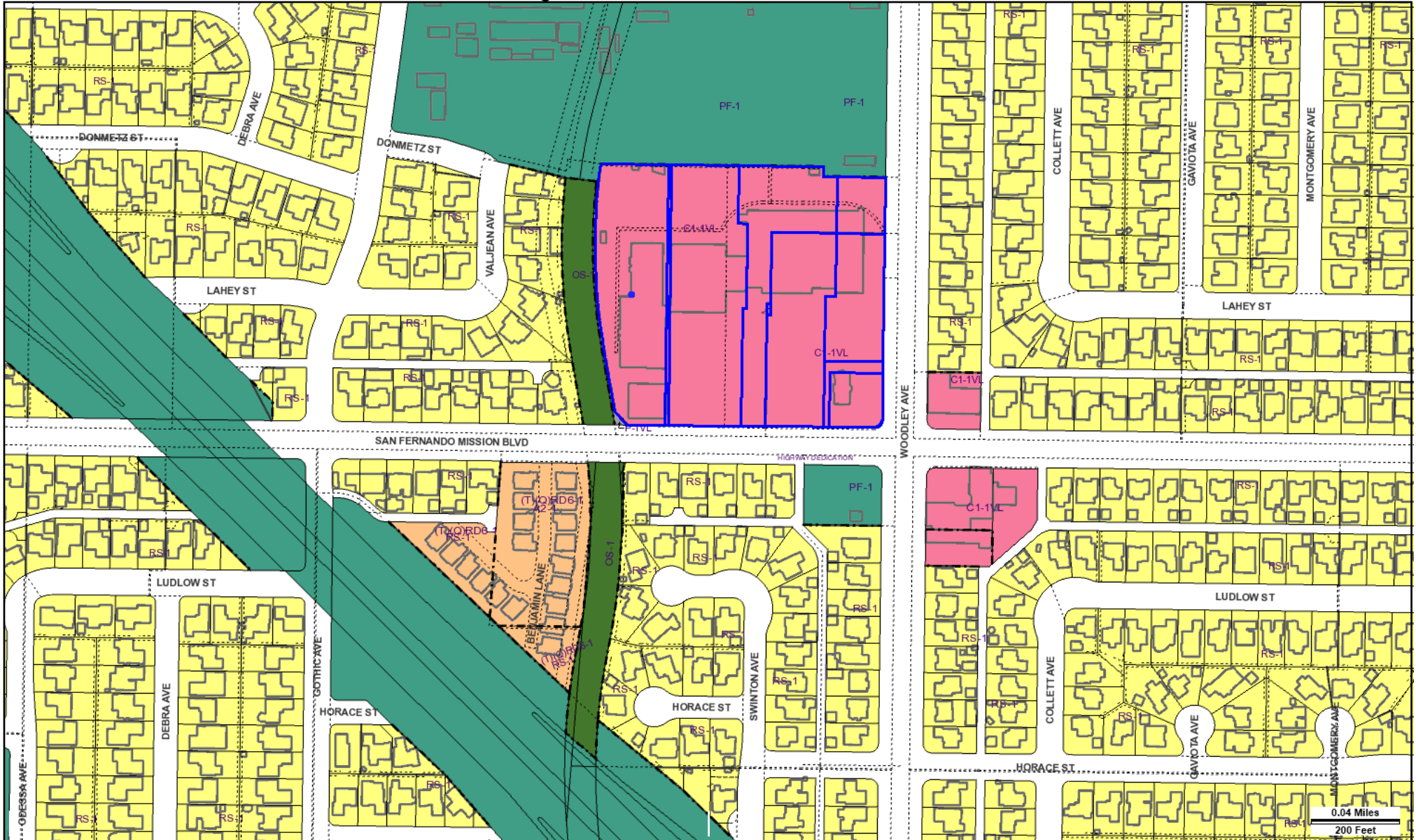
DIR 2016-3076

# ZIMAS INTRANET

Generalized Zoning

09/29/2017

City of Los Angeles  
Department of City Planning



Address: 16275 W SAN FERNANDO MISSION BLVD

APN: 2681011045

PIN #: 210B137 296

Tract: TR 21327

Block: None

Lot: FR 1

Arb: 1

Zoning: C2-1VL

General Plan: Neighborhood Commercial



**EXHIBIT B**

**DEPARTMENT OF  
CITY PLANNING**

CITY PLANNING COMMISSION

DAVID H. J. AMBROZ  
PRESIDENT

RENEE DAKE WILSON  
VICE-PRESIDENT

CAROLINE CHOE  
RICHARD KATZ  
JOHN W. MACK  
SAMANTHA MILLMAN  
MARC MITCHELL  
VERONICA PADILLA-CAMPOS  
DANA M. PERLMAN

ROCKY WILES  
COMMISSION OFFICE MANAGER  
(213) 978-1300

**CITY OF LOS ANGELES**  
CALIFORNIA



ERIC GARCETTI  
MAYOR

**EXECUTIVE OFFICES**  
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JAN ZATORSKI  
DEPUTY DIRECTOR  
(213) 978-1273

<http://planning.lacity.org>

**GRANADA HILLS SPECIFIC PLAN  
DESIGN REVIEW,  
PROJECT PERMIT COMPLIANCE REVIEW, DENSITY BONUS, &  
SITE PLAN REVIEW**

August 28, 2017

**Applicant / Owner**

Marc Annotti  
Harridge Development  
Group  
6363 Wilshire Boulevard  
Los Angeles, CA 90048

**Representative**

Erika Iverson  
Rosenhiem & Associates, Inc.  
21600 Oxnard Street  
Woodland Hills, CA 91367

**Case No.** DIR-2016-3076-DRB-SPP-DB-SPR

**Related Case:** VTT-74392

**CEQA:** ENV-2016-3077-MND

**Location:** 16201-16301 San Fernando  
Mission Boulevard, 11147-  
11155 Woodley Avenue

**Council District:** 12 – Englander

**Neighborhood Council:** Granada Hills North

**Community Plan Area:** Granada Hills – Knollwood

**Land Use Designation:** Neighborhood Commercial

**Zone:** C2-1VL

**Legal Description:** FR 1, Arbs 1, 2, and 4 of TR 21327;  
FR LT 1, Arbs 1 and 2 of TR 21853;  
and Lot FR A of PM 730

**Last Day to File an Appeal:** September 12, 2017

Pursuant to Section 11.5.7.C of the Los Angeles Municipal Code and the Granada Hills Specific Plan, as the designee of the Director of Planning, I hereby:

**Conditionally Approve** a Director's Design Review Determination and a Project Permit Compliance Review for the development of two buildings with Building "A" containing a total of up to 60 dwelling units and up to 19,500 square feet of commercial space and Building "B" containing up to 80 dwelling units and up to 20,500 square feet of commercial floor area and 102 townhomes, on a site located on northeast corner of San Fernando Mission Boulevard and Woodley Avenue;

Pursuant to Los Angeles Municipal Code Section 12.25-A, as the designee of the Director of Planning, I hereby:

**Dismiss** a 20 percent Density Bonus request utilizing one on-menu incentive; and

Pursuant to Los Angeles Municipal Code Section 16.05, as the designee of the Director of Planning, I hereby:

**Conditionally Approve** a Site Plan Review for the construction, use and maintenance of a development that results in the creation of 50 or more dwelling units.

The project approval is based upon the attached Findings, and subject to the attached Conditions of Approval:

## CONDITIONS OF APPROVAL

### Entitlement Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization. The project shall be limited to two mixed-use buildings with Building "A" containing a total of up to 60 dwelling units and up to 19,500 square feet of commercial space and Building "B" containing up to 80 dwelling units and up to 20,500 square feet of commercial floor area and 102 townhomes.
2. **Height.** The project shall be limited to the following:
  - a. Mixed-use Buildings A and B shall be a maximum height of 45 feet.
  - b. The townhome units shall be a maximum height of 38 feet.
3. **Land Use.**
  - a. The project shall comply with Section 5-A of the Granada Hills Specific Plan, prohibited uses, and shall not contain any of the listed prohibited uses.
  - b. Residential uses shall only be allowed as part of a Mixed-Use Project of any portion of the building abutting a public street.
4. **Mixed Use Buildings - Yards.** The mixed-use portion of the project shall observe the following setbacks:
  - a. Front – no front yards are required. However, per the Granada Hills Specific Plan, the project shall provide a 1.5-foot minimum landscape buffer along the front of the building fronting along Woodley Avenue and San Fernando Mission Boulevard. In addition, a five-foot minimum landscape buffer shall be provided where the parking garages are located along Woodley Avenue and San Fernando Mission Boulevard.
  - b. Pedestrian Oriented Spaces (Specific Plan) – each building shall provide a minimum 13.5-foot setback where the main pedestrian entrances (lobby) into the buildings are located.
  - c. Side Yards – The project shall provide a minimum setback of six feet (6') at the third-story of the building.
  - d. Rear Yards – The project shall provide a minimum setback of 15 feet at the third story of the building.

5. **Landscaping.** The project shall comply with the following:
- a. A minimum of 50 percent of all landscaped setbacks, excluding driveways and walkways, shall be covered by vegetation, with the remaining setback landscaped with permeable softscape materials such as decomposed granite, gravel, and/or rocks.
  - b. All required trees must be at least 24-inch box size or larger, at least 10 feet in height, two (2) inches in trunk diameter, and with a crown spread of at least five (5) feet. All trees shall be in a healthy growing condition. Root-bound trees are prohibited.
  - c. Street trees shall be approved by the Urban Forestry Division of the Bureau of Street Services and shall be planted at a minimum ratio of one for every 35 lineal feet of street frontage, unless otherwise required by the Urban Forestry Division.
  - d. All entry ways, setbacks (front, rear and side), and surface parking lots shall be landscaped, as feasible and appropriate.
  - e. Landscaping shall include, as feasible and appropriate, shrubbery and flowering plants, trees, including shade trees, ground cover, and vine pockets with vines. All vegetation shall be maintained in a first-class condition at all times so as to present a healthy, neat and orderly appearance and kept free from refuse, debris, and weeds. Landscaping shall be equipped with automatic sprinkling or drip irrigation systems designed to conserve water.
6. **Screening.**
- a. Rooftop equipment, such as air conditioning units, wireless telecommunications facilities, and other permanent equipment, shall be fully screened from public view with a parapet wall painted to match the building.
  - b. Open areas devoted to trash storage, recycling centers, or other storage shall be located, buffered, and maintained, so as to not be visible from the street or create negative impacts to any pedestrian right-of-way or adjacent properties, including from noise, odor, or debris.
  - c. Chain-link, barbed-wire, and razor-wire fences are prohibited with the exception that chain-link fences with mesh screening material over the chain link may be temporarily permitted during the construction phase of the development, but must be removed prior to issuance of any certificate of occupancy granted by the Department of Building and Safety.
  - d. A solid Decorative Masonry Wall, a minimum six (6) feet in height, shall be constructed along the property line of a commercially zoned lot if its parking or driveway area is adjacent to a single-family residential zone or use. Decorative Masonry Walls shall be graffiti resistant, including by having a coating or landscape treatment such as clinging vines. The above requirements shall not apply if a wall already exists along the property line or if the commercially zoned lot is separated from single-family zoned or used lots by streets, alleys or other public ways.

7. **Open Space.** The project shall comply with the following open space requirements:
  - a. Mixed-use buildings – the mixed-use buildings shall contain a minimum of 16,450 square feet of open space as indicated in the corresponding Exhibit A.
  - b. Townhomes – the townhome development shall provide a minimum of 16,457 square feet of open space and a minimum of 1,375 square feet of recreational room as indicated in the corresponding Exhibit A.
  
8. **DESIGN.** The project shall, as to exterior architecture and design, be reflective of the Spanish Colonial Architecture, as defined herein, with emphasis on the Spanish Colonial Revival style of the period from 1915 to 1940, or shall exhibit an alternative architectural style with a high degree of integrity that maintains compatibility with surrounding buildings in terms of design, mass and scale. The project site is located in Sector A of the Granada Hills Specific Plan and shall comply with the following:
  - a. A business entrance for pedestrians from a customer parking lot and/or public way; or provide clearly designated pedestrian paths, that incorporate, as feasible, shade trees from parking areas and public streets to the business entrances.
  - b. The street frontage facade at the ground floor shall have a break in wall surface by a window, pedestrian entrance, or architectural feature, at least every 15 feet horizontally.
  - c. Exterior ground surfaces for walkways shall be paved with stamped concrete, brick, tile, or stone and shall be permeable, as permitted by the LAMC.
  - d. All exterior window bars and security gates shall be consistent with the Spanish Colonial Architectural style or other architectural style complimentary to the building style and an integral part of the architecture, or should be placed on the inside of the structure. All window bars and security gates shall be to the satisfaction of the Fire Department.
  - e. At least 50 percent of the surface area of all exterior walls along the street frontage at the ground floor shall be devoted to transparent pedestrian entrances and/or windows, with 90 percent light transmission, affording views into the store, lobby or office space. The bottoms of the window openings shall be located a maximum of two feet above ground level.
  - f. Building setbacks shall be a maximum of five feet in depth from the building to each property line which adjoins a public street, not including alleys. Within the building setback, landscaping of a minimum of 18 inches in depth, extending from the building wall shall be provided on the ground or in a built-in planter box. Driveways and walkways shall be permitted in the setback area. The setback may exceed five feet to a maximum of 15 feet if the setback area is devoted to an outside Serving Area, public plaza, courtyard or Arcade and includes landscaping as part of the design. For all landscaping required in this Subsection C.2, a minimum of 15 percent of the landscaped area shall consist of potted plants, ground cover, shrubs, and/or trees, including shade trees.
  - g. Windows shall not be covered with any type of material, including but not limited to, lattices, paper, or plywood.
  - h. Reflective or very dark tinted glass shall not be used at the ground floor. Mirror/reflective glass or films shall not be used in any location.

- i. Retail shop and restaurant doors shall contain 70 percent glass with 90 percent light transmission.
  - j. At least one pedestrian path incorporating shade trees to the entrance of the structure from each adjoining street and parking areas shall be provided to the extent feasible.
9. **SIGNS.** The project shall comply with the following:
- a. The Department of Building and Safety shall not issue a permit for a sign unless it complies the provisions of LAMC Chapter I, Article 4.4.
  - b. Multiple signs for multiple tenants of existing buildings may be considered under a single Master Sign Plan application. New shopping centers or facade remodels with multiple tenants shall provide a Master Sign Plan application.
  - c. In buildings with multiple tenants, the area of each wall sign shall be based upon the allocation of the combined square foot area of the building frontage which may be defined in a Master Sign Plan.
10. **Parking.** The project shall comply with the following:
- a. Commercial Buildings. Except as otherwise provided herein, parking shall be provided at a rate of at least three parking spaces for each 1,000 square feet of combined floor area contained within all business and commercial buildings contained on any lot. This provision shall not apply to medical office parking, which shall be provided as required by LAMC Section 12.21.A. 4.
  - b. Restaurants. Parking shall be provided at a rate of one parking space for each 100 square feet of Serving Area.
  - c. Multiple Family Uses. Parking for multiple family residential uses shall be as required by LAMC Section 12.21.A.4(a) and Chapter I, Article 7 (17.00, et seq.), and guest parking shall be at a ratio of at least one-quarter space per dwelling unit in excess of that required by the Code. Guest parking shall be clearly identified and easily accessible to guests and shall not be tandem.
- The project is able to replace up to 20 percent of the required vehicle parking with bicycle parking, pursuant to LAMC Section 12.21.
11. **Loading.** The project shall provide loading space as required by LAMC Section 12.21-C.6.

### **Environmental Conditions**

12. Tetrachloroethylene (PCE) remediation at 16233 San Fernando Mission Boulevard shall be continued until the Los Angeles County Fire Department – Site Mitigation Unit and other appropriate agencies determine that the site is suitable for construction and occupancy. Mitigation efforts associated with the PCE release may include individually or a combination of the following: continuation of the VES work; excavation and offsite disposal of the PCE impacted soil; or installation of an engineering control (sub-slab membrane) to reduce the potential for intrusion of PCE vapors to indoor air within future onsite structures, as determined by the Los Angeles County Fire Department – Site Mitigation Unit.

13. Fluorescent light fixtures shall be inspected for PCB content labels prior to disposal and if found to contain PCB, shall be disposed of by a licensed contractor per PCB disposal requirements.
14. A registered Cal/OSHA asbestos abatement contractor shall perform asbestos-related work and all disturbance and/or removal of asbestos containing material (ACM) or asbestos containing construction material (ACCM). Removal work shall be conducted in accordance with South Coast Air Quality Management District's Rule 1403 and Cal/OSHA requirements for removal work as well as other state and federal rules and regulations.
15. Lead-based paint assessment of each existing structure on the Project Site shall be conducted prior to issuance of permits for any demolition/renovation activity involving a particular structure. Lead-based paint found in any buildings shall be removed and disposed of as a hazardous waste in accordance with all applicable regulations.

### **Project Design Features**

16. The Project shall comply with all State and local building codes relative to fire protection, safety, and suppression. Specifically, the Project design shall incorporate the standards and requirements as set forth by Title 24, the City of Los Angeles Safety Element, the LAMC Fire Code, and any additional code requirements established by the LAFD relative to fire prevention, safety, suppression, and emergency access and response.
17. The Project applicant shall submit a plot plan for approval of access and hydrants by the LAFD prior to the issuance of a building permit by the City. The plot plan shall include fire prevention and access features to the satisfaction of the LAFD, including the following standard requirements:
  - a. Access for Fire Department apparatus and personnel to and into all structures shall be required.
  - b. Any required Fire Annunciator panel or Fire Control Room shall be located within 50 feet visual line of site of the main entrance stairwell or to the satisfaction of the LAFD.
  - c. Any required fire hydrants to be installed shall be fully operational and accepted by the LAFD prior to any building occupation.
  - d. All water systems and roadways are to be improved to the satisfaction of the LAFD prior to any building occupation.
  - e. All structures shall be fully sprinklered pursuant to LAMC Section 57.09.07(A).
  - f. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
  - g. No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along the path of travel.
18. The Project shall comply with the design guidelines outlined in the LAPD Design Out Crime Guidelines, which recommend using natural surveillance to maximize visibility, natural access control that restricts or encourages appropriate site and building access, and territorial reinforcement to define ownership and separate public and private space. Specifically, the Project would:
  - a. Install security industry standard security lighting at recommended locations including parking structures, pathway options, and curbside queuing areas;
  - b. Install closed-circuit television at select locations including (but not limited to) entry and exit points, loading docks, public plazas and parking areas;

- c. Provide adequate lighting of parking structures, elevators, and lobbies to reduce areas of concealment;
  - d. Provide lighting of building entries, pedestrian walkways, and public open spaces to provide pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into buildings;
  - e. Design public spaces to be easily patrolled and accessed by safety personnel;
  - f. Design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites; and
  - g. Limit visually obstructed and infrequently accessed "dead zones."
19. Prior to the issuance of a certificate of occupancy for each construction phase and ongoing during operations, the Applicant or its successor shall develop an Emergency Procedures Plan to address emergency concerns and practices. The plan shall be subject to review by LAPD.
  20. The Applicant or its successor shall install new water meters as required.
  21. The Project shall include water conservation features in accordance with Title 24 of the California Code of Regulations (CCR).
  22. The Applicant or any applicable successor shall install plumbing and plumbing fixtures that meet the following requirements:
    - a. Toilets. All toilets installed shall be high efficiency fixtures. The maximum flush volume for high efficiency toilets shall not exceed 1.1 gallons per flush (effective).
    - b. Faucets. The flow rate for all indoor faucets shall be 2.2 gpm except as follows: The maximum flow rate for commercial use kitchen faucets shall be 1.8 gpm.
  23. The Applicant shall not use single pass cooling systems. Single-pass cooling systems are strictly prohibited for use in devices, processes, or equipment installed in commercial, industrial, or multi-family residential buildings. This prohibition shall not apply to devices, processes, or equipment installed for health or safety purposes that cannot operate safely otherwise.
  24. The Applicant or its successor shall use rotating sprinkler nozzles landscape irrigation with a maximum flow rate of 0.5 gpm;
  25. The Applicant or its successor shall use drought tolerant and native plants for 30 percent of total landscaping.
  26. The Applicant or its successor shall use drip/subsurface irrigation (Micro-Irrigation), weather-based irrigation controller, landscaping contouring to minimize precipitation runoff, micro-spray, water-conserving turf (if applicable), and zoned irrigation.

### **Administrative Conditions**

27. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

28. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
29. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.
30. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
31. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
32. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
33. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
34. Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
35. **Indemnification and Reimbursement of Litigation Costs.** Applicant shall do all of the following:
  - a. Defend and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
  - b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgment or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
  - c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit

shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
- e. If the City determines it necessary to protect the City's interests, execute the indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.
- f. The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event that Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

## **FINDINGS**

The proposed project would involve the demolition of 94,098 square feet of commercial buildings, (not including the restaurant at the corner of San Fernando Mission and Woodley Avenue) and the construction, use, and maintenance of two mixed-use buildings with Building "A" containing a total of up to 60 dwelling units and up to 19,500 square feet of commercial space and Building "B" containing up to 80 dwelling units and up to 20,500 square feet of commercial floor area and 102 townhomes. The site is located at 16201 West San Fernando Mission Boulevard in the Granada Hills-Knollwood Community Plan Area and is subject to the provisions of the Granada Hills Specific Plan.

## 1. PROJECT PERMIT COMPLIANCE AND DESIGN REVIEW FINDINGS

### a. Design Review Procedure for the Granada Hills Design Review Board.

The project complies with Los Angeles Municipal Code Section 16.50-E.1 in that the applicant submitted the applicable site and floor plans, elevations, photographs, etc., to schedule a review by the Granada Hills Design Review Board and review and determination from the Director of Planning.

Pursuant to LAMC Section 16.50-E.3.(2), the Granada Hills Design Review Board held a public hearing for the proposed project on November 16, 2016. At this meeting, the full five members were present. The applicant presented the project before the Board and time was allotted for public comment.

Design review boards serve to review applications and accompanying materials in relation to compliance with the design components and criteria set forth in the specific plan and provide their recommendations to the Director. After review and discussion, the Board voted 5-0 to deny the project based on the aspects of the project that were not under the Board's preview such as traffic and density. The Board's motion did not meet the purposes and intent of the Specific Plan. As such, the board's action did not constitute an official recommendation and jurisdiction was thus transferred to the City Planning Department.

### b. Specific Plan Project Permit Compliance.

Pursuant to LAMC Section 11.5.7-C.2(a), the project complies with the applicable regulations, standards, and provisions of the Granada Hills Specific Plan as follows:

#### **SECTION 5. LAND USE**

The proposed project, containing two mixed-use buildings and 102 townhomes, has been designed and conditioned to comply with Section 5-A, prohibited uses, and therefore, will not contain any of the listed prohibited uses.

#### **SECTION 6. HEIGHT LIMITS**

The proposed mixed-use buildings will be a maximum height of 45 feet, inclusive of signage, consistent with the maximum height of 45 feet per the Specific Plan. The proposed townhomes will be a maximum height of 38 feet, also consistent with the 45-foot maximum height limit of the Specific Plan.

#### **SECTION 7. LANDSCAPING, SETBACKS, AND SCREENING**

The landscape plan for the proposed project contains the required elements of a landscape plan including a complete landscape, irrigation, and planting plan and a plant legend keyed to the plan using symbols and listing the quantity, botanical name, common name, size at planting, size at maturity, and time to maturity of all proposed plantings. The plan identifies fencing, gates, pool, mechanical equipment enclosures, stairs, patios, and all other exterior structures. In addition, the project has been conditioned to include landscaped setbacks, planting areas near parking lots, and irrigation systems to ensure the success of the plantings.

The project has also been conditioned to provide screening so that rooftop equipment and trash and recycling storage areas are screened from public view, consistent with the requirements of the Specific Plan.

## **SECTION 9. DESIGN**

The proposed project consists of two mixed-use buildings that will be fronting along the abutting street and 102 townhomes located behind the mixed-use buildings at the rear of the project site. The mixed-use buildings are designed in a Spanish Colonial Revival style with the townhomes, while not visible from the public street, are designed in a modern, alternative architectural style with a high degree of integrity that maintains compatibility with surrounding buildings in terms of design, mass and scale, consistent with the provisions of the Specific Plan.

The façade of the proposed buildings have been designed and conditioned to be consistent with the requirements of Specific Plan with regard to building articulation, ground surface design, fenestration, window transparency, and pedestrian circulation. As such, the proposed project complies with the Design provisions of the Specific Plan.

## **SECTION 10. SIGNS**

The proposed project has been conditioned to comply with the provisions of LAMC Chapter I, Article 4.4. In addition, the project will be required to apply for a Master Sign Plan as required for multiple tenants per the Specific Plan. As such, the project is in compliance with this section.

## **2. SITE PLAN REVIEW FINDINGS**

I have reviewed the subject development project and hereby find the following findings based on the information contained in the application, the report of the Site Plan Review staff, reports received from other departments, supplemental written documents submitted and review of environmental impacts associated with the project pursuant to Section 16.05-C of the Municipal Code:

- a. **The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and does not conflict with any applicable regulations, standards, and any applicable specific plan.**

There are eleven elements of the General Plan. The majority of the policies derived from these Elements are in the form of Code requirements of the Los Angeles Municipal Code.

The Land Use Element of the City's General Plan is divided into 35 Community Plans. The subject property is located within the Granada Hills-Knollwood Community Plan, which designates the subject property for Neighborhood Commercial land uses corresponding to the C1, C2, CR, RAS3, and P zones. The subject property is zoned C1-1VL, consistent with the range of zones corresponding to the site's land use designation.

The Granada Hills-Knollwood Community Plan contains the following Objectives, Land Use Policies, and Programs relevant to the proposed project:

- *To make provision for housing as is required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice.*

- *To encourage the preservation and enhancement of the varied and distinctive residential character of the Community.*
- *To promote economic well-being and public convenience through the allocation and distribution of commercial lands for retail, service, and office facilities in quantities and patterns based on current planning principles and standards.*
- *Projects adjacent to single-family dwellings should not provide a uni-dimensional facade without articulation, perforations or architectural detailing.*
- *The Plan proposes that the low density residential character of the Community be preserved, and that single-family residential neighborhoods be protected from encroachment by other types of uses.*
- *Multiple residential dwelling units are proposed in proximity to commercial development. Mixed use development combining commercial and residential land uses is encouraged. Mixed use projects should be designed to mitigate potential conflicts between the commercial and residential uses such as noise, lighting, security and automobile access and provide adequate amenities for residential occupants.*

The proposed project will consist of multi-family and townhouse style dwelling units which will provide a diversity in housing opportunities for the Granada Hills community on a site intended for commercial and/or multi-family residential uses, thereby preserving the surrounding single-family residential land from higher density development. The project has been designed and conditioned to be developed with an emphasis on the Spanish Colonial Revival style of architecture, consistent with the provisions of the Granada Hills Specific Plan. The new mixed-use buildings will locate new housing and commercial opportunities near existing commercial uses, bus routes (Metro Bus Lines 237 and 656), and recreational amenities. The project is central to an area that contains a mix of uses, including residential, recreational, and educational uses.

The density of development meets the physical needs and expected new growth in the Granada Hills-Knollwood Community Plan located in an area where such growth does not displace existing housing units while being in proximity to existing commercial businesses and recreational amenities. LAMC Section 12.14 establishes the density requirements for the C1-1VL Zone which permits residential densities of one dwelling unit per 800 square feet of lot area which would allow for the development of 431 dwelling units on the project site. The project will consist of 140 multi-family units and 102 townhomes for a total of 242 dwelling units, consistent with the density limits of the underlying zone of the site.

The proposed project, consisting of two mixed-use buildings and 102 townhomes, on a lot designated and zoned for such uses, complies with and is compatible with the applicable provisions of the Los Angeles Municipal Code, the Granada Hills-Knollwood Community Plan, and with the Granada Hills Specific Plan.

- b. **That the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on neighboring properties.**

The project site is relatively flat and is surrounded by commercial, residential, and school uses in an urban setting that is similar to other areas in the Granada Hills community.

Surrounding properties are within the C1-1VL, P-1VL, RS-1, (T)(Q)RD6-1, PF-1, OS-1 zones and are characterized by level topography and improved streets. Properties to the east of the subject site, across Woodley Avenue, are zoned RS-1 and C1-1VL and are improved with single-family dwellings, and restaurant, commercial, and office uses. The adjacent property at the southeast of the subject site is zoned C1-1VL Zone and is improved with a drive-thru restaurant. Properties to the south of the subject site, across San Fernando Mission Boulevard, are zoned C1-1VL, PF-1, RS-1, and (T)(Q)RD6-1 and are improved with restaurant and retail uses, a DWP facility, and single-family dwellings. The adjacent property to the west of subject site is zoned P-1VL and is improved with the Bull Creek channelized flood control channel. Properties to the west of the Bull Creek are zoned RS-1 and are improved with single-family dwellings. The adjacent property to the north is zoned PF-1 and is improved with the John F. Kennedy High School.

The project site is currently developed with a multi-tenant shopping center that will be demolished as part of the project. The applicant is seeking Site Plan Review for the project as it will result in the creation of more than 50 dwelling units. The following sections explain how the proposed project will be compatible with existing and future development on neighboring properties:

Height, Bulk, and Setbacks

The proposed project will result in the construction of two-mixed use buildings and 102 townhomes. The project will observe the following Heights and Floor Area Ratios:

<b>Building</b>	<b>Maximum Height</b>	<b>FAR</b>
Mixed-Use Building A	45'	1.5:1
Mixed-Use Building B	45'	1.5:1
Townhomes	38'	0.90:1

The project site is zoned C2-1VL which allows for mixed-use buildings to be a maximum height of 45 feet and a maximum FAR of 1.5:1. As shown in the above table, the project is consistent with both the maximum height and floor area ratio of the underlying zone and Height District. In addition, the project has been designed and conditioned to provide front, rear, and side yards that are consistent with the LAMC and with the Granada Hills Specific Plan.

The proposed project consists of three components with two mixed-use buildings fronting on the abutting streets and the townhome component located at the rear of the project site. The site planning of the project results in a project that consists of a variety of building type thereby reducing the project's overall bulk and massing to be more compatible with the surrounding single-family and commercial uses near the site.

Therefore, the height, bulk and setbacks of the residential building will be compatible with the existing and future developments in the neighborhood.

Parking

The project has been conditioned to provide parking at a rate of at least three parking spaces for each 1,000 square feet of commercial floor area, one parking space for each 100 square feet of restaurant serving area, and ¼ guest parking space per dwelling unit within the mixed-use buildings. The mixed-use buildings are utilizing a bicycle parking reduction for retail and residential requirements. As such, a total of 96 commercial parking spaces will be provided for the retail uses and 343 parking spaces will be provided for the

residential uses. Each townhome will provide two parking spaces within private garages and a total of 26 shared guest parking spaces.

Bicycle parking is to be provided pursuant to LAMC Section 12.21-A,4 and 12.21-A,16 and verified by the Department of Building and Safety. No deviations from bicycle parking requirements have been requested or granted herein.

Therefore, the parking facilities will be compatible with the existing and future developments in the neighborhood.

### Lighting

The project will include night lighting for safety and security purposes. All other open exterior areas, such as walkways and trash areas, will have low-level, security-type lighting. All exterior lighting has been conditioned to be directed onto the lot or lots, and all flood lighting shall be designed to eliminate glare to adjoining properties, including parking areas are required to have a minimum of ¾-foot-candle of flood lighting measured at the pavement. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

### On-Site Landscaping

The project has been designed to include two mixed-use buildings and a townhome component, which will all be landscaped and maintained in accordance with the approved landscape plan and with the landscaping requirements of the Granada Hills Specific Plan. The mixed-use buildings will include landscaping on each of the outdoor courtyard gathering areas, around the pool area, and within planters around the at-grade parking areas. The townhomes will be landscaped along the roadway and will include private yards and landscaped planters along the perimeter of the shared recreational area.

### Loading/Trash Area

Mixed-use Buildings A and B will provide fully enclosed trash/recycling areas on the ground floors of the buildings with pick up occurring at the rear of the buildings, accessed from a private drive, consistent with LAMC Section 12.21-C.6.. The townhomes will provide on-site trash storage within each of the private garages. Therefore, as proposed and conditioned, the project is compatible with existing and future development on neighboring properties.

- c. **That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.**

The proposed project will include two mixed-use buildings and 102 townhomes. In addition to the commercial amenities that will be developed as part of the project, Building A will contain courtyard with seating and grilling areas, a recreational room, and a pool/spa deck that will be shared among residents of both buildings. Building B will also contain three courtyards having landscaped gathering areas for residents. The townhome component of the project will include private yards and a shared recreational room, pool, and spa.

The project has been designed to reduce the overall massing and scale of the development by breaking up the uses into two mixed-use buildings and one townhouse component. The mixed-use buildings are oriented toward Woodley Avenue and San

Fernando Mission Boulevard, and as such, are buffered from neighboring properties by these streets. The townhome component of the project is also buffered by the Bull Creek Flood Control Channel and the John F. Kennedy High School.

Additionally, the project has been conditioned to improve all open areas to be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect. Therefore, as proposed and conditioned, the project provides recreational and service amenities that will improve habitability for the residents and minimize any impact on neighboring properties.

- d. **The project incorporates mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review, which would mitigate the negative environmental effects of the project, to the extent physically feasible.**

A Mitigated Negative Declaration, ENV-2016-3077-MND, was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that, with imposition of the mitigation measures described in the MND (and incorporated into the Conditions of Approval herein), there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Environmental Review Section of the Planning Department in Room 750, 200 North Spring Street.

#### **ADDITIONAL MANDATORY FINDINGS**

3. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, which are areas identified on the flood map as areas determined to be outside the 0.2% annual chance floodplain.
4. On November 24, 2016, the City Planning Department issued Mitigated Negative Declaration No. ENV-2016-3077-MND for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, the lead agency finds that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Negative Declaration reflects the lead agency's independent judgment and analysis. The custodian of the documents or other material which constitute the record of proceedings upon which the decision is based are located with the City of Los Angeles, Planning Department located at 200 North Spring Street, Room 750, Los Angeles, California 90012.

#### **Regulatory Compliance Measures**

- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

- The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
- The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: "POST NO BILLS".
  - Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
  - The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.
- The project shall comply with all applicable standards of the Southern California Air Quality Management District, 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 50 percent.
  - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
  - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
  - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
  - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
  - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
  - Trucks having no current hauling activity shall not idle but be turned off.
- In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- 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 specified fuel and fuel additive requirements and emission standards.
- The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.
- New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.
- The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all

necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:

- United States Army Corps of Engineers. The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
- State Water Resources Control Board. The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
- California Department of Fish and Wildlife. The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.
- If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified 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 California Public Resources Code Section 21083.2.
- 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.
- 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 California Public Resources Code (PRC) 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 N. Mission Road  
Los Angeles, CA 90033  
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or  
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

- 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.
- 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.
  - In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.
  - If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.
  - 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.
  - The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.
  - The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
  - Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.
  - Park fees. (Subdivision) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of

dwelling units. (Apartments) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

- The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.
- In compliance with AB341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

### **OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES**

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. The instant authorization is further conditioned upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

### **TRANSFERABILITY**

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

### **VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR**

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than \$2,500 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

### **APPEAL PERIOD - EFFECTIVE DATE**

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or

his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked. **The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination** unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at [www.lacity.org/pln](http://www.lacity.org/pln).

Planning Department public offices are located at:

**Downtown**  
Figueroa Plaza  
201 North Figueroa Street,  
4th Floor  
Los Angeles, CA 90012  
(213) 482-7077

**San Fernando Valley**  
Marvin Braude San Fernando  
Valley Constituent Service  
Center  
6262 Van Nuys Boulevard,  
Room 251  
Van Nuys, CA 91401  
(818) 374-5050

**West Los Angeles**  
West Los Angeles  
Development Services  
Center  
1828 Sawtelle Boulevard,  
2nd Floor  
Los Angeles, CA 90025  
(310) 231-2598

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Building in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (818) 374-5050, or (310) 231-2598, or through the Department of City Planning website at <http://cityplanning.lacity.org>. The applicant is further advised to notify any consultant representing you of this requirement as well.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

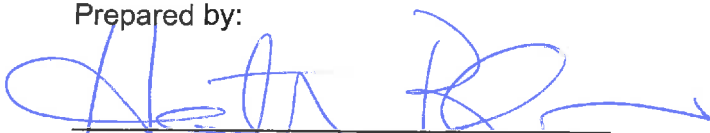
Vincent P. Bertoni, AICP  
Director of Planning

Approved by:



Nicholas Hendricks, Senior City Planner

Prepared by:



Heather Bleemers, City Planner  
(213) 978-0092

DEPARTMENT OF  
CITY PLANNING

CITY PLANNING COMMISSION

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<http://planning.lacity.org>

Decision Date: August 28, 2017

Appeal Period Ends: September 7, 2017

Gelb Enterprises(A)(O)  
17547 Ventura Boulevard  
Encino, CA 91316

Brad Rosenheim (R)  
Rosenheim & Associates, Inc.  
21600 Oxnard Street  
Woodland Hills, CA 91367

Psomas (E)  
555 South Flower Street, Suite 4300  
Los Angeles, CA 90071

RE: Vesting Tentative Tract Map No. 74392  
Address: 16201 – 16301 West San Fernando Mission  
Boulevard and 11147-11155 Woodley Avenue  
Related Case: DIR-2016-3076-DRB-SPP-DB-SPR  
Planning Area: Granada Hills-Knollwood  
Zone : C1-1VL  
Land Use Designation: Neighborhood Commercial  
D. M. : 210B141  
C. D. : 12-Englander  
CEQA : ENV-2016-3077-MND

In accordance with provisions of Los Angeles Municipal Code (LAMC) Section 17.03, the Advisory Agency approved Vesting Tentative Tract Map No. 74392-CN for the merger and resubdivision of the subject site into **two (2) lots for condominium purposes**, located at 11147-11155 North Woodley Avenue and 16201–16301 West San Fernando Mission Boulevard, as shown on revised map stamp-dated June 6, 2017, in the Granada Hills Community Plan Area. This unit density is based on the C1-1VL Zone. (The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety, for legal interpretation of the Zoning Code as it applies to this particular property.) For an appointment with the Development Services Center call (213) 482-7077 or (818) 374-5050. The Advisory Agency's approval is subject to the following conditions:

**NOTE** on clearing conditions: When two or more **agencies** must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

**NOTE TO PLAN CHECKER:** On February 7, 2017, the Deputy Advisory Agency considered Vesting Tentative Tract Map No. VTT-74392 for the merger and resubdivision of the subject property into one lot for condominium purposes, stamped map-dated August 18, 2016, in conjunction with the construction, use, and maintenance of a mixed-use development containing 440 dwelling units and 64,650 square feet of commercial uses. At the public hearing, the Deputy Advisory Agency moved to hold the decision under advisement due to project changes. On June 6, 2017, the applicant submitted a revised map for the merger and resubdivision of the subject site into two lots for condominium purposes, in conjunction with the development of 242 dwelling units and 40,000 square feet of commercial floor area. As such, Department Staff recirculated the revised map to the agencies. No new comments were received.

### **BUREAU OF ENGINEERING - SPECIFIC CONDITIONS**

*Bureau of Engineering approvals are conducted at the Land Development Group, located 201 N. Figueroa Street, Suite 200. Any questions regarding these conditions should be directed to Mr. Georgic Avanesian or by calling (213) 202-3484.*

1. That a 5.04-foot to seven-foot variable width strip of land be dedicated along San Fernando Mission Boulevard adjoining the subdivision to complete a 50-foot wide half right-of-way dedication in accordance with Avenue I Street Standards of LA Mobility Plan.
2. That existing public sewer easements within the tract property and as shown on the revised tentative map stamp dated June 6, 2017 be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
  - a. That consents to the sewer easements being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
  - b. That satisfactory arrangements be made with all public utility agencies maintaining existing facilities within the area being merged.
3. That any surcharge fee in conjunction with the merger requests be paid.
4. That all existing public sewers within the tract property be abandoned prior to the recordation of the final and any new sewer construction if necessary be constructed prior to the recordation of the final map satisfactory to the Valley District office.
5. That any fee deficit under Work Order No. EXT00703 expediting this project be paid.
6. That arrangement be made with the Los Angeles County Department of public Works prior to recordation of the final map for any necessary permits with respect to discharge into the Bull Creek Flood Channel.
7. That the tract be approved by the Los Angeles County Department of Public Works with respect to flood hazard, channel improvements, and alignment of the Bull Creek Flood Channel.
8. That all public easements within the tract be shown on the final map.

**DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION**

*Grading Division approvals are conducted at 201 North Figueroa Street, 3rd Floor, Counter 24. The approval of this Tract Map shall not be construed as having been based upon geological investigation such as will authorize the issuance of building permits on the subject property. Such permits will be issued only at such time as the Department of Building and Safety has received such topographic maps and geological reports as it deems necessary to justify the issuance of such building permits.*

9. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans which clearly indicates that the soils engineer has reviewed the plans prepared by the design engineer and that the plans included the recommendations contained in his report. (7006.1)
10. All recommendations of the report by AGI dated 05/29/2014 & 01/13/2015 signed by Juan A. Vidal, GE 861 and Bruce Smith, GE 2673, which in addition to or more restrictive than the conditions contained herein shall also be incorporated into the plans for the project. (7006.1)
11. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans. Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit. (7006.1)
12. A grading permit shall be obtained for all structural fill and retaining wall backfill. (106.1.2)
13. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density (D1556). Placement of gravel in lieu of compacted fill is allowed only if complying with Section 91.7011.3 of the Code. (7011.3)
14. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill. (1809.2)
15. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction. (7013.12)
16. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial Safety. (3301.1)
17. Excavations shall not remove lateral support from a public way, adjacent property or an existing structure. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
18. Prior to the issuance of any permit which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation. (3307.1) Applicant

19. The soils engineer shall review and approve the shoring plans prior to issuance of the permit. (3307.3.2)
20. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate all applicable surcharge loads for the design of the retaining walls and shoring.
21. Unsurcharged temporary excavations shall be trimmed back at a gradient not exceeding 1:1, as recommended.
22. Shoring shall be designed for a minimum EFP of 25 PCF; all surcharge loads shall be included into the design, as recommended.
23. Shoring shall be designed for a maximum lateral deflection of one-inch, provided there are no structures within a 1:1 plane projected up from the base of the excavation. Where a structure is within a 1:1 plane projected up from the base of the excavation, shoring shall be designed for a maximum lateral deflection of two-inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.
24. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
25. All foundations shall derive entire support from native undisturbed soils, as recommended and shall be approved by the geologist and soils engineer by inspection.
26. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4) two-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top.
27. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2014-116 "Foundation Design for Expansive Soils" (1803.5.3).
28. Slabs placed on approved compacted fill shall be at least four inches thick and shall be reinforced with two-inch diameter (#4) reinforcing bars spaced maximum of 16 inches on center each way.
29. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane. The slabs shall be at least 32 inches thick and shall be reinforced with two-inch diameter (#4) reinforcing bars spaced maximum of 16 inches on center each way.
30. The seismic design shall be based on a Site Class D as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.
31. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Lateral Loads" starting on page 8 of the 05/29/2014 report. All surcharge loads shall be included into the design.
32. Retaining walls higher than six (6) feet shall be designed for lateral earth pressure due to earthquake motions as specified on page 2 of the 01/13/2015 report (1803.5.12).

33. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted to the street in an acceptable manner and in a non-erosive device. (7013.11)
34. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soil report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record. (1805.4)
35. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector. (108.9)
36. Basement walls and floors shall be waterproofed/damp-proofed with an L.A. City approved "Below-grade" waterproofing/damp-proofing material with a research report number. (104.2.6)
37. Prefabricated drainage composites (Miradrain) (Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
38. All roof and pad drainage shall be conducted to the street in an acceptable manner. (7013.10)
39. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.
40. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS. (7013.10)
41. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading. (7008 & 1705.6)
42. Prior to the pouring of concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. He shall post a notice on the job site for the LADBS Building Inspector and the Contractor stating that the work so inspected meets the conditions of the report, but that no concrete shall be poured until the City Building Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
43. Prior to excavation, an initial inspection shall be called with LADBS Inspector at which time sequence of construction, [shoring, ABC slot cuts, underpinning, pile installation,] protection fences and dust and traffic control will be scheduled. (108.9.1)
44. Installation of shoring, underpinning, slot cutting excavations and/or pile installation shall be performed under the inspection and approval of the soils engineer and deputy grading inspector. (1705.6)
45. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. He shall post a notice on the job site for the City Grading Inspector and the Contractor stating that the soil inspected meets the conditions of the report, but that no fill shall be placed until the LADBS Grading Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall

be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included. (7011.3)

## **DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION**

*Building and Safety approvals are conducted by appointment only. Contact Laura Duong at (213) 482-0434 to schedule an appointment. Any proposed structures or uses on the site have not been checked for Building or Zoning Code requirements. Plan check may be required before any construction, occupancy or change of use. Unless filed concurrently and included as part of the hearing notice with this subdivision, any additional deviations from the Los Angeles Municipal Code required by the Department of Building and Safety Office of the Zoning Engineer preliminary to the Zoning Engineer clearing the items on the report to the Advisory Agency, shall be separately filed through the City Planning Department Office of the Zoning Administrator.*

46. Prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:
- a. Provide a copy of the Certificate of Compliance for Lot Line Adjustment AA-2014-4521-PMEX to establish the boundary of the tract. The Certificate of Compliance is required prior to obtaining the Zoning Clearance.
  - b. Provide a copy of DIR case DIR-2016-3076-DRB-SPP-DB-SPR. Show compliance with all the conditions/requirements of the DIR case as applicable.
  - c. Show all street dedication as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication. Front requirement shall be required to comply with current code for the new zone as measured from new property lines after dedication.
  - d. The submitted Map does not comply with the maximum density (800 square feet of lot area/dwelling unit) requirement of the C1-1VL Zone (per Ord. 183955). 433 units are allowed based on the R3 Zone requirement and 440 units are proposed. Revise the Map to show compliance with the above requirements, comply with Density Bonus requirements, or obtain approval from the Department of City Planning.

NOTE TO PLAN CHECKER: The revised project is no longer seeking a Density Bonus and now consists of 102 townhome units and 140 apartment units, consistent with the density permitted per the underlying zone.

## **DEPARTMENT OF TRANSPORTATION**

*Please contact DOT at (818)374-4699 for any questions regarding the following.*

47. Project driveway access and on-site circulation between parking areas shall conform to Section 321 of DOT Manual of Policies and Procedures. To avoid delays and untimely revisions, submit a site access and circulation plan to DOT Developer Services at 6262

Van Nuys Blvd., Suite 320 before building layouts are finalized, with due regard to the following comments:

- a. The parking and driveway plan should show the adjacent public right of way and any existing curb cut, ramp, fixed object or substructure within 25 feet of a project driveway.
- b. Driveways should conform to Standard Plan S-440-4. The approach apron width "W", which excludes side slopes, should be 30 feet for two-way access at project driveways. The northerly driveway on Woodley Avenue does not meet this standard as currently proposed.
- c. If turn restrictions are required, signs in the public way shall be posted prior to occupancy.

## **FIRE DEPARTMENT**

*The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (818) 374-4351. You should advise any consultant representing you of this requirement as well.*

48. Prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:
  - a. Access for Fire Department apparatus and personnel to and into all structures shall be required.
  - b. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units
  - c. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
  - d. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
  - e. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; but, in no case greater than 150 feet horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend unto the roof.
  - f. Entrance to the main lobby shall be located off the address side of the building.
  - g. Any required Fire Annunciator panel or Fire Control Room shall be located within 50 feet visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

- h. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
- i. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- j. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
- k. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- l. Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square-foot.
- m. Submit plot plans indicating access road and turning area for Fire Department approval.
- n. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- o. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- p. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- q. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- r. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
- s. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
- t. Site plans shall include all overhead utility lines adjacent to the site.
- u. Any roof elevation changes in excess of three feet may require the installation of ships ladders.
- v. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.

**Policy Exception:**

L.A.M.C. 57.09.03.B Exception:

When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a two hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building. This policy does not apply to single-family dwellings or to non-residential buildings.

#### **LOS ANGELES UNIFIED SCHOOL DISTRICT (LAUSD)**

49. Prior to the issuance of any demolition or grading permit or any other permit allowing site preparation and/or construction activities on the site, satisfactory arrangements shall be made with the Los Angeles Unified School District. (This condition may be cleared by a written communication from the LAUSD Transportation Branch attesting to the required coordination and/or the principals of the above referenced schools and to the satisfaction of the Advisory Agency).

#### **DEPARTMENT OF WATER AND POWER**

50. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1.(c).)

#### **BUREAU OF STREET LIGHTING**

51. No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; three (3) on San Fernando Mission Boulevard and three (3) on Woodley Avenue.

#### **BUREAU OF SANITATION**

52. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d).)

#### **INFORMATION TECHNOLOGY AGENCY**

53. That satisfactory arrangements be made in accordance with the requirements of the Information Technology Agency to assure that cable television facilities will be installed in the same manner as other required improvements. Refer to the LAMC Section 17.05-N. Written evidence of such arrangements must be submitted to the Information Technology Agency, 200 North Main Street, 12<sup>th</sup> Floor, Los Angeles, CA 90012, 213 922-8363.

#### **DEPARTMENT OF RECREATION AND PARKS**

54. That the Quimby fee be based on the C1 Zone.

#### **URBAN FORESTRY DIVISION**

*All protected tree removals must be approved by the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077.*

55. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division upon completion of construction to expedite tree planting. All protected tree removals must be approved by the Board of Public Works.

#### **DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS**

56. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
- a. A Certificate of Occupancy (temporary or final) for the building(s) in Vesting Tentative Tract No. VTT-74392-CN shall not be issued until after the final map has been recorded.
  - b. Limit the proposed development to a maximum of two lots as follows:
    - i. Lot 1 shall be limited to a maximum of 102 townhomes.
    - ii. Lot 2 shall consist of a maximum of two buildings with Building "B" containing up to 80 dwelling units and up to 20,500 square feet of commercial floor area and Building "A" containing a total of up to 60 dwelling units and up to 19,500 square feet of commercial space, approved under Case No. DIR-2016-3076-DRB-SPP-DB-SPR.
  - c. Vehicular and bicycle parking shall be provided pursuant to the Los Angeles Municipal Code.
  - d. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
  - e. That the subdivider considers the use of natural gas and/or solar energy and consults with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
  - f. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.
  - g. Copies of all recorded Covenant and Agreement(s) for all reciprocal private easements shall be submitted to the Planning Department for placement in the tract file.

57. Prior to the issuance of the building permit or the recordation of the final map, a copy of Case No. DIR-2016-3076-DRB-SPP-DB-SPR shall be submitted to the satisfaction of the Advisory Agency.
58. Prior to the clearance of any tract map conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
59. **Indemnification and Reimbursement of Litigation Costs.** Applicant shall do all of the following:
  - a. Defend and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
  - b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgment or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
  - c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
  - d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
  - e. If the City determines it necessary to protect the City's interests, execute the indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.
  - f. The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event that Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all

decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

“City” shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

“Action” shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

### **DEPARTMENT OF CITY PLANNING-STANDARD CONDOMINIUM CONDITIONS**

C-1. That approval of this tract constitutes approval of model home uses, including a sales office and off-street parking. If models are constructed under this tract approval, the following conditions shall apply:

1. Prior to recordation of the final map, the subdivider shall submit a plot plan for approval by the Division of Land Section of the Department of City Planning showing the location of the model dwellings, sales office and off-street parking. The sales office must be within one of the model buildings.
2. All other conditions applying to Model Dwellings under Section 12.22-A,10 and 11 and Section 17.05-O of the LAMC shall be fully complied with satisfactory to the Department of Building and Safety.

C-2. Prior to the recordation of the final map, the subdivider shall pay or guarantee the payment of a park and recreation fee based on the latest fee rate schedule applicable. The amount of said fee to be established by the Advisory Agency in accordance with LAMC Section 17.12 and is to be paid and deposited in the trust accounts of the Park and Recreation Fund.

C-3. Prior to obtaining any grading or building permits before the recordation of the final map, a landscape plan, prepared by a licensed landscape architect, shall be submitted to and approved by the Advisory Agency in accordance with CP-6730.

In the event the subdivider decides not to request a permit before the recordation of the final map, a covenant and agreement satisfactory to the Advisory Agency guaranteeing the submission of such plan before obtaining any permit shall be recorded.

C-4. In order to expedite the development, the applicant may apply for a building permit for an apartment building. However, prior to issuance of a building permit for apartments, the registered civil engineer, architect or licensed land surveyor shall certify in a letter to the Advisory Agency that all applicable tract conditions affecting the physical design of the building and/or site, have been included into the building plans. Such letter is sufficient to clear this condition. In addition, all of the applicable tract conditions shall be stated in full on the building plans and a copy of the plans shall be reviewed and approved by the Advisory Agency prior to submittal to the Department of Building and Safety for a building permit.

OR

If a building permit for apartments will not be requested, the project civil engineer, architect or licensed land surveyor must certify in a letter to the Advisory Agency that the applicant will not request a permit for apartments and intends to acquire a building permit for a condominium building(s). Such letter is sufficient to clear this condition.

**DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES**

60. Prior to recordation of the final map the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department requiring the subdivider to identify mitigation monitors who shall provide periodic status reports on the implementation of mitigation items required by Mitigation Condition No. 61 of the Tract's approval satisfactory to the Advisory Agency. The mitigation monitors shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, postconstruction/maintenance) to ensure continued implementation of the above mentioned mitigation items.
61. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
- MM-1. Tetrachloroethylene (PCE) remediation at 16233 San Fernando Mission Boulevard shall be continued until the Los Angeles County Fire Department – Site Mitigation Unit and other appropriate agencies determine that the site is suitable for construction and occupancy. Mitigation efforts associated with the PCE release may include individually or a combination of the following: continuation of the VES work; excavation and offsite disposal of the PCE impacted soil; or installation of an engineering control (sub-slab membrane) to reduce the potential for intrusion of PCE vapors to indoor air within future onsite structures, as determined by the Los Angeles County Fire Department – Site Mitigation Unit.
  - MM-2. Fluorescent light fixtures shall be inspected for PCB content labels prior to disposal and if found to contain PCB, shall be disposed of by a licensed contractor per PCB disposal requirements.
  - MM-3. A registered Cal/OSHA asbestos abatement contractor shall perform asbestos-related work and all disturbance and/or removal of asbestos containing material (ACM) or asbestos containing construction material (ACCM). Removal work shall be conducted in accordance with South Coast Air Quality Management District's Rule 1403 and Cal/OSHA requirements for removal work as well as other state and federal rules and regulations.
  - MM-4. Lead-based paint assessment of each existing structure on the project site shall be conducted prior to issuance of permits for any demolition/renovation activity involving a particular structure. Lead-based paint found in any buildings shall be removed and disposed of as a hazardous waste in accordance with all applicable regulations.

**CONSTRUCTION REGULATORY COMPLIANCE MEASURES**

Construction of the proposed project shall comply with the following regulatory Compliance Measures:

- CM-1. That a sign be required on site clearly stating a contact/complaint telephone number that provides contact to a live voice, not a recording or voice mail, during all hours of construction, the construction site address, and the tract map number. **YOU ARE REQUIRED TO POST THE SIGN 7 DAYS BEFORE CONSTRUCTION IS TO BEGIN.**
- a. Locate the sign in a conspicuous place on the subject site or structure (if developed) so that the public can easily read it. The sign must be sturdily attached to a wooden post if it will be freestanding.
  - b. Regardless of who posts the site, it is always the responsibility of the applicant to assure that the notice is firmly attached, legible, and remains in that condition throughout the entire construction period.
  - c. If the case involves more than one street frontage, post a sign on each street frontage involved. If a site exceeds five (5) acres in size, a separate notice of posting will be required for each five (5) acres, or portion thereof. Each sign must be posted in a prominent location.
- CM-2. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- CM-3. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- CM-4. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- CM-5. All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- CM-6. 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.
- CM-7. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- CM-8. The project shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- CM-9. Construction and demolition shall be in conformance with the Noise Regulation, Ordinance No. 144,331 and with provisions of Section 41.40 Construction Noise of the LAMC, Section 41.40.
- CM-10. Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

- CM-11. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- CM-12. The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.
- CM-13. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), construct diversion dikes to channel runoff around the site. Line channels with grass or roughened pavement to reduce runoff velocity.
- CM-14. Incorporate appropriate erosion control and drainage devices to the satisfaction of the Building and Safety Department shall be incorporated, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned. These will shield and bind the soil.
- CM-15. Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.
- CM-16. All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- CM-17. Clean up leaks, drips and spills immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- CM-18. Do not hose down pavement at material spills. Use dry cleanup methods whenever possible.
- CM-19. Cover and maintain dumpsters. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.
- CM-20. Use gravel approaches where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets.
- CM-21. Conduct all vehicle/equipment maintenance, repair, and washing away from storm drains. All major repairs are to be conducted off-site. Use drip pans or drop cloths to catch drips and spills.

#### **BUREAU OF ENGINEERING - STANDARD CONDITIONS**

- S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.

- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
  - (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
  - (e) That drainage matters be taken care of satisfactory to the City Engineer.
  - (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
  - (g) That any required slope easements be dedicated by the final map.
  - (h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.
  - (i) That one-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The one-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
  - (j) That any one-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
  - (k) That no public street grade exceeds 15 percent.
  - (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.
- S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:
- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.
  - (b) Make satisfactory arrangements with the Department of Transportation with respect to street name, warning, regulatory and guide signs.
  - (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
  - (d) All improvements within public streets, private street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.

- (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.
- S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
- (a) Construct on-site sewers to serve the tract as determined by the City Engineer.
  - (b) Construct any necessary drainage facilities.
  - (c) No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; three (3) on San Fernando Mission Boulevard and three (3) on Woodley Avenue.
  - (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry Division (213-485-5675) upon completion of construction to expedite tree planting.
  - (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
  - (f) Construct access ramps for the handicapped as required by the City Engineer.
  - (g) Close any unused driveways satisfactory to the City Engineer.
  - (h) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.
  - (i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
    - a. After submittal of hydrology and hydraulic calculations and drainage plans for review by the City Engineer prior to recordation of the final map, construction of public drainage facilities within suitable easements may be required satisfactory to the Valley District Engineering.
    - b. Improve San Fernando Mission Boulevard being dedicated and adjoining the subdivision by the construction of the following:
      - i. A concrete curb, a concrete gutter, and a five-foot (5') concrete sidewalk and landscaping of the parkway.
      - ii. Suitable surfacing to join the existing pavement and to complete a 35-foot half roadway.
      - iii. Any necessary removal and reconstruction of existing improvements.
      - iv. The necessary transitions to join the existing improvement.

**NOTES:**

The Advisory Agency approval is the maximum number of units permitted under the tract action. However the existing or proposed zoning may not permit this number of units.

Approval from Board of Public Works may be necessary before removal of any street trees in conjunction with the improvements in this tract map through Bureau of Street Services Urban Forestry Division.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with LAMC Section 17.05N.

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

**FINDINGS OF FACT (CEQA)**

The Department of City Planning issued Mitigated Negative Declaration No. ENV-2016-3077-MND on November 21, 2016. The Department found that potential negative impact could occur from the project's implementation due to Hazards and Hazardous Materials.

The Deputy Advisory Agency certifies that Mitigated Negative Declaration No. ENV-2016-3077-MND reflects the independent judgment of the lead agency and determined that this project would not have a significant effect upon the environment provided the potential impacts identified above are mitigated to a less than significant level through implementation of Condition No. 61 of the Tract's approval. Other identified potential impacts not mitigated by these conditions are mandatorily subject to existing City ordinances, (Sewer Ordinance, Grading Ordinance, Flood Plain Management Specific Plan, Xeriscape Ordinance, Stormwater Ordinance, etc.) which are specifically intended to mitigate such potential impacts on all projects.

The project site, as well as the surrounding area are developed with structures and do not provide a natural habitat for either fish or wildlife. While the project site is adjacent to Bull Creek, the creek is channelized and is fully lined with concrete. South of Victory Boulevard, approximately 6.5 miles south the project site, the storm channel becomes a free flowing creek, without concrete lining, and joins the Los Angeles River in the Sepulveda Basin Recreation Area. The portion of the storm channel directly adjacent to the project site does not contain any trees, plants, or habitat. Therefore, the project would have no impact on sensitive biological species or habitat.

In accordance with Section 21081.6 of the Public Resources Code (AB 3180), the Deputy Advisory Agency has assured that the above identified mitigation measures will be implemented by adopting the attached Mitigation Monitoring Program of ENV-2016-3077-MND. The custodian of the documents or other material which constitute the record of proceedings upon which the Advisory Agency's decision is based are located with the City of Los Angeles, Planning Department, 200 North Spring Street, Room 750, Los Angeles, CA 90012.

**FINDINGS OF FACT (SUBDIVISION MAP ACT)**

In connection with the approval of Vesting Tentative Tract Map No. 74392-CN the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

- (a) THE PROPOSED MAP WILL BE/IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

Section 66411 of the Subdivision Map Act (Map Act) establishes that local agencies regulate and control the design of subdivisions. Chapter 2, Article I, of the Map Act establishes the general provisions for tentative, final and parcel maps. Section 17.15-B, 1 establishes that vesting maps provide the “plan of building envelope shall be submitted, showing the height, size, number of units and approximate location of buildings, driveways and any other proposed exterior garden walls.

The Vesting Tentative Tract Map was prepared by a Registered Professional Engineer and contains the required components, dimensions, areas, notes, legal description, ownership, applicant and site address information as required by the Los Angeles Municipal Code (“LAMC”). The Vesting map provides the building envelope, height, number of units, and approximate location of the building and driveways.

The Los Angeles Municipal Code (LAMC) implements the goals, objectives, and policies of the Community Plan through adopted zoning regulations. The Zoning Code regulates, but is not limited to, the maximum permitted density, height, and the subdivision of land. The adopted Granada Hills-Knollwood Community Plan designates the subject property for Neighborhood Commercial land uses corresponding to the C1, C2, CR, RAS3, and P zones. The property contains approximately 7.95 net acres (346,245 net square feet after required dedications) and is zoned C1-1VL , consistent with the site’s land use designation, which allows a residential density at one dwelling unit per 800 square feet of lot area, or a maximum of 433 dwelling units. The proposed project would contain a total of 242 dwelling units, with no structure reaching more than 45 feet in height, consistent with the 45-foot height limit per the Specific Plan. The C1 Zone allows for mixed-use developments consistent with the R3 density limitations.

The property is subject to the requirements of the Granada Hills Specific Plan. The Granada Hills Specific Plan identifies the project site for commercial uses, referred to as “Sector A”. While the Specific Plan is silent with regard to the subdivision of land, the Director of Planning’s designee has approved concurrent Case No. DIR-2016-3076-DRB-SPP-DB-SPP, for compliance with Specific Plan. The proposed project conforms with the Land Use limitations for projects located in Sector A relating to residential uses being permitted so long as they are part of a mixed-use development. In addition, the project is consistent with the height limit of 45 feet. As such, the project is consistent with the applicable Specific Plan.

The Vesting Tract Map for the proposed development of a mixed-use building that is consistent with the height, setbacks, and density of the underlying zone, is allowable under the current adopted zone and the land use designation. Therefore, the proposed map is substantially consistent with the applicable General Plan affecting the project site and demonstrates compliance with Sections 17.01 and 17.05(C) of the Los Angeles Municipal Code.

- (b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

Pursuant to Section 66418 of the Subdivision Map Act, "design" of a map refers to street alignments, grades and widths; drainage and sanitary facilities and utilities, including alignments and grades thereof; location and size of all required easements and rights-of-way; fire roads and firebreaks; lot size and configuration; traffic access; grading; land to be dedicated for park or recreational purposes; and other such specific physical requirements in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan. In addition, Section 66427 of the Subdivision Map Act expressly states that the "design and location of buildings are not part of the map review process for condominium, community apartment or stock cooperative projects."

Section 17.05-C of the LAMC enumerates design standards for Subdivisions and requires that each subdivision map be designed in conformance with the Street Design Standards and in conformance to the General Plan. Additionally, the Section establishes that density calculations include the areas for residential use and area designated for public uses, except for land set aside for street purposes. The proposed map provides the required components of a tentative tract map.

The design and layout of the Vesting Tract Map are consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the Los Angeles Municipal Code. Several public agencies (including Department of Building and Safety, Bureau of Engineering, and Bureau of Sanitation) have reviewed the map and found the subdivision design satisfactory. These agencies have imposed improvement requirements and/or conditions of approval. Sewers are available and have been inspected and deemed adequate in accommodating the proposed project's sewerage needs.

The adopted Granada Hills-Knollwood Community Plan designates the property for Neighborhood Commercial land uses corresponding to the C1, C2, CR, RAS3, and P zones. The project site is zoned C1-1, consistent with the range of zones under the corresponding Neighborhood Commercial land use designation. San Fernando Mission Boulevard is a designated Avenue I dedicated to a width of 70 feet. The Bureau of Engineering is not requiring any dedications to either San Fernando Mission Boulevard or to Woodley Avenue.

The project site is subject to the requirements of the Granada Hills Specific Plan. Under concurrent Case No. DIR-2016-3076-DRB-SPP-DB-SPR, the Director of Planning determined that the project was compliant with the Specific Plan and approved the Site Plan Review for a project creating more than 50 dwelling units. Due to project revisions, the applicant is no longer requesting a Density Bonus.

Therefore, as conditioned, the design and improvements of the proposed project are consistent with the applicable General and Specific Plans.

- (c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

The site is currently developed with a multi-tenant commercial shopping center that will be demolished as part of the project. The project site is relatively flat and is surrounded by commercial, residential, and public facility land uses in an urban setting that is similar to other areas in the Granada Hills community. The site is not located in a slope stability

study area, or a high erosion hazard area. As with all properties in the seismically active Southern California region, the project site is susceptible to ground shaking during a seismic event. Per the Los Angeles Municipal Code, 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.

Surrounding properties are within the C1-1VL, P-1VL, RS-1, (T)(Q)RD6-1, PF-1, OS-1 zones and are characterized by level topography and improved streets. Properties to the east of the subject site, across Woodley Avenue, are zoned RS-1 and C1-1VL and are improved with single-family dwellings, and restaurant, commercial, and office uses. The adjacent property at the southeast of the subject site is zoned C1-1VL Zone and is improved with a drive-thru restaurant. Properties to the south of the subject site, across San Fernando Mission Boulevard, are zoned C1-1VL, PF-1, RS-1, and (T)(Q)RD6-1 and are improved with restaurant and retail uses, a DWP facility, and single-family dwellings. The adjacent property to the west of subject site is zoned P-1VL and is improved with the Bull Creek channelized flood control channel. Properties to the west of the Bull Creek are zoned RS-1 and are improved with single-family dwellings. The adjacent property to the north is zoned PF-1 and is improved with the John F. Kennedy High School.

The Department of Building and Safety, Grading Division, has tentatively approved the tract map without conditions, subject to control of on-site drainage in a manner acceptable to that Department in accordance with the Grading Regulations, Section 91.3000 of the LAMC. The tract has been approved contingent upon the satisfaction of the Department of Building and Safety, Grading Division prior to the recordation of the map and issuance of any permits. As such, the project site is physically suitable for the proposed development.

(d) **THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.**

The General Plan identifies (through its Community and Specific Plans) geographic locations where planned and anticipated densities are permitted. Zoning applying to subject sites throughout the City are allocated based on the type of land use, physical suitability, and population growth that is expected to occur.

The C1 Zone allows for residential densities consistent with the R3 Zone, or one dwelling unit per 800 square feet of lot area. As such, the 346,245 square-foot site would allow for a by-right density of 432 dwelling units. The revised project is proposing a total of 242 dwelling units, consistent with the allowable density of the underlying zone.

Adjacent land uses include a mix of residential, commercial, and educational facilities. Surrounding properties are within the C1-1VL, P-1VL, RS-1, (T)(Q)RD6-1, PF-1, OS-1 zones and are characterized by level topography and improved streets. Properties to the east of the subject site, across Woodley Avenue, are zoned RS-1 and C1-1VL and are improved with single-family dwellings, and restaurant, commercial, and office uses. The adjacent property at the southeast of the subject site is zoned C1-1VL Zone and is improved with a drive-thru restaurant. Properties to the south of the subject site, across San Fernando Mission Boulevard, are zoned C1-1VL, PF-1, RS-1, and (T)(Q)RD6-1 and are improved with restaurant and retail uses, a DWP facility, and single-family dwellings. The adjacent property to the west of subject site is zoned P-1VL and is improved with the Bull Creek channelized flood control channel. Properties to the west of the Bull Creek are zoned RS-1 and are improved with single-family dwellings. The adjacent property to the north is zoned PF-1 and is improved with the John F. Kennedy High School. As such, the proposed site is physically suitable for the proposed density of the development.

- (e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The environmental review conducted by the Department of City Planning (Case No. ENV-2016-3077-MND) established that the physical characteristics of the site and surrounding area is generally consistent with existing development and urban character of the surrounding community. The project site is developed with multiple commercial buildings and a surface parking lot. Additionally, the site is not subject to the Specific Plan for the Management of Flood Hazards (floodways, floodplains, mud prone areas, coastal high hazard and flood-related erosion hazard areas). There are no known physical impediments or hazards that would be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located.

The project site, as well as the surrounding area are developed with structures and do not provide a natural habitat for either fish or wildlife. While the project site is adjacent to Bull Creek, the creek is channelized and is fully lined with concrete. South of Victory Boulevard, approximately 6.5 miles south the project site, the storm channel becomes a free flowing creek, without concrete lining, and joins the Los Angeles River in the Sepulveda Basin Recreation Area. In addition, at the northwesterly corner of the site, the channel travels under the abutting John F. Kennedy High School where it then becomes open to the sky starting at Simonds Street to the north of the High School. South of Victory Boulevard, approximately 6.5 miles south the project site, the storm channel becomes a free flowing creek, without concrete lining, and joins the Los Angeles River in the Sepulveda Basin Recreation Area. The portion of the storm channel directly adjacent to the project site does not contain any trees, plants, or habitat. Therefore, the project would have no impact on sensitive biological species or habitat.

The Initial Study prepared for the project identifies no potential adverse impacts on fish or wildlife resources as far as earth, air, water, plant life, animal life, and risk of upset is concerned. Furthermore, the project site, as well as the surrounding area is presently developed with structures and does not provide a natural habitat for either fish or wildlife.

- (f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

There appear to be no potential public health problems caused by the design or improvement of the proposed subdivision.

The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet Statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

- (g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

That existing public sewer easements within the tract property and as shown on the tentative map stamp dated June 6, 2017 be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code. In addition, any needed public access for roads and utilities will be acquired by the City prior to recordation of the proposed tract.

- (h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcels to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed. The lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation. The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.

In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for Vesting Tentative Tract Map No. 74392-CN.

Vincent P. Bertoni, AICP  
Advisory Agency



FERNANDO TOVAR  
Deputy Advisory Agency

FT:HB

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the City Planning Commission, it must be accepted as complete by the City Planning Department and appeal fees paid, prior to expiration of the above 10-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department's Public Offices, located at:

Downtown	San Fernando Valley	West Los Angeles
Figueroa Plaza 201 North Figueroa Street, 4th Floor Los Angeles, CA 90012 <u>(213) 482-7077</u>	Marvin Braude San Fernando Valley Constituent Service Center 6262 Van Nuys Boulevard, Room 251 Van Nuys, CA 91401 <u>(818) 374-5050</u>	West Los Angeles Development Services Center 1828 Sawtelle Boulevard, 2nd Floor Los Angeles, CA 90025 <u>(310) 231-2598</u>

**Forms are also available on-line at <http://cityplanning.lacity.org/>.**

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

If you have any questions, please call the Public Counter staff at the phone numbers listed above.

**EXHIBIT C**



# WOODLEY & SAN FERNANDO MISSION

11147 N. WOODLEY AVE & 16201-16301 W. SAN FERNANDO MISSION BLVD, LOS ANGELES, CA 91344  
 SITE PLAN REVIEW - JUNE 4, 2017

## VICINITY MAP



### PROPERTY OWNER & APPLICANT

Hangage Development Group  
 21900 Overland St. Suite 800  
 Los Angeles, CA 90048  
 (310) 271-273 ext. 1010  
 Marc Anshel

### DESIGN ARCHITECT

Van Tienburg, Bernard & Souders/pt. AIA, Inc  
 1738 Broadway Street  
 5110 38th Street  
 Los Angeles, CA 90044  
 (310) 384-0273  
 Nancy Bernard  
 Warren Strupp

### LAND USE CONSULTANT

Rosenbaum & Associates Inc  
 21900 Overland St. #800  
 Los Angeles, CA 90048  
 (310) 271-273 ext. 1010  
 Email: verson

### CIVIL ENGINEER & SURVEYOR

Peterson  
 565 Swain Power St., Suite 4200  
 Los Angeles, CA 90071  
 (213) 225-0460  
 M. Peterson  
 Daniel Paine

### LANDSCAPE ARCHITECT

Lewis and Associates  
 10000 Wilshire Blvd. Suite 445  
 Sherman Oaks, CA 91403  
 (818) 778-8392  
 Paul Lewis

## SHEET INDEX

### ARCHITECTURAL:

- Overall
- A0-0 Cover Sheet
- A0-1 Project Data
- A0-2 ALTA Survey
- A0-3 Site Plot Plan
- A0-4 Site Podium Plan
- A0-5 Sections

### Mixed Use Building 'A'

- A1-1 Ground Floor Plan
- A1-2 Second Floor Plan
- A1-3 Third Floor Plan
- A1-4 Mezzanine/Roof Plan
- A1-5 Parking Plan
- A1-6 Conceptual Elevations

### Mixed Use Building 'B'

- A2-1 Ground Floor Plan
- A2-2 Second Floor Plan
- A2-3 Third Floor Plan
- A2-4 Mezzanine/Roof Plan
- A2-5 Parking Plan
- A2-6 Conceptual Elevations

### Townhomes

- A3-1 Building Plans
- A3-2 Conceptual Elevations
- A3-3 Unit Plan A
- A3-4 Unit Plan B
- A3-5 Unit Plan C
- A3-6 Unit Plan D
- A3-7 Recreation Building Plans & Elevations

### LANDSCAPE:

- L-1-0 Landscape Plan - Ground Floor
- L-1-1 Landscape Plan - Podium Level

### CIVIL:

- C-1 Vesting Tentative Tract Map for Condominiums

### C-2

- Proposed Conditions at Ground Level

**REVISED**  
 Submitted on: 6/6/2017  
 Authorized by: HB

Comment: \_\_\_\_\_

June 4, 2017

16924

SEAL: ARCHITECT'S SEAL  
 STATE OF CALIFORNIA  
 COUNTY OF LOS ANGELES

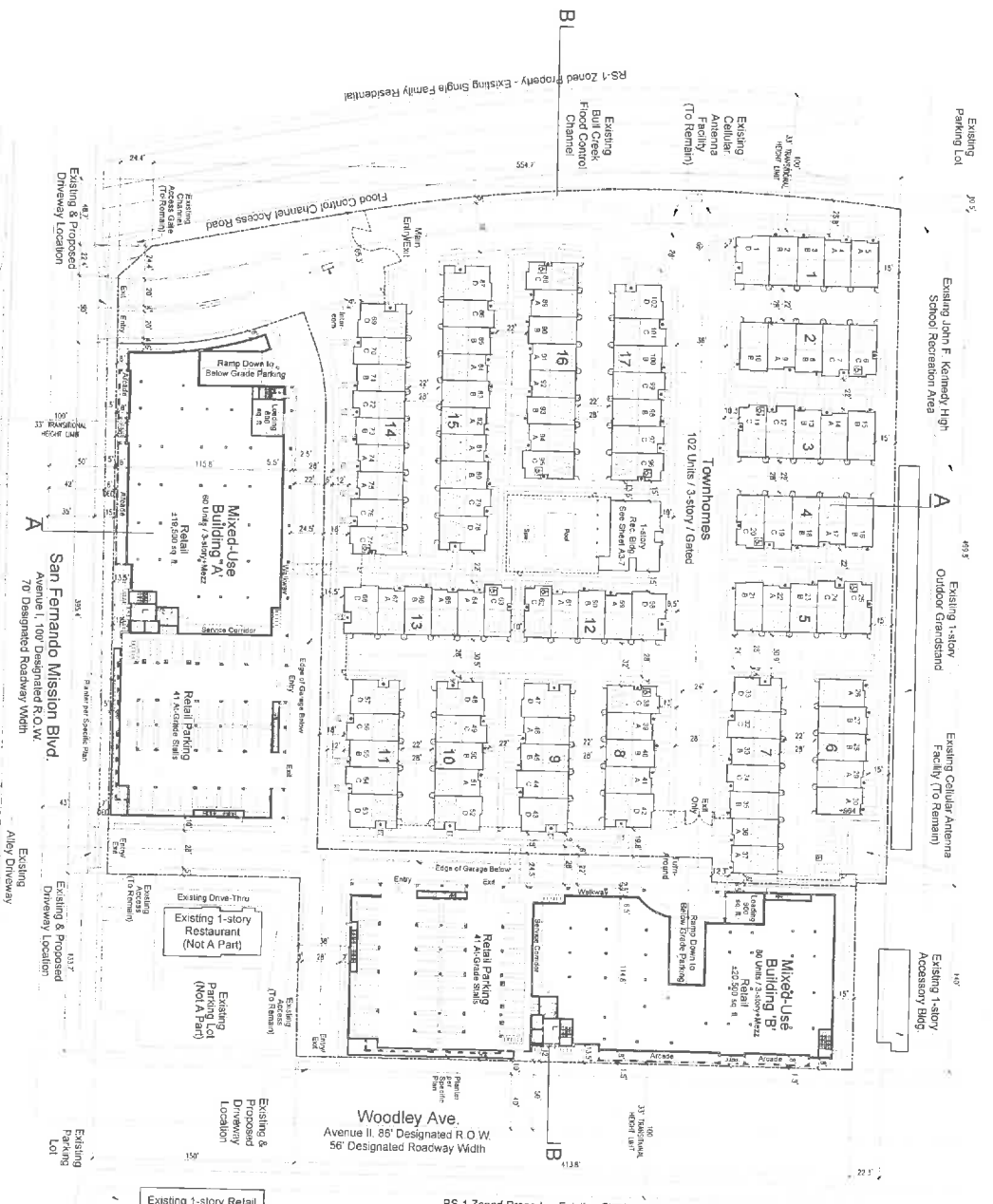
16924

YAN THIEBOUT, ARCHITECT  
 REGISTERED ARCHITECT  
 No. 11111

EXHIBIT "A"  
 Page No. 1 of 77  
 Case No. D16-2016-3076-178-177



PREPARED FOR:  
Huntidge Development Group  
14000 Wilshire Blvd  
Los Angeles, CA 90045



**WOODLEY & SAN FERNANDO MISSION**  
11147 N. WOODLEY AVE & 16201-16301 W. SAN FERNANDO MISSION BLVD  
LOS ANGELES, CA 91344



**Site / Plot Plan**  
**A0-3**

SEE SHEET A01 FOR  
PROJECT SUMMARY AND  
REQUIREMENTS

DATE: 04/04/2017  
DRAWN BY: J. VAN TILBURG  
CHECKED BY: J. VAN TILBURG  
DATE: 04/04/2017  
PROJECT: WOODLEY & SAN FERNANDO MISSION  
SHEET: A0-3 OF 31  
CASE NO. DR-2016-0076-DMS-SFP

**EXHIBIT "A"**  
Page No. 3 of 31

PROPOSED FOR  
 PROJECT: Woodley & San Fernando Mission  
 11147 N. Woodley Ave & 16201-16301 W. San Fernando Mission Blvd  
 Los Angeles, CA 90044



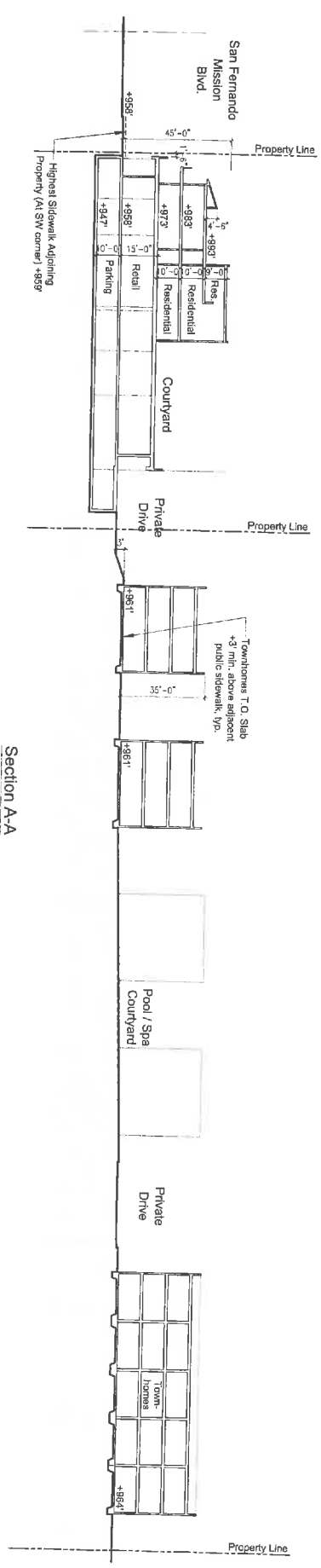
**WOODLEY & SAN FERNANDO MISSION**  
 11147 N. WOODLEY AVE & 16201-16301 W. SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91344

**Site / Podium Plan**

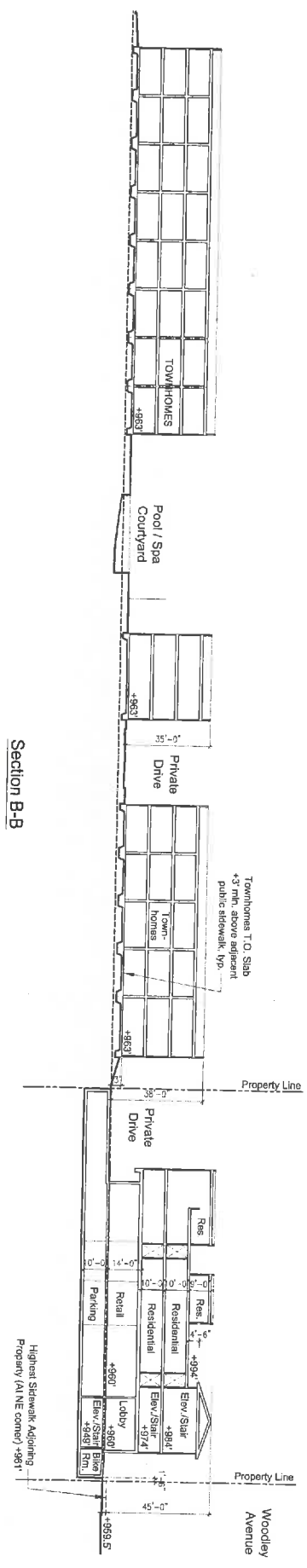
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April 4, 2017

PREPARED BY: **ARCHITECTURAL DESIGN GROUP**  
 11147 N. WOODLEY AVE & 16201-16301 W. SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 90044  
 PROJECT NO: **16004**  
 DATE: **APRIL 4, 2017**  
 SHEET NO: **4** OF **31**  
**EXHIBIT "A"**



Section A-A



Section B-B

Conceptual Building Sections

A0-5

June 4, 2017

11147 N. WOODLEY AVE. & 18201-18201 W. SAN FERNANDO MISSION BLVD. LOS ANGELES, CA 91344

WOODLEY & SAN FERNANDO MISSION

WOODLEY & SAN FERNANDO MISSION  
11147 N. WOODLEY AVE & 18201-18201 W. SAN FERNANDO MISSION BLVD  
LOS ANGELES, CA 91344



North Elevation - Private Drive



West Elevation - Private Drive



East Elevation - Private Drive



South Elevation - San Fernando Mission Blvd.

- EXTERIOR BUILDING MATERIALS - MIXED USE**
- 1 PORTLAND CEMENT PLASTER
  - 2 207 30 SAND FINISH
  - 3 CONCRETE TILE ROOFING
  - 4 MANUFACTURED STONE VENEER
  - 5 ALUM. STOODEN SYSTEM PAINTED
  - 6 PAINTED METAL CANOPES
  - 7 PAINTED METAL RAILINGS
  - 8 SMOOTH EPS FIRM
  - 9 LANDSCAPE PLANTER

**Mixed-Use Building A**  
**Conceptual Building Elevations**

**A1-6**

**WOODLEY & SAN FERNANDO MISSION**  
 11147 N. WOODLEY AVE & 18201-18301 W. SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91344

Prepared for  
 Handig Development Group  
 4801 Wilshire Boulevard, Suite 200  
 Los Angeles, CA 90048

DATE: 06/04/2017

PROJECT: WOODLEY & SAN FERNANDO MISSION

SCALE: 1/8" = 1'-0"

18201

EXHIBIT "A1"

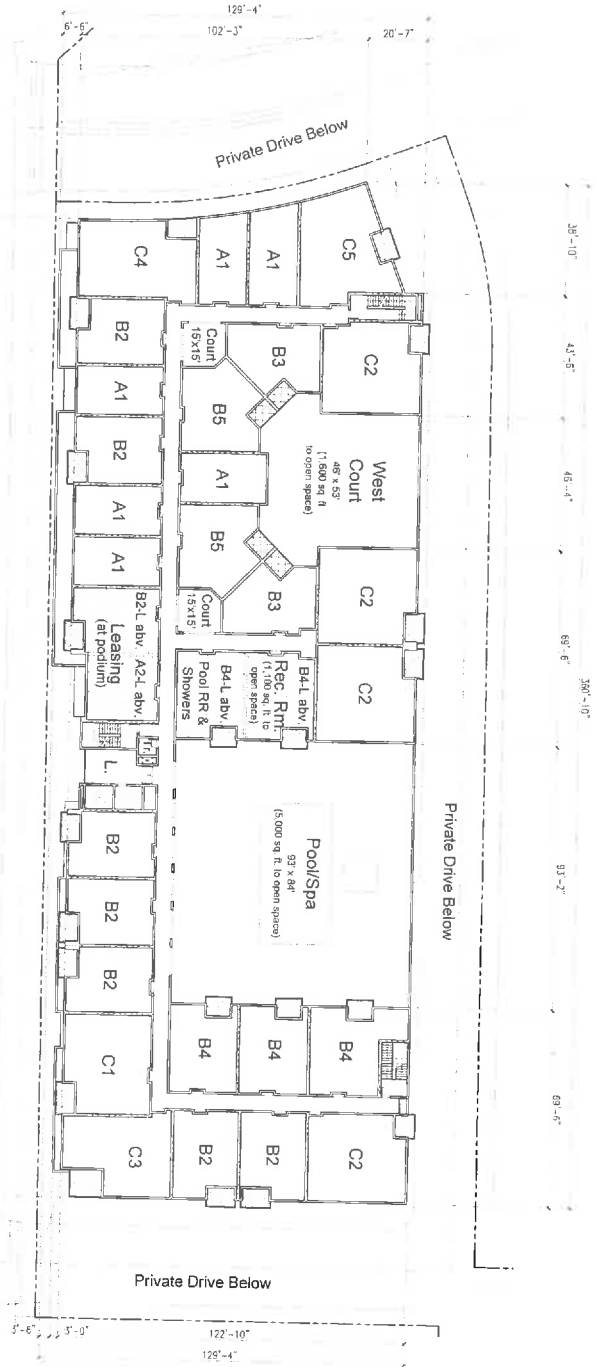
Page No. 6 of 31

Case No. DL-2016-2076-P&S-SP-





prepared for:  
 Harbridge Development Group  
 6300 Wilshire Boulevard, Suite 900  
 Los Angeles, CA 90048



San Fernando Mission Blvd.

**WOODLEY & SAN FERNANDO MISSION**

11147 N. WOODLEY AVE & 16201-16301 W. SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91344

Mixed-Use  
 Building A  
 Second Floor / Podium Plan

**A1-2**

June 4, 2017

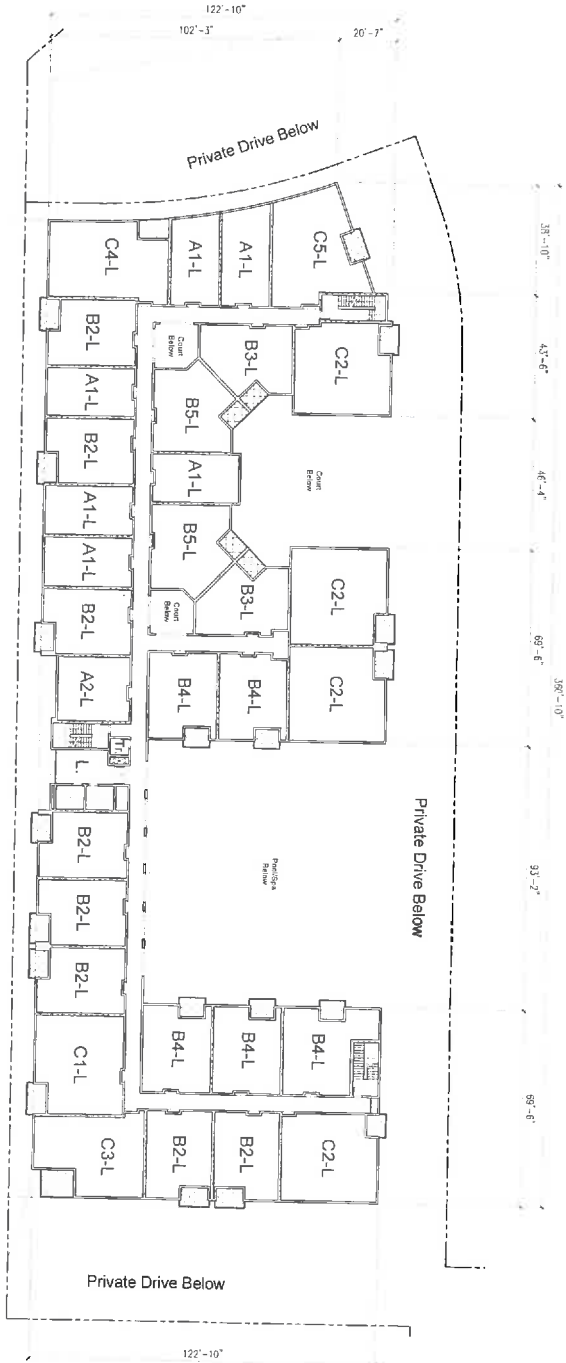
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 VAN TILBURG BANYARD ARCHITECTS  
 10000 VAN TILBURG DRIVE, VAN NUYS

EXHIBIT "A"  
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WOODLEY & SAN FERNANDO MISSION  
 11147 N. WOODLEY AVE & 16201-16301 W. SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91324

WOODLEY & SAN FERNANDO MISSION  
 11147 N. WOODLEY AVE & 16201-16301 W. SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91324

San Fernando Mission Blvd.



Mixed-Use  
 Building A  
 Third Floor Plan

A1-3

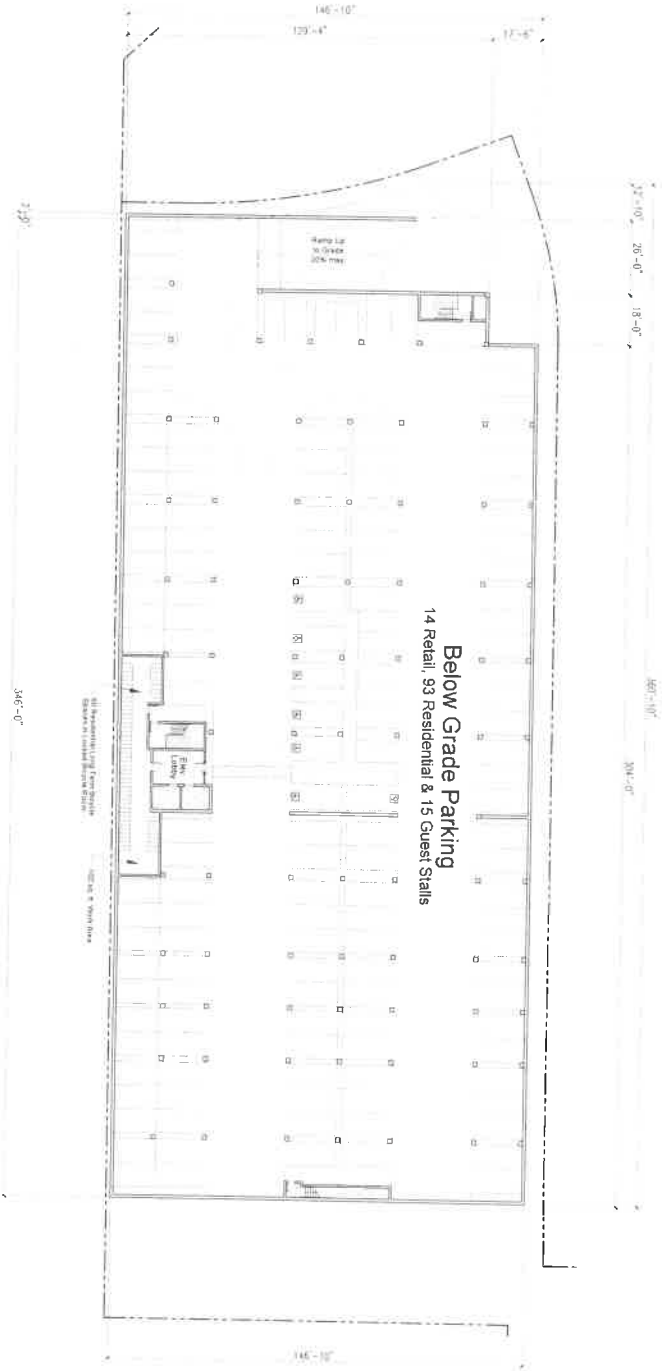
June 4, 2017

WOODLEY & SAN FERNANDO MISSION  
 11147 N. WOODLEY AVE & 16201-16301 W. SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91324

EXHIBIT "A"  
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PROPOSAL NO.  
HARBOR Development Group  
6333 Wilshire Boulevard, Suite 900  
Los Angeles, CA 90048



**WOODLEY & SAN FERNANDO MISSION**  
11147 N. WOODLEY AVE & 18201-18301 W. SAN FERNANDO MISSION BLVD  
LOS ANGELES, CA 91344

Mixed-Use  
Building A  
P1 Parking Garage Plan



June 4, 2017

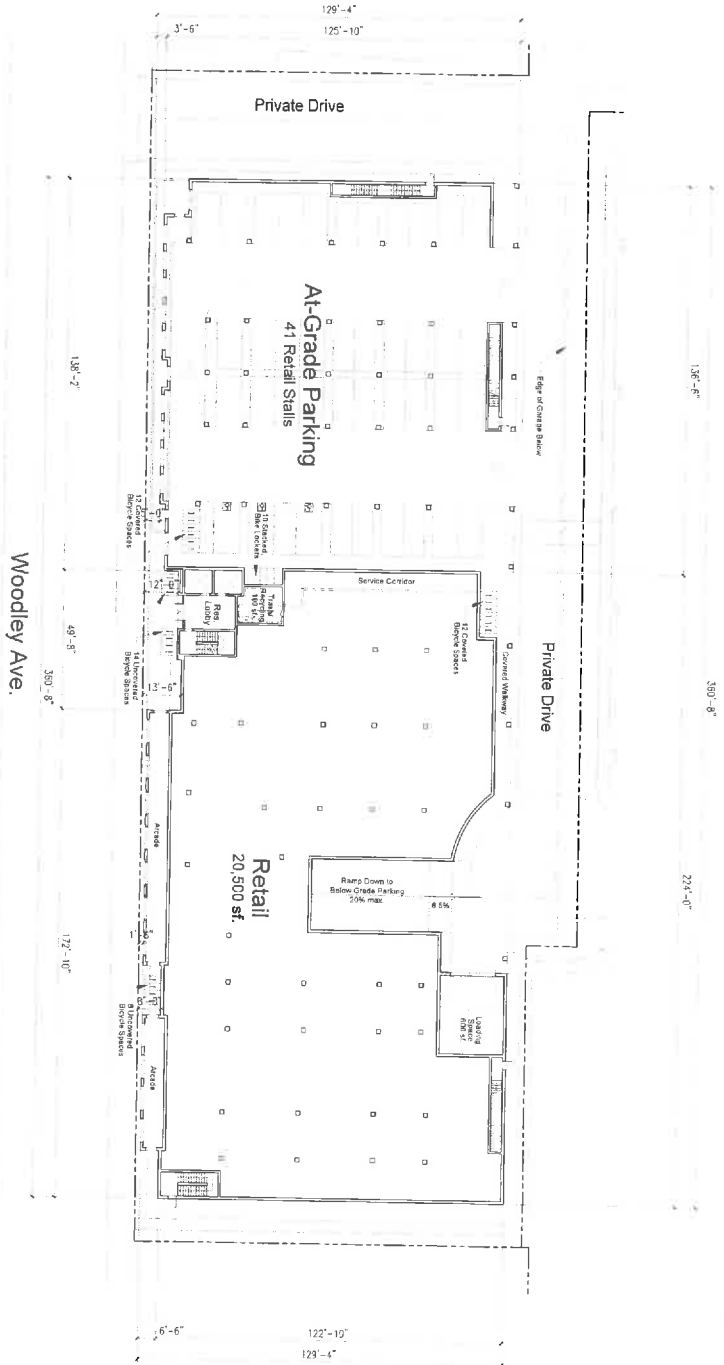
**A1-5**

YVES ROBERT, ARCHITECT  
11147 N. WOODLEY AVE, SUITE 100  
LOS ANGELES, CA 91344  
TEL: 310.441.1111  
WWW.YVESROBERT.COM

1808  
EXHIBIT "A"  
Page No. 12 of 31  
Case No. Pre-2016-2076-PBA-SFP

PREPARED FOR  
 VAN TIRACUC ENGINEERING GROUP  
 880 Wilshire Boulevard, Suite 2000  
 Los Angeles, CA 90017

**WOODLEY & SAN FERNANDO MISSION**  
 11147 N. WOODLEY AVE & 16201-16301 W. SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91344



**Mixed-Use  
 Building B  
 Ground Floor Plan**

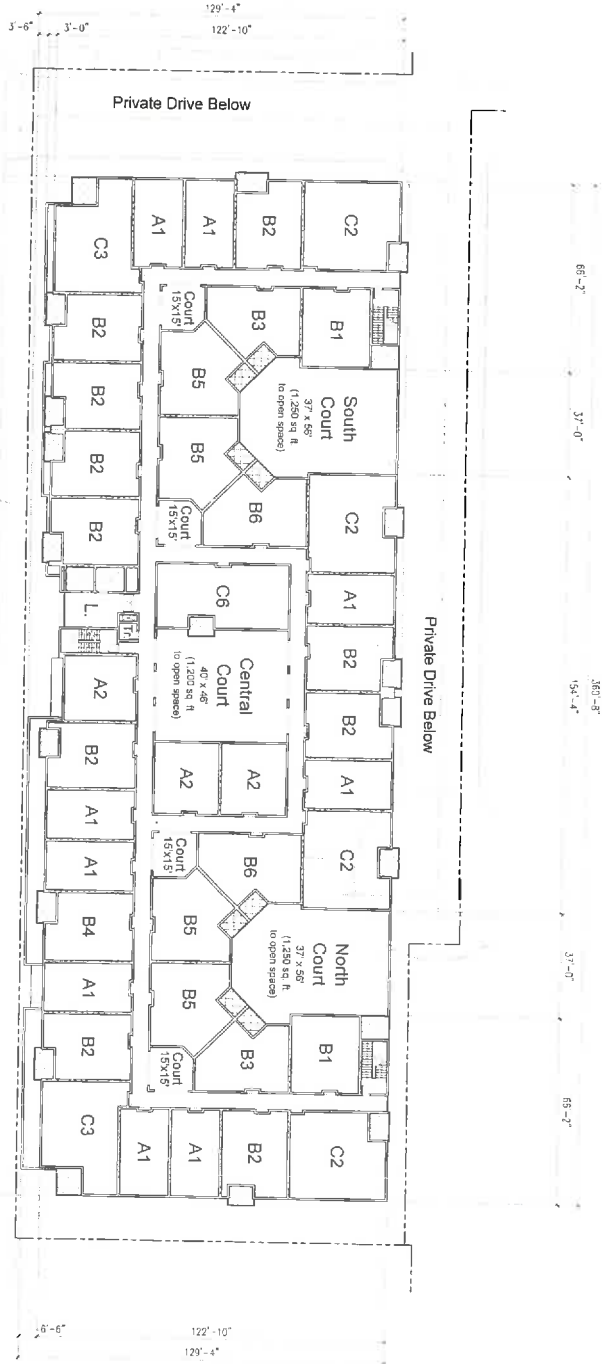
**A2-1**

June 4, 2017

VAN TIRACUC ENGINEERING GROUP  
 880 WILSHIRE BLVD, SUITE 2000  
 LOS ANGELES, CA 90017  
 TEL: (213) 690-1111  
 FAX: (213) 690-1112  
 WWW.VTENG.COM

**EXHIBIT 'A'**  
 Page No. 13 of 31  
 Project No. P18-2016-3076-P28-SPP

PROJECT NO. 18004  
 PROJECT NAME: Woodley & San Fernando Mission  
 6301 Wilshire Boulevard, Suite 1000  
 Los Angeles, CA 90048



Woodley Ave.

**WOODLEY & SAN FERNANDO MISSION**  
 11147 N. WOODLEY AVE & 18201-18301 W. SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91344

Mixed-Use  
 Building B  
 Second Floor / Podium Plan



0 10 20

**A2-2**

June 4, 2017

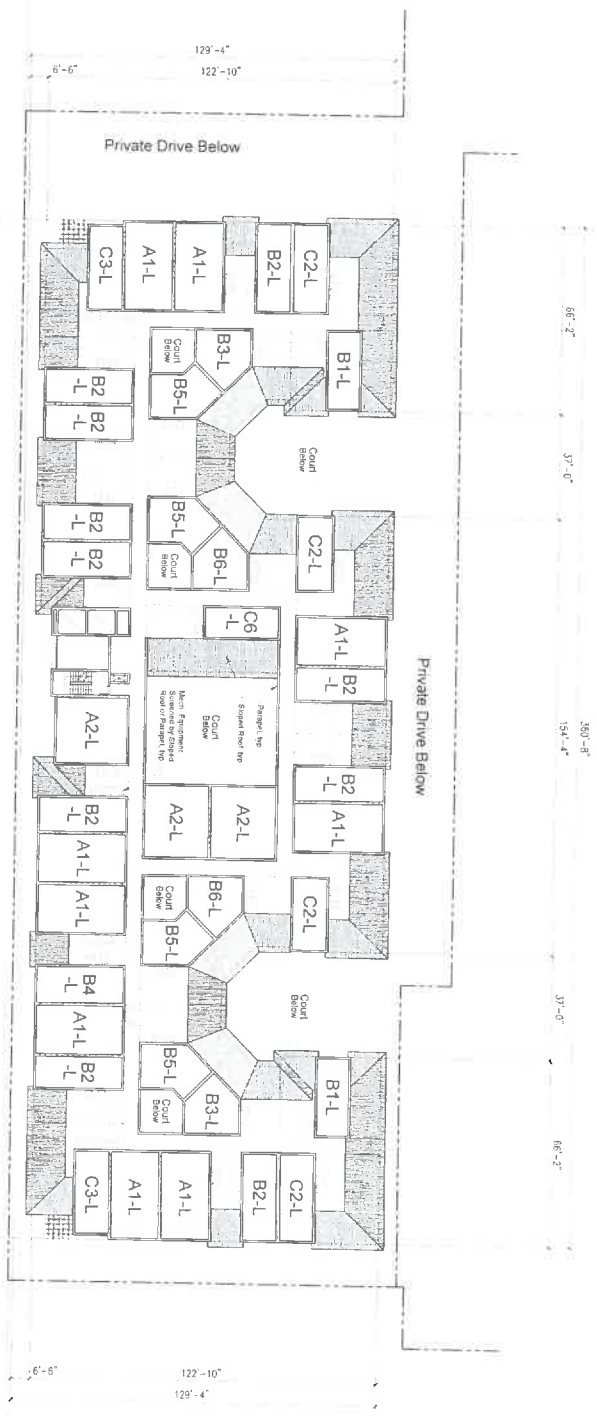
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 18004  
 VAN TILBORG ARCHITECTS  
 18004

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**EXHIBIT "A"**



**WOODLEY & SAN FERNANDO MISSION**  
11147 N. WOODLEY AVE & 16201-16301 W. SAN FERNANDO MISSION BLVD  
LOS ANGELES, CA 91344

Woodley Ave



**Mixed-Use  
Building B  
Mezzanine / Low Roof Plan**

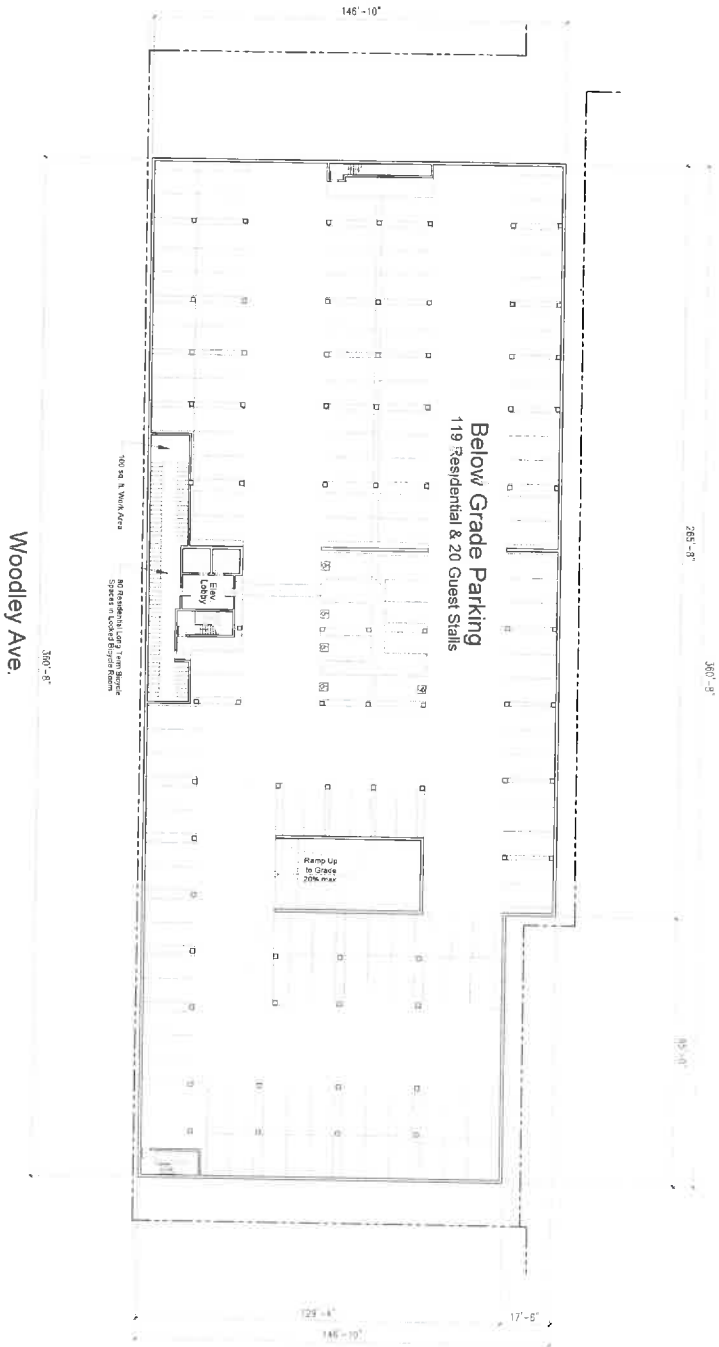


**A2-4**  
June 4, 2017

16004  
VAN TIRUBING BANWALDE & ASSOCIATES ARCHITECTS  
11147 N. WOODLEY AVE  
LOS ANGELES, CA 91344  
ARCHITECT

**“A”**  
Page No. **16** of **31**  
Case No. **PH-2016-3716-DPS-SM-**

PERMITS  
 Heritage Development Group  
 4939 Wilshire Boulevard Suite 409  
 Los Angeles, CA 90048



**WOODLEY & SAN FERNANDO MISSION**  
 11147 N. WOODLEY AVE & 16201-16301 W. SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91324

Mixed-Use  
 Building B  
 P1 Parking Garage Plan



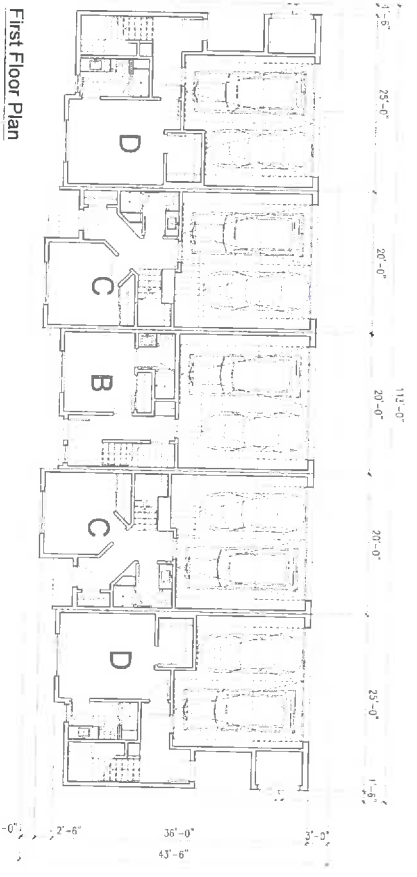
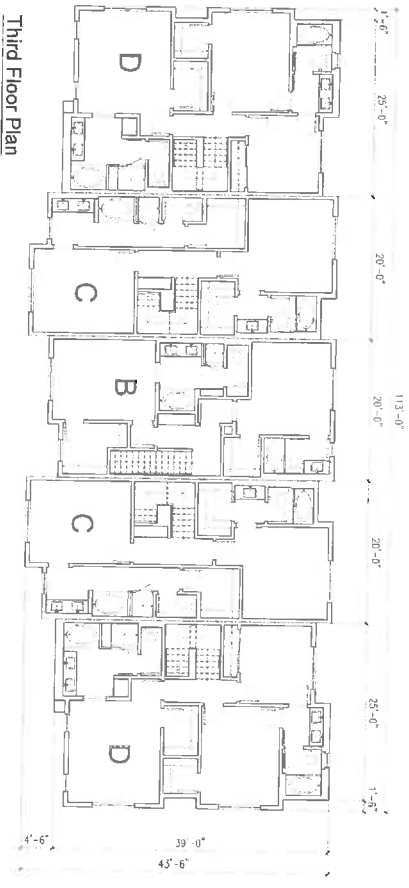
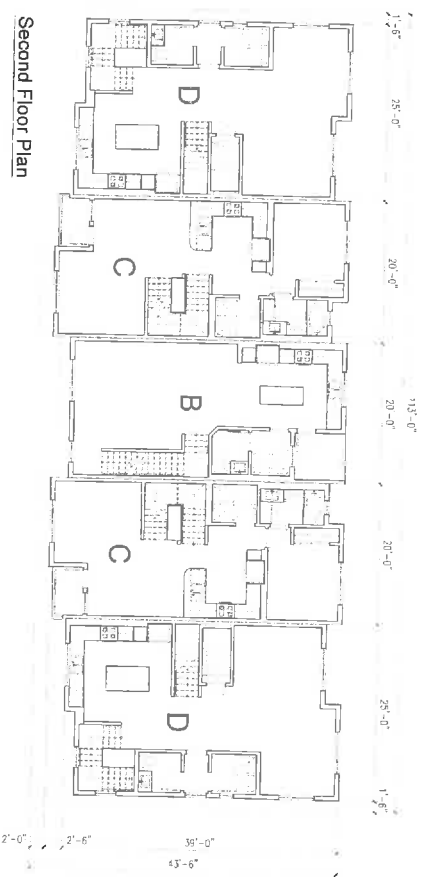
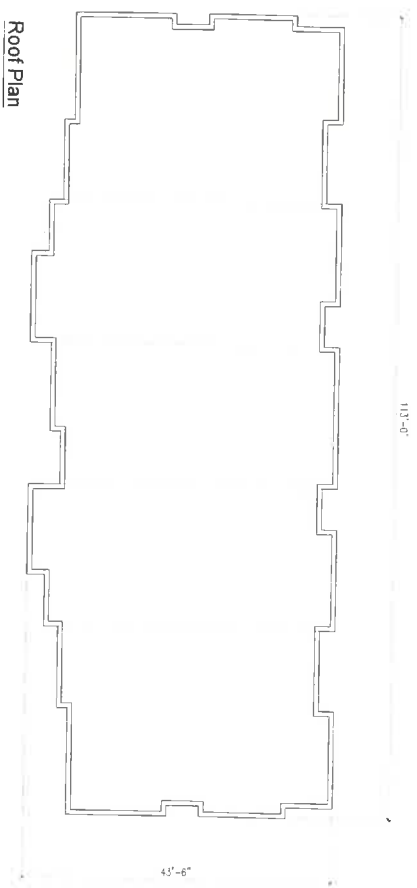
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April 4, 2017

**A2-5**

18004  
 VAN TIERING PAVNARD & ASSOCIATES, INC.  
 ARCHITECTS  
 11147 N. WOODLEY AVE.  
 LOS ANGELES, CA 91324

**EXHIBIT "A"**  
 Page No. 17 of 31



**Townhomes**  
**Conceptual Building Plans - 5 Plex**

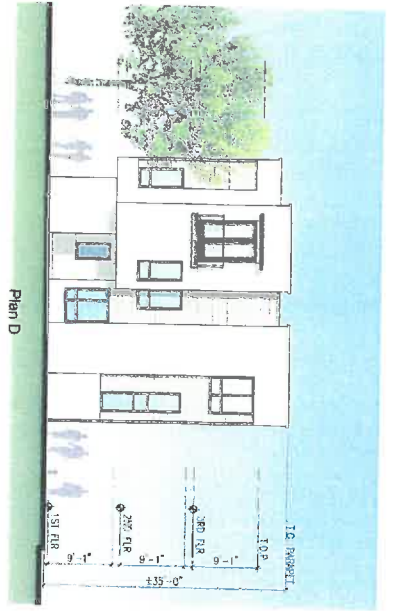
**A3-1**

**WOODLEY & SAN FERNANDO MISSION**  
 11147 N. WOODLEY AVE & 16201-16301 W. SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91344

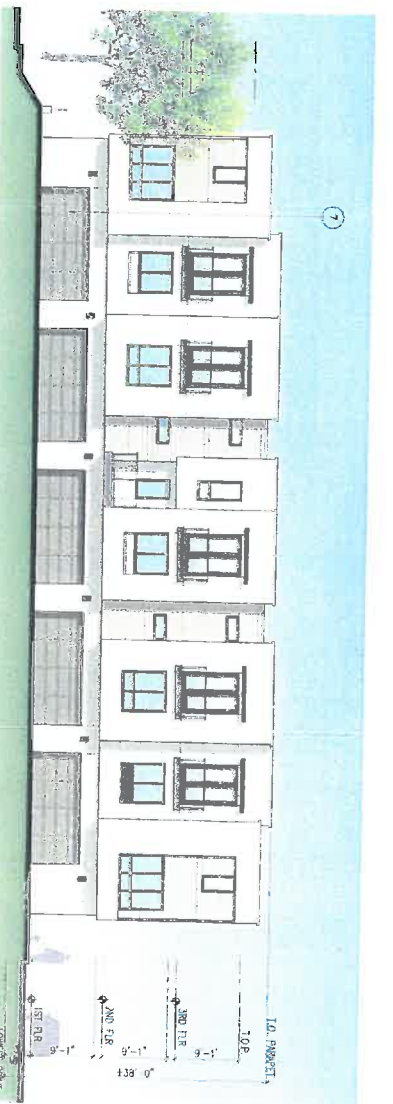
Prepared For:  
 Heritage Development Group  
 6345 Wilshire Boulevard, Suite 808  
 Los Angeles, CA 90048

DATE: 04/27/17  
 DRAWN BY: [Redacted]  
 CHECKED BY: [Redacted]  
 PROJECT: WOODLEY & SAN FERNANDO MISSION  
 SHEET: A3-1  
 OF: 31

**EXHIBIT "A"**  
 Page No. 18 of 31



Left Side Elevation



Rear Elevation



Right Side Elevation



Front Elevation

- EXTERIOR BUILDING MATERIALS - TOWNHOMES**
- 1 PORTLAND CEMENT PLASTER
  - 2 FIBER CEMENT SIDING
  - 3 VINYL WINDOW SYSTEM
  - 4 PAINTED METAL CANCHIES
  - 5 PAINTED METAL PAINTING
  - 6 SPACED METAL PAINTING
  - 7 METAL GARAGE DOORS

PREPARED FOR  
 Planning Development Group  
 1500 Avenue, CA 90044

**WOODLEY & SAN FERNANDO MISSION**  
 11147 N. WOODLEY AVE & 16201-16301 W. SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91344

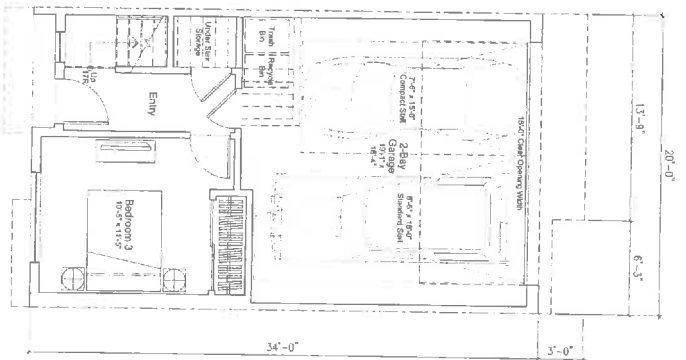
**Townhomes**  
 Conceptual Building Elevations - 5 Plex

**A3-2**

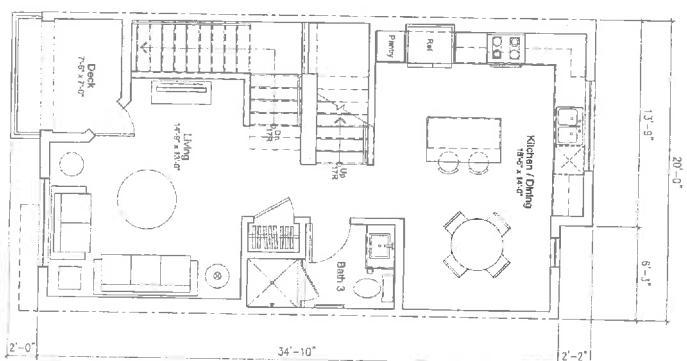
11147 WOODLEY AVE, STREET  
 LOS ANGELES, CA 91344  
 VAN TILBORG, BANYARD & CO ARCHITECTS  
 1500 AVENUE, LOS ANGELES, CA 90044  
 JUN 6, 2017

ISDC  
 1500 AVENUE, LOS ANGELES, CA 90044

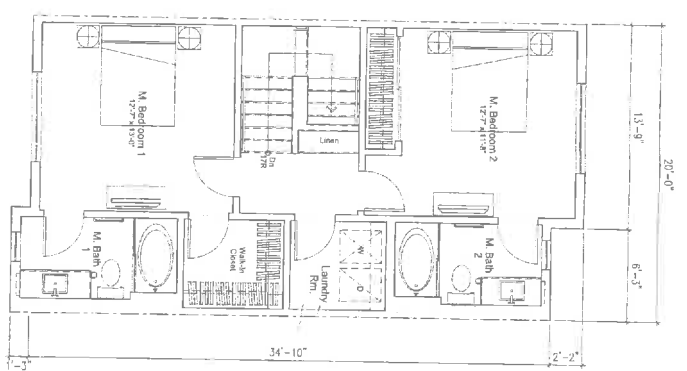
Page No. 19 of 21



First Floor



Second Floor



Third Floor

**Plan A: 3br / 2.5 ba**  
 Total Livable Area: 1,645 sq. ft.  
 29 Units Total

**Townhomes**  
**Unit Plans**

**A3-3**

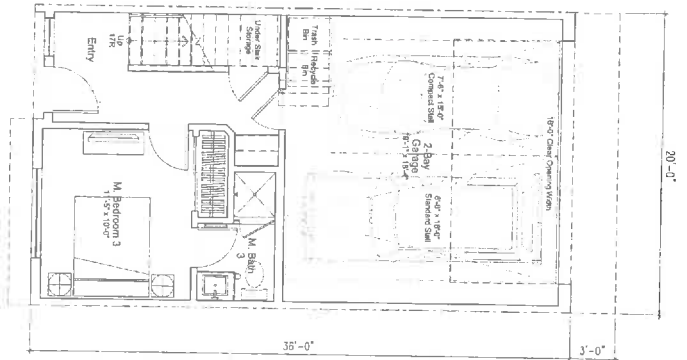
August 9, 2017

PREPARED FOR  
 WOODLEY & SAN FERNANDO MISSION  
 11147 N. WOODLEY AVE & 16201-16301 W, SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91344

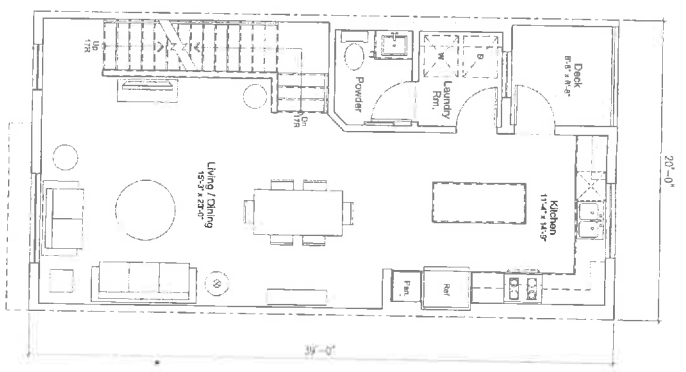
**WOODLEY & SAN FERNANDO MISSION**  
 11147 N. WOODLEY AVE & 16201-16301 W, SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91344

**EXHIBIT 15 A**  
 Page No. **20** of **31**  
 Case No. **PL 16-1016-3074-PBA-SM**  
 VAN FURBER, FURBER & ASSOCIATES, INC.  
 ARCHITECTS  
 18004  
 VAN FURBER, FURBER & ASSOCIATES, INC.  
 ARCHITECTS  
 18004

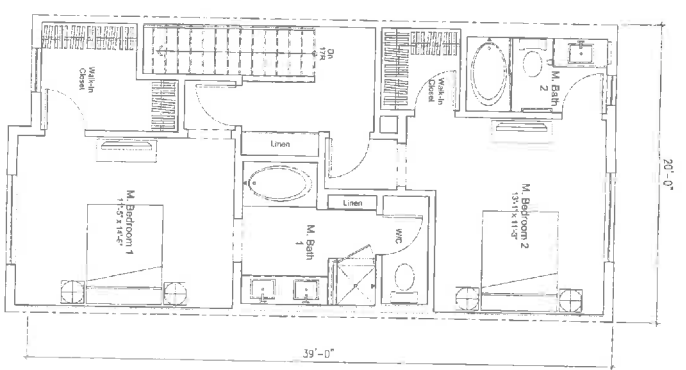
Note: All measurements to center of wall unless otherwise indicated.  
 Overall sq. ft. measured to exterior of walls and includes exterior walls.  
 Location of stairs for multiple units shown as a common staircase.  
 Location of stairs for multiple units shown as a common staircase.  
 Location of stairs for multiple units shown as a common staircase.



First Floor



Second Floor



Third Floor

**Plan B: 3br / 3.5 ba**  
 Total Livable Area: 1,850 sq. ft.  
 29 Units Total

**Townhomes**  
**Unit Plans**

**A3-4**

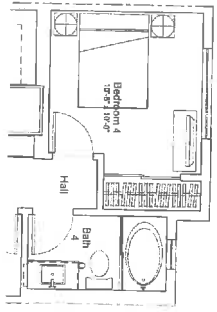
**WOODLEY & SAN FERNANDO MISSION**  
 11147 N. WOODLEY AVE & 16201-16301 W. SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91344

**EXHIBIT "A"**  
 Page No. 21 of  
 Case No. PL12-2011-3076-CAD-SPP-08-576

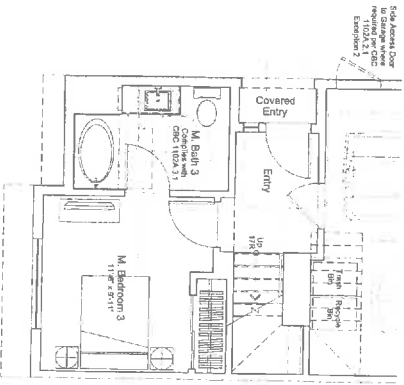
1717 S. BLENDED CA. STREET  
 VAN TILBURG, BANYARD & SCODIBENRICH, AN  
 ARCHITECTS  
 VAN TILBURG, BANYARD & SCODIBENRICH, AN  
 ARCHITECTS  
 AUGUST 15, 2017

Note: All dimensions are measured to the center line of walls, doors and windows.  
 Dimensions are shown in feet and inches.  
 Dimensions are shown in feet and inches.  
 Location of exterior walls and windows may vary due to construction conditions.  
 All dimensions are shown in feet and inches.

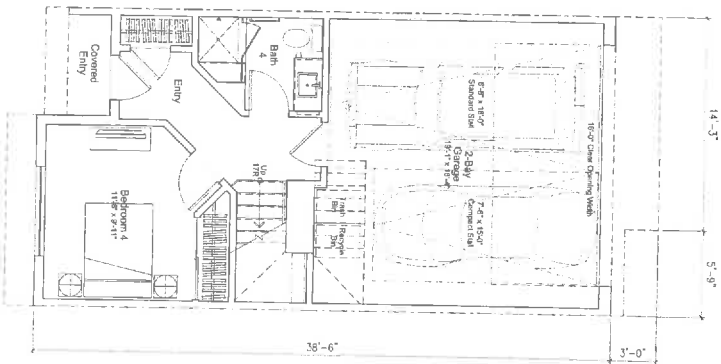
PREPARED FOR  
 Woodley & San Fernando Mission  
 11147 N. Woodley Ave  
 Los Angeles, CA 90044



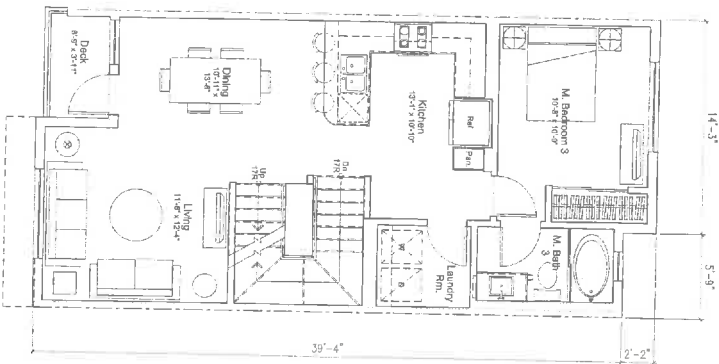
Partial Alternate Second Floor



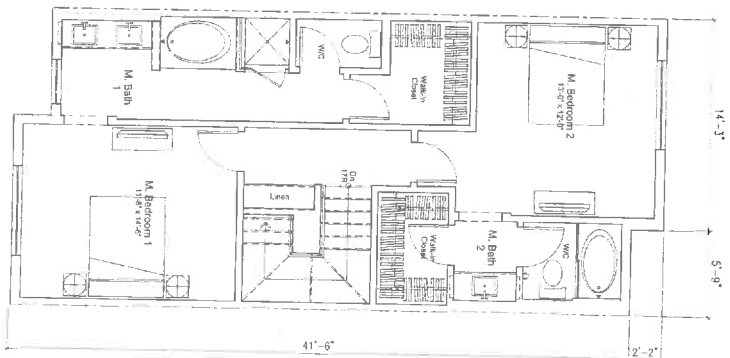
Partial Alternate First Floor  
At units complying with CBC 1102A.3.1  
11 Units w/ Alt. Layout



First Floor  
18 Units w/ Std. Layout



Second Floor



Third Floor

Plan C: 4br / 3.5 ba  
Total Livable Area: 1,925 sq. ft.  
29 Units Total

Townhomes  
Unit Plans

A3-5  
August 9, 2017

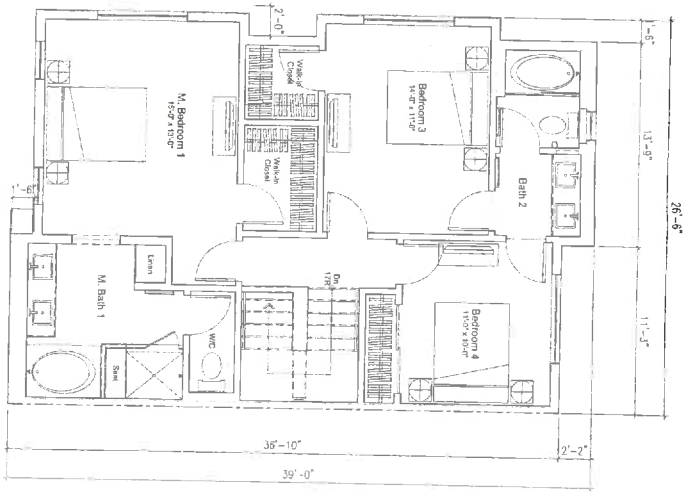
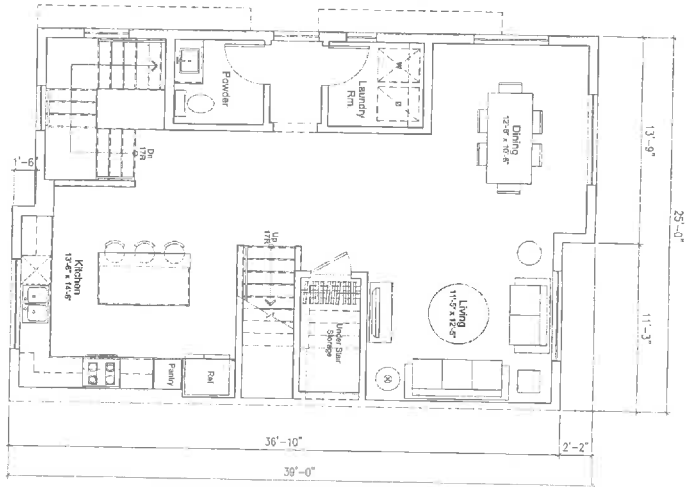
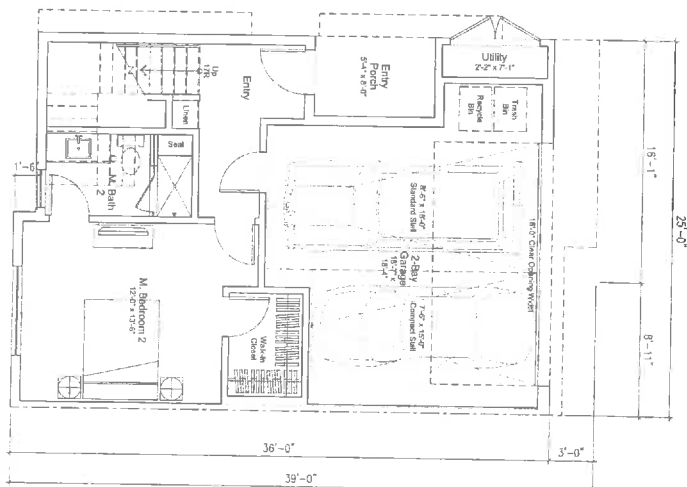
**WOODLEY & SAN FERNANDO MISSION**  
11147 N. WOODLEY AVE & 16201-16301 W. SAN FERNANDO MISSION BLVD  
LOS ANGELES, CA 91344

**EXHIBIT A**  
Page No. 22 of 91  
Case No. D16-2016-0876-Dex-SFF-06-SPA

1212 PAVILION AVENUE  
SUITE 200  
DOWNTOWN SAN ANTONIO, TX 78204  
VAN HUANG, JIANWANG & SOUBRECHON, PAUL  
REGISTERED ARCHITECTS - TEXAS OFFICE

REGISTERED OR  
Professional Engineer Group  
6303 Wilshire Blvd., Suite 1100  
Los Angeles, CA 90048

Note: All dimensions measured from exterior face of exterior wall, unless otherwise noted.  
Note: All dimensions measured from exterior face of exterior wall, unless otherwise noted.  
Note: All dimensions measured from exterior face of exterior wall, unless otherwise noted.  
Location of exterior walls and windows shall vary from the information shown on the drawings.



**Plan D: 4br / 3.5 ba**  
 Total Livable Area: 2,255 sq. ft.  
 15 Units Total

**WOODLEY & SAN FERNANDO MISSION**  
 11147 N. WOODLEY AVE & 16204-16301 W. SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91344

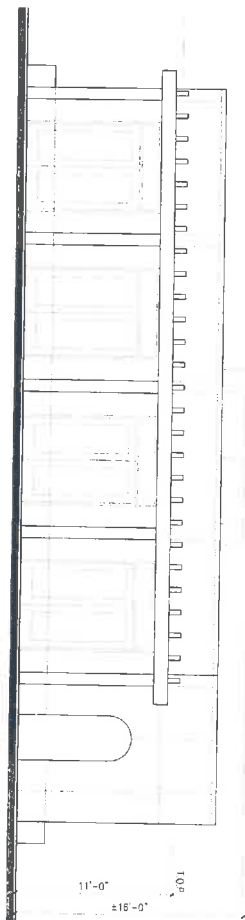
**Townhomes**  
**Unit Plans**  
**A3-6**

**EXHIBIT "A"**  
 Page No. **23** of **91**  
 VAN TURNER, BARNHART & SOBERBERG, AIA  
 ARCHITECTS  
 15004  
 August 8, 2017

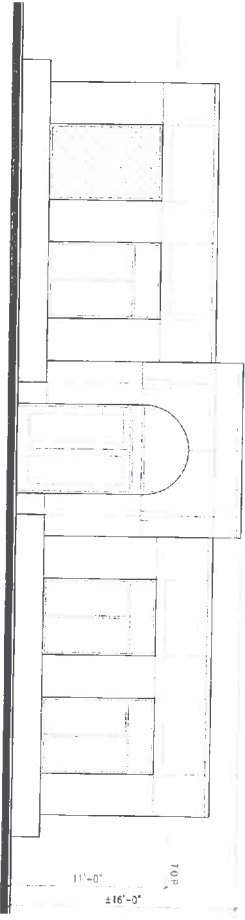
PREPARED FOR  
 Heritage Development Group  
 11147 N. Woodley Avenue, Suite 100  
 Los Angeles, CA 91344

Notes:  
 1. All dimensions are in feet and inches unless otherwise noted.  
 2. All dimensions are to the centerline of the wall unless otherwise noted.  
 3. All dimensions are to the centerline of the wall unless otherwise noted.  
 4. All dimensions are to the centerline of the wall unless otherwise noted.  
 5. All dimensions are to the centerline of the wall unless otherwise noted.

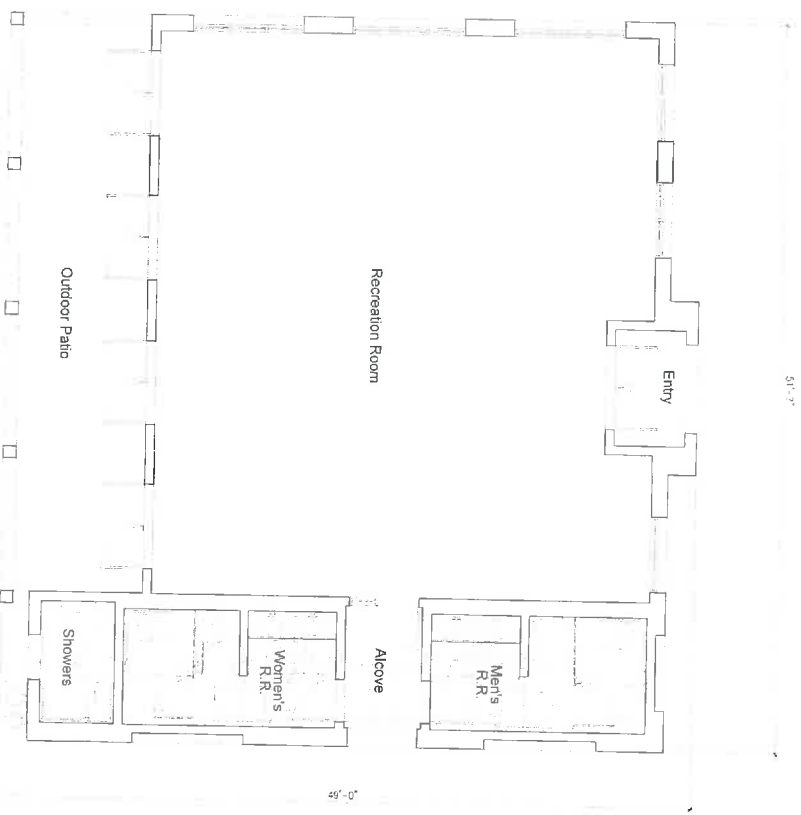
South Elevation



North Elevation



Floor Plan  
Building Area: 42,000 sq. ft.



**WOODLEY & SAN FERNANDO MISSION**

11147 N. WOODLEY AVE & 18201-18301 W. SAN FERNANDO MISSION BLVD  
LOS ANGELES, CA 91344

PREPARED FOR  
City of Los Angeles  
Department of Public Works  
100 N. Los Angeles St. 9th Floor  
Los Angeles, CA 90012

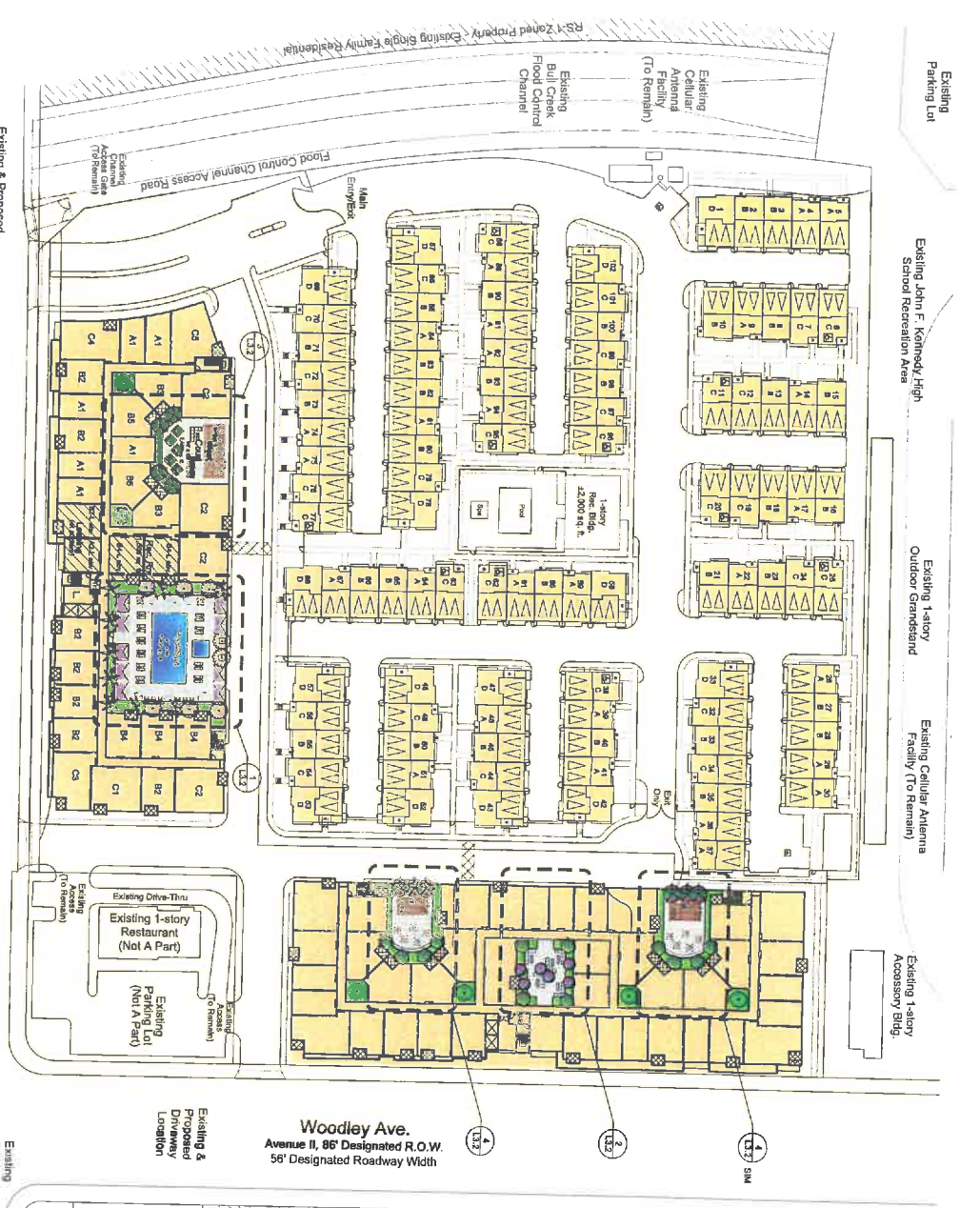
DATE: 06/04/2017  
TIME: 10:00 AM  
PROJECT: WOODLEY & SAN FERNANDO MISSION  
DRAWN BY: [Name]  
CHECKED BY: [Name]

**A3-7**  
June 4, 2017

**Townhomes Recreation Building  
Conceptual Floor Plan & Elevations**

EXHIBIT "A"  
Page No. 24 of 31





**WOODLEY & SAN FERNANDO MISSION**  
 11147 N WOODLEY AVE & 16201-16301 W, SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91344

**Landscape Plan - Podium**  
**L-1.1**  
 May 8, 2017

**EXHIBIT "A"**  
 Page No. 16 of 31  
 Case No. PL-2016-0076-TRD-SP-DB-SP

**PLANTING LEGEND**

Symbol	Latin Name / Common Name	Quantity	Size	Remarks
	TRACES - SITE VISUAL (Temporary) Tree	10	24" Box	
	Cardinalis Thicket / Yellow /	8	24" Box	
	Thorned 14'0" Type	8	24" Box	
	Large tree specimen / Green Frame Tree	8	36" Box	
	Large tree specimen / Green Frame Tree	6	36" Box	
	Medium green / Yellow / Green /	6	36" Box	
	Medium green / Yellow / Green /	6	36" Box	
	Medium green / Yellow / Green /	6	36" Box	
	Medium green / Yellow / Green /	6	36" Box	
	Medium green / Yellow / Green /	6	36" Box	
	Medium green / Yellow / Green /	6	36" Box	
	Medium green / Yellow / Green /	6	36" Box	
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	Medium green / Yellow / Green /	6	36" Box	

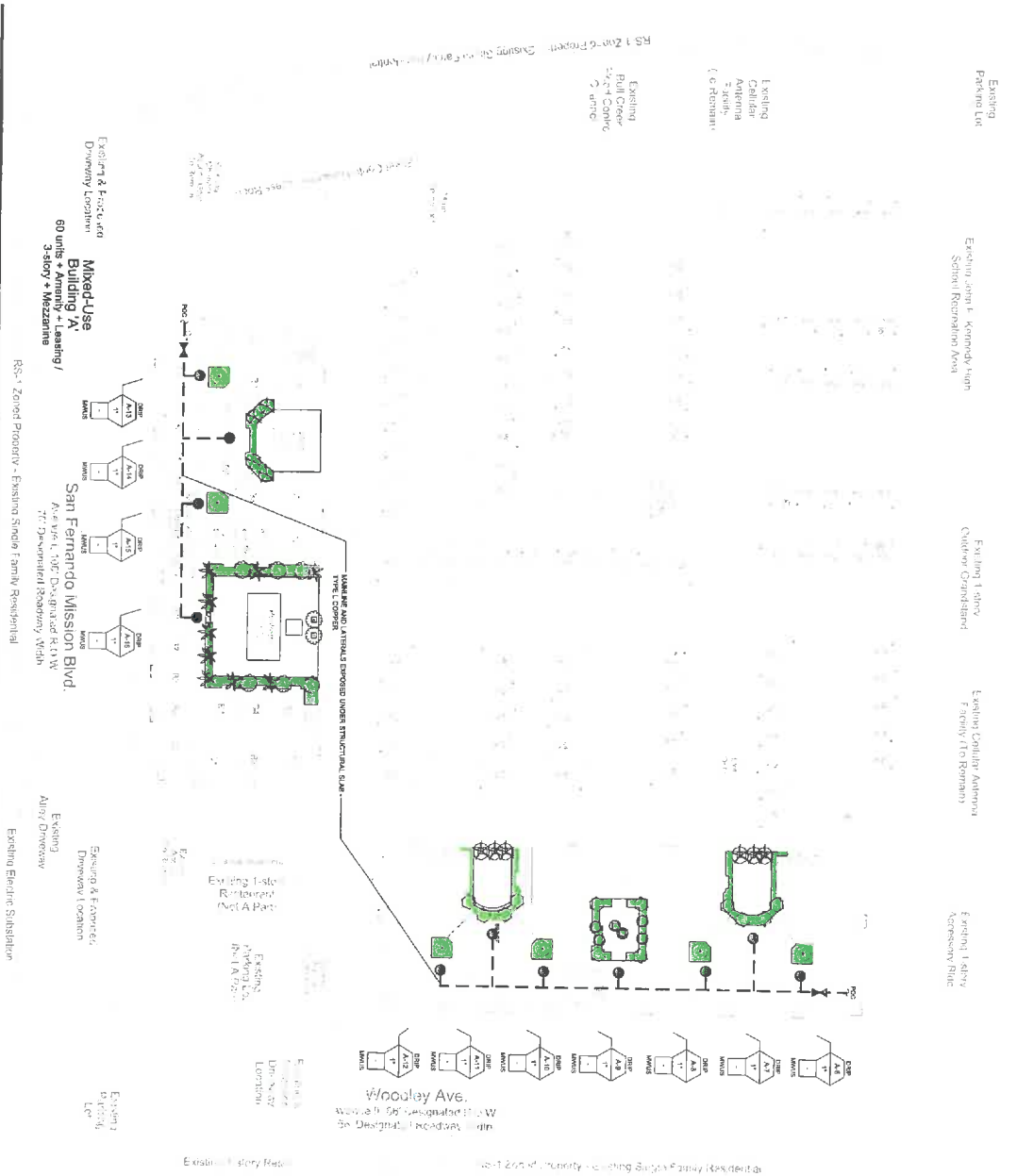


**COURT LAND STUDIO**  
 1114 N WOODLEY AVE  
 LOS ANGELES, CA 91344  
 (213) 222-1114  
 www.courtlandstudio.com

**JAN THURING, ARCHITECT & SCAPERS, AIA**  
 1114 N WOODLEY AVE  
 LOS ANGELES, CA 91344  
 (213) 222-1114  
 www.janthur.com

161004





**WOODLEY & SAN FERNANDO MISSION**  
 11147 N WOODLEY AVE & 16201-16301 W, SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91344

**Irrigation Plan - Podium**  
**L-2.1**  
 May 8, 2017

**EXHIBIT "A"**  
 Page No. 28 of 51  
 Case No. DL-2016-0076-D08-001  
 DS-SPK

**COURT LAND STUDIO**  
 11147 N WOODLEY AVE, SUITE 100  
 LOS ANGELES, CA 91344  
 (310) 441-1111  
 WWW.COURTLANDSTUDIO.COM

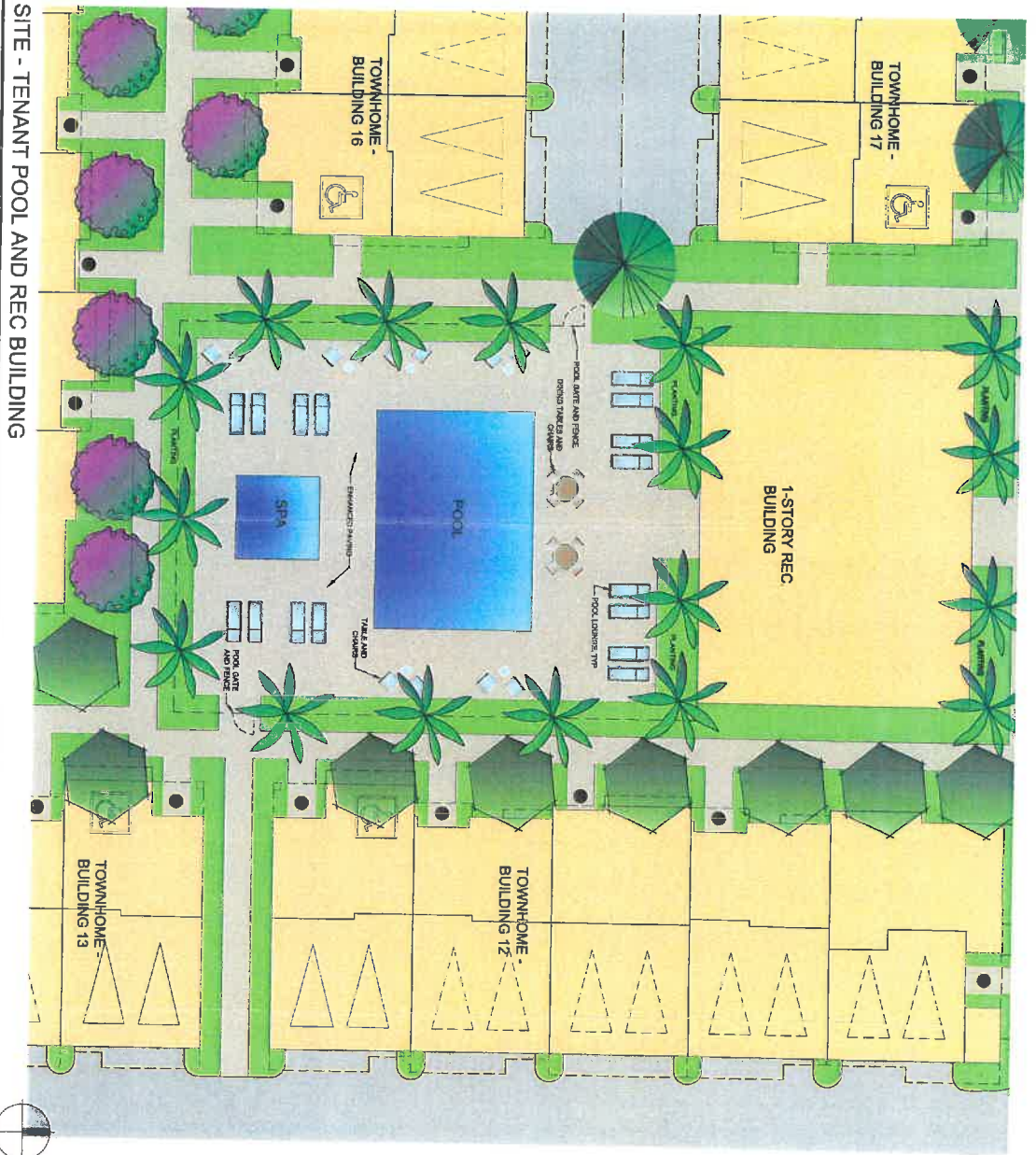
**ARCHITECTS**  
 11147 N WOODLEY AVE, SUITE 100  
 LOS ANGELES, CA 91344  
 (310) 441-1111  
 WWW.COURTLANDSTUDIO.COM

**ENGINEERS**  
 11147 N WOODLEY AVE, SUITE 100  
 LOS ANGELES, CA 91344  
 (310) 441-1111  
 WWW.COURTLANDSTUDIO.COM

**DATE**  
 MAY 8, 2017

Prepared for  
 Heritage Development Group  
 11147 N Woodley Avenue, Suite 100  
 Los Angeles, CA 91344

PREPARED FOR  
 Hurdles Development Group  
 11111 Wilshire Blvd, Suite 200  
 Los Angeles, CA 90025



SITE - TENANT POOL AND REC BUILDING

**WOODLEY & SAN FERNANDO MISSION**  
 11147 N. WOODLEY AVE & 16201-16301 W. SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91344



LANDSCAPE ARCHITECTS  
 11111 WILSHIRE BLVD, SUITE 200  
 LOS ANGELES, CA 90025  
 TEL: 310.206.1111  
 WWW.COURTLANDSTUDIO.COM  
 MAY 9, 2017



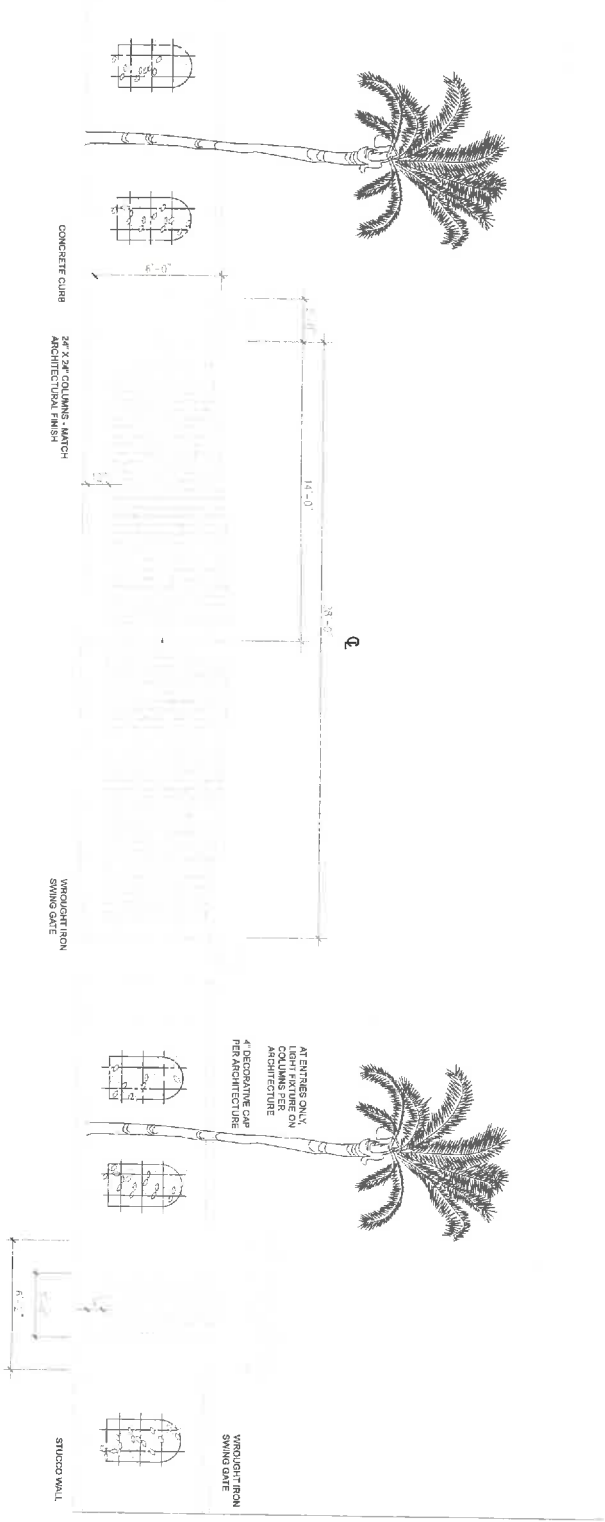
**L-3.1**  
 MAY 9, 2017

LANDSCAPE ENLARGED PLANS  
 SITE POOL

**EXHIBIT "A"**  
 Page No. 14 of 31  
 Case No. DIS-2016-3071-DAB-SFP  
 DAB - SFP



All Projects located within the Specific Plan area shall be to exhibit architecture and design, be reflective of the Spanish Colonial Architecture, a defined herein, with a minimum of 75% of the building facade to be completed from 1875 to 1940 (see Appendix A), or that exhibit an alternative architectural style with a high degree of historical significance and a high degree of architectural intelligence in terms of design, mass and scale.



PREPARED FOR:  
 COURT LAND STUDIO  
 6301 Van Ness Boulevard, Suite 600  
 Los Angeles, CA 90028

**WOODLEY & SAN FERNANDO MISSION**  
 11147 N. WOODLEY AVE & 16201-16301 W. SAN FERNANDO MISSION BLVD  
 LOS ANGELES, CA 91334

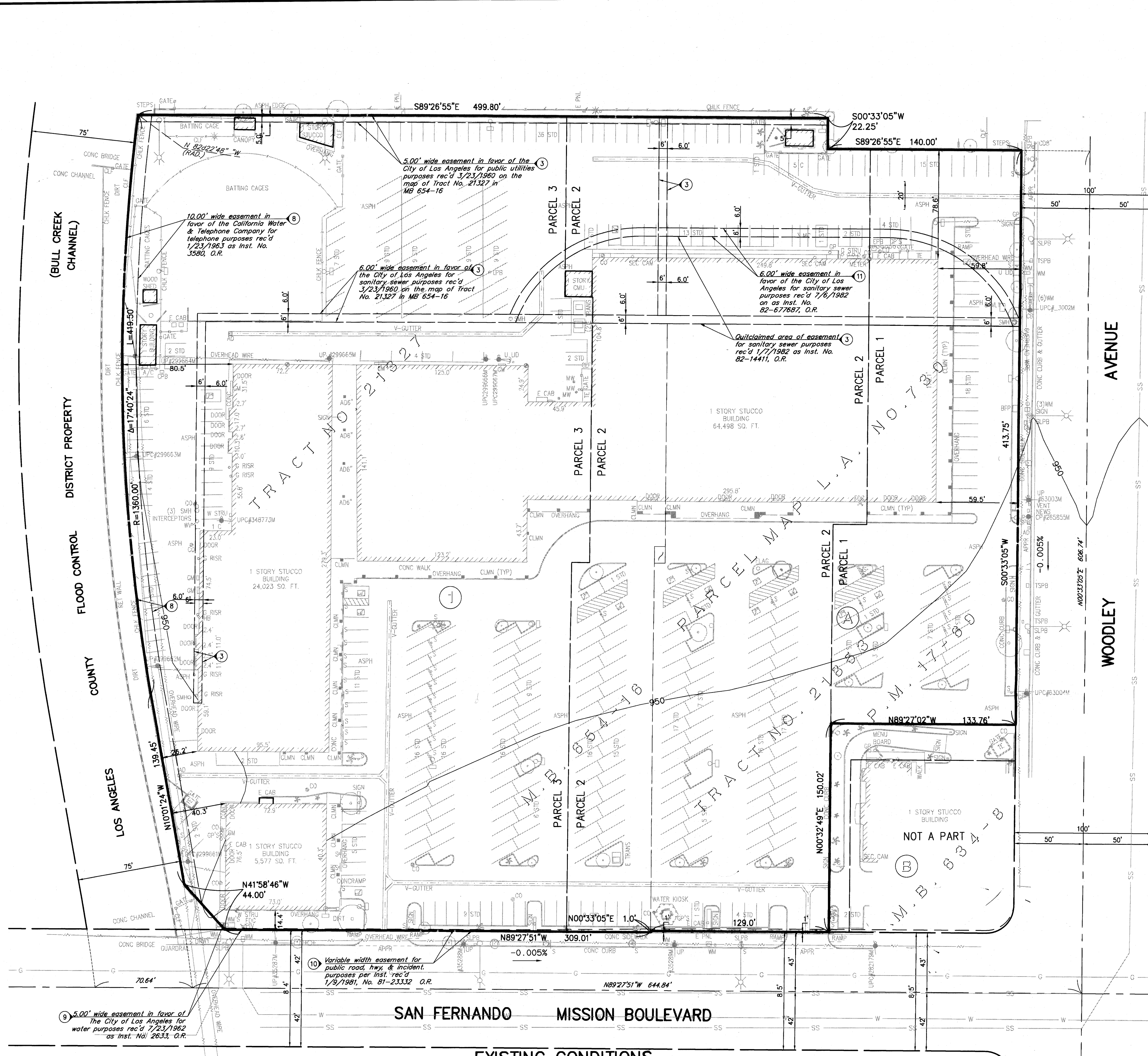


11147 WOODLEY AVE, STREET  
 16201-16301 W. SAN FERNANDO MISSION BLVD, STREET  
 SPANISH COLONIAL ARCHITECTURE - SAN FERNANDO MISSION  
 ARCHITECTURE - PLUMBING - IRONWORK DESIGN

SCALE: 3/8" = 1'-0"  
**L-3.3**  
 May 8, 2017

Vehicle Gate Elevation

**EXHIBIT "A"**  
 Page No. 31 of 31  
 Case No. DL-2016-3076-Pre3-SFP-D3-SFR



**LEGAL DESCRIPTION**

**PARCEL 1:** PROPOSED PARCEL 2, AS SHOWN ON CERTIFICATE OF COMPLIANCE FOR LOT-LINE ADJUSTMENT PURSUANT TO PARCEL MAP EXEMPTION NO. AA-2014-4521-PMEX, AS EVIDENCED BY DOCUMENT RECORDED AUGUST 05, 2016 AS INSTRUMENT NO. 20160927054 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: THAT PORTION OF PARCEL "A" OF PARCEL MAP L.A. NO. 730, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 17, PAGE 69 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS: COMMENCING AT THE MOST EASTERLY SOUTHEASTERLY CORNER OF SAID PARCEL "A"; ALSO BEING THE NORTHEASTERLY CORNER OF SAID PARCEL "B" OF SAID PARCEL MAP; THENCE ALONG THE EASTERLY LINE OF SAID PARCEL "A" NORTH 00°33'05" EAST 25.99 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 89°27'02" WEST 133.76 FEET; THENCE NORTH 00°32'49" EAST 144.65 FEET; THENCE SOUTH 89°28'52" EAST 24.56 FEET; THENCE NORTH 00°32'26" EAST 142.33 FEET; TO THE NORTHERLY LINE OF SAID PARCEL "A"; THENCE ALONG SAID NORTHERLY LINE NORTH 89°27'11" EAST 109.23 FEET TO THE WESTERLY RIGHT OF WAY LINE OF WOODLEY AVENUE; THENCE ALONG SAID WESTERLY RIGHT OF WAY LINE SOUTH 00°33'05" EAST 287.01 FEET TO THE TRUE POINT OF BEGINNING.

TOGETHER WITH THAT PORTION OF LOT 1 OF TRACT NO. 21327, IN SAID CITY, COUNTY, AND STATE, AS PER MAP RECORDED IN BOOK 654, PAGE 16 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS: BEGINNING AT THE MOST EASTERLY NORTHEASTERLY CORNER OF SAID LOT 1; THENCE ALONG THE NORTHERLY LINE THEREOF NORTH 89°26'55" WEST 109.26 FEET; THENCE SOUTH 00°32'26" WEST 126.76 FEET; TO THE NORTHERLY LINE OF SAID PARCEL "A" OF PARCEL MAP LOS ANGELES NO. 730; THENCE SOUTH 89°27'11" EAST 109.23 FEET TO THE WESTERLY RIGHT OF WAY LINE OF WOODLEY AVENUE; THENCE ALONG SAID RIGHT OF WAY LINE NORTH 89°32'58" WEST 126.74 FEET TO THE POINT OF BEGINNING.

**PARCEL 2:** PROPOSED PARCEL 3, AS SHOWN ON CERTIFICATE OF COMPLIANCE FOR LOT-LINE ADJUSTMENT PURSUANT TO PARCEL MAP EXEMPTION NO. AA-2014-4521-PMEX, AS EVIDENCED BY DOCUMENT RECORDED AUGUST 05, 2016 AS INSTRUMENT NO. 20160927054 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: PORTION OF PARCEL "A" OF PARCEL MAP L.A. NO. 730, AS PER MAP FILED IN BOOK 17, PAGE 69 OF PARCEL MAPS, TOGETHER WITH A PORTION OF LOT 1, TRACT NO. 21327, AS PER MAP RECORDED IN BOOK 654, PAGE 16 OF MAPS, AND PORTIONS OF LOT 1, TRACT NO. 21853, AS PER MAP RECORDED IN BOOK 634, PAGE 8 OF MAPS, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ALL IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS: COMMENCING AT THE MOST EASTERLY NORTHEASTERLY CORNER OF SAID LOT 1 OF TRACT 21327; THENCE ALONG THE NORTHERLY LINE OF SAID TRACT, NORTH 89°26'55" WEST 109.26 FEET TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID NORTHERLY LINE NORTH 89°26'55" WEST 30.74 FEET; THENCE NORTH 00°33'05" EAST 22.25 FEET; THENCE NORTH 89°26'55" WEST 188.80 FEET; THENCE SOUTH 00°45'20" WEST 130.13 FEET; THENCE SOUTH 89°14'40" EAST 20.27 FEET; THENCE SOUTH 00°45'20" WEST 188.80 FEET; THENCE NORTH 89°14'40" WEST 12.90 FEET; THENCE SOUTH 00°45'20" WEST 266.06 FEET TO THE RIGHT OF WAY LINE OF SAN FERNANDO MISSION BOULEVARD; THENCE ALONG SAID RIGHT OF WAY LINE SOUTH 89°27'11" EAST 60.77 FEET; THENCE NORTH 00°33'05" EAST 1.00 FEET; THENCE SOUTH 89°27'11" EAST 129.00 FEET; THENCE NORTH 00°32'49" EAST 294.65 FEET; THENCE SOUTH 89°28'52" EAST 24.56 FEET; THENCE NORTH 00°32'26" EAST 269.09 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPT ANY PORTION OF LYING IN SAN FERNANDO MISSION BOULEVARD DEDICATED AS AN EASEMENT FOR PUBLIC ROAD AND HIGHWAY PURPOSES.

**PARCEL 3:** PROPOSED PARCEL 4, AS SHOWN ON CERTIFICATE OF COMPLIANCE FOR LOT-LINE ADJUSTMENT PURSUANT TO PARCEL MAP EXEMPTION NO. AA-2014-4521-PMEX, AS EVIDENCED BY DOCUMENT RECORDED AUGUST 05, 2016 AS INSTRUMENT NO. 20160927054 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: PORTION OF LOT 1, TRACT NO. 21327, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 654, PAGE 16 OF MAPS, DESCRIBED AS FOLLOWS: COMMENCING AT THE MOST EASTERLY NORTHEASTERLY CORNER OF SAID LOT 1 OF TRACT 21327; THENCE ALONG THE NORTHERLY LINE OF SAID TRACT NORTH 89°26'55" WEST 140.00 FEET; THENCE NORTH 00°33'05" EAST 22.25 FEET; THENCE NORTH 89°26'55" WEST 188.80 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 00°45'20" WEST 130.13 FEET; THENCE SOUTH 89°14'40" EAST 20.27 FEET; THENCE SOUTH 00°45'20" WEST 190.81 FEET; THENCE NORTH 89°14'40" WEST 12.90 FEET; THENCE SOUTH 00°45'20" WEST 266.06 FEET TO THE RIGHT OF WAY LINE OF SAN FERNANDO MISSION BOULEVARD; THENCE ALONG SAID RIGHT OF WAY LINE NORTH 89°27'11" WEST 248.25 FEET; THENCE NORTH 41°58'06" WEST 44.00 FEET; THENCE NORTH 10°10'24" WEST 139.45 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 1360.00 FEET; THENCE ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 17°40'10" AN ARC DISTANCE OF 419.41 FEET TO THE NORTHEASTERLY CORNER OF SAID LOT 1; THENCE ALONG THE NORTHERLY LINE OF SAID LOT 1 SOUTH 89°26'55" EAST 311.00 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPT ANY PORTION OF LYING IN SAN FERNANDO MISSION BOULEVARD DEDICATED AS AN EASEMENT FOR PUBLIC ROAD AND HIGHWAY PURPOSES.

**LEGEND**

- PROPERTY/BOUNDARY LINE
- STREET R/W LINE
- CURB LINE (FROM 1"-20" ON TO 1"-200")
- CURB LINE (1"=10', 1"=8', 1"=16')
- CENTER LINE
- FLOW LINE
- LOT LINE/PARCEL LINE
- EASEMENT LINE (W=WIDTH)
- CONTOUR LINE
- BUILDING FOOT PRINT LINE
- OVERSHANG LINE
- CHAIN LINK FENCE LINE
- WROUGHT IRON FENCE LINE
- GUARD RAIL
- WALL
- EDGE OF ASPHALT PAVING
- CATCH BASIN W/ACCESS HOLE
- MANHOLE (SEWER, STORM DRAIN, POWER, TELE.)
- POWER POLE (PP)/TELEPHONE POLE (TP)
- SIGN (ALL KINDS)
- STREET LIGHT
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL W/STREET LIGHT
- YARD LIGHT
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- DOWNSPOUT
- FIRE DEPARTMENT CONNECTION
- POST INDICATOR VALVE
- DIRECTION OF WATER DRAINAGE FLOW
- PARKING METER
- GAS/WATER METER
- CV/WV/VO
- ELC./STREET LIGHT/TRAFFIC/UNKNOWN PULL BOX
- TREE IN WELL W/TRUNK DIAMETER
- PLANTER
- POST
- APPROACH (DRIVEWAY)
- BFP
- CLEAN OUT
- CHAINLINK (FENCE/GATE)
- WROUGHT IRON (FENCE/GATE)
- 123.4
- LOCATION OF BUILDING HEIGHT MEASUREMENT
- TOPOGRAPHIC SPOT ELEVATION, NO LEADER
- BACK OF WALK ELEVATION
- EDGE OF CONCRETE ELEVATION
- EDGE OF GUTTER ELEVATION
- EDGE OF PAVEMENT ELEVATION
- FLOW LINE ELEVATION
- TOP OF CURB ELEVATION
- TOP OF GRATE ELEVATION
- TOP OF WALL ELEVATION
- TOP OF FOOTING ELEVATION
- MANHOLE RIM ELEVATION
- MANHOLE INVERT ELEVATION
- ELEC RISER
- SLEEV VULT
- CURB DRAIN
- DRAIN INLET
- HOSE BIB
- WATER RISER
- GRADE BREAK
- RECORD LOT/PARCEL NUMBER
- RECORD DIMENSION OR BEARING IF DIFFERENT (100.00')
- IMPROVEMENT FACE
- IMPROVEMENT EDGE
- IMPROVEMENT END
- IMPROVEMENT END
- NORTH/EAST/SOUTH/WEST LOCATION OF IMPROVEMENT
- W/RESPECT TO REFERENCE NORTH AND PROPERTY LINE
- NORTHEAST/SOUTHWEST/NORTHWEST LOCATION OF IMPROVEMENT W/RESPECT TO REFERENCE NORTH AND PROPERTY LINE
- ADJACENT PROPERTY OWNER

**VESTING TENTATIVE TRACT NOTES:**

**CONTACT INFORMATION:**  
OWNER: HARRIDGE DEVELOPMENT GROUP, LLC  
SUBDIVIDER: ATTN: MARC ANNOTTI, 6363 WILSHIRE BLVD., SUITE 600, LOS ANGELES, CA 90048, (323) 658-1511, mannotti@msn.com

**SURVEYOR/ENGINEER:** PSOMAS, ATTN: DOUGLAS HOWARD, 555 SOUTH FLOWER STREET, SUITE 4300, LOS ANGELES, CA 90071, (213) 223-1400

**PROJECT ADDRESS:** 16201 SAN FERNANDO MISSION BLVD., 11147 WOODLEY AVENUE, LOS ANGELES, CA 91344

**PROJECT INFORMATION:**  
SYNOPSIS: THE PROJECT CONSISTS OF 2 LOTS FOR CONDOMINIUM PURPOSES WITH 242 UNITS.

**PARKING:** RESIDENTIAL: 230 STALLS, MIXED USE/RETAIL: 343 STALLS, 573 STALLS

**APN:** 2681-011-035 (PORTION OF PARCEL 2), 2681-011-036 (PARCEL 3 AND PORTIONS OF PARCELS 1 AND 2), PORTION OF 2681-011-039 (PORTIONS OF PARCELS 1 AND 2)

**TREES:** THERE ARE NO PROTECTED TREES ON THE SUBJECT PROPERTY. ALL ON-SITE TREES TO BE REMOVED.

**ZONING:** EXISTING: C1-1VL (NO PROPOSED CHANGE)

**DISTRICT MAP:** 210B137

**COMMUNITY PLAN:** GRANADA HILLS SPECIFIC PLAN, SECTOR A

**GENERAL PLAN DESIGNATION:** NEIGHBORHOOD COMMERCIAL

**THOMAS BROS. GUIDE:** LA501-E2

**FLOOD ZONE:** SUBJECT PROPERTY LIES WITHIN FLOOD ZONE "X" (AREAS OF MINIMAL FLOODING) AS SHOWN ON FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO. 06037C1075F, DATED 09-26-08, AS PUBLISHED BY FEDERAL EMERGENCY MANAGEMENT AGENCY.

**PUBLIC EASEMENTS:** THERE ARE PUBLIC EASEMENTS ON THE PROPERTY. SEE COMMENTS.

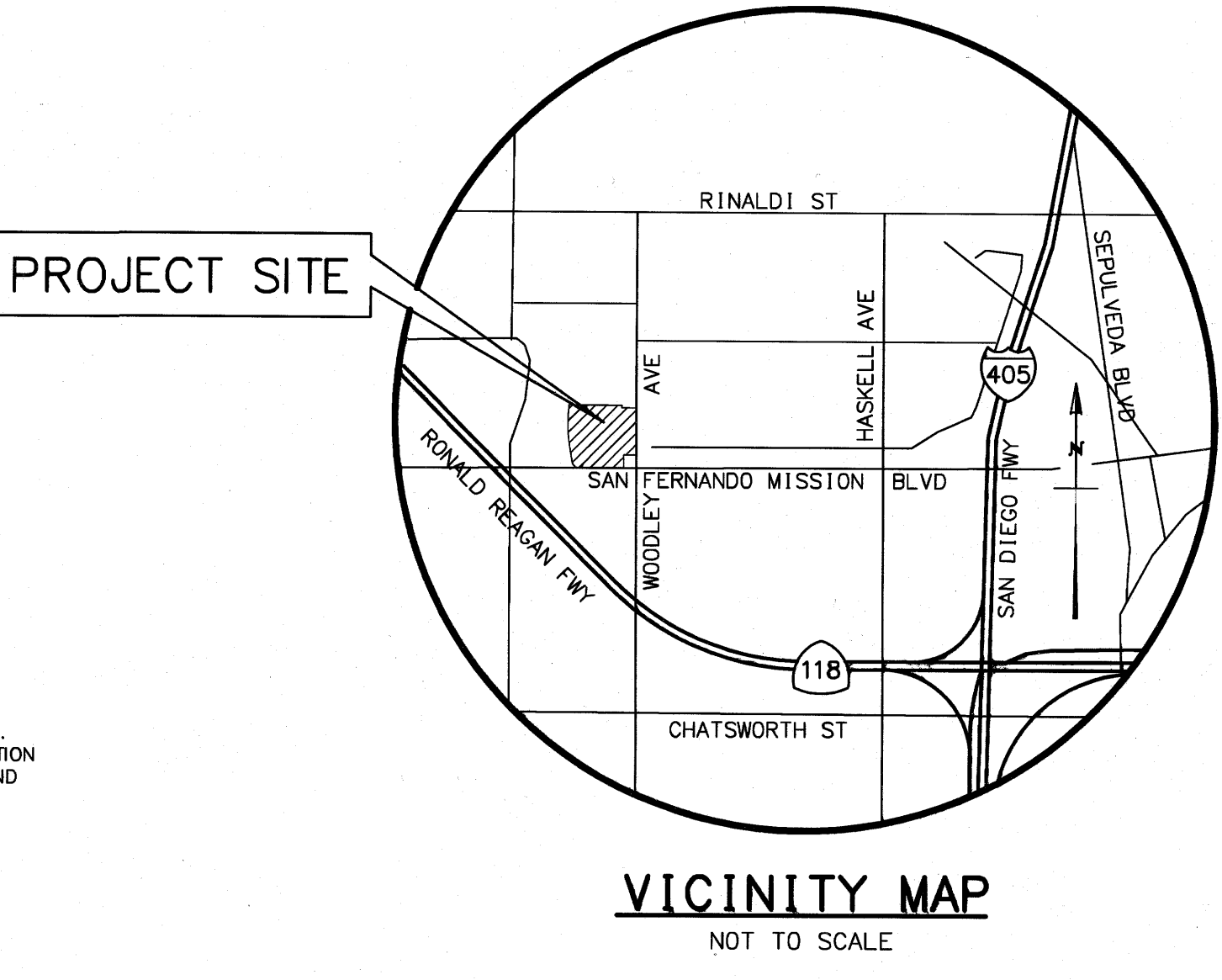
**AREA:** BASED UPON RECORD BEARINGS AND DISTANCES AS SHOWN HEREON, SUBJECT PARCEL AREA IS:  
GROSS: 424,697 SQ. FT. = 9.7497 ACRES  
FEE: 348,807 SQ. FT. = 8.0075 ACRES  
NET: 345,402 SQ. FT. = 7.9293 ACRES

WHERE "GROSS" IS DEFINED AS THE AREA TO THE CENTERLINE OF THE ABUTTING STREET. "FEE" IS DEFINED AS THE AREA OF PROPERTY TO BE SUBDIVIDED. THE "NET" IS "FEE" MINUS THE EXISTING STREET EASEMENTS AND ANTICIPATED STREET DEDICATIONS, IF ANY.

**STRUCTURES:** THREE STRUCTURES EXIST ON SITE. ALL EXISTING BUILDINGS ARE TO BE DEMOLISHED.

**STREET DESIGNATION:** SAN FERNANDO MISSION BLVD. - AVENUE I (DESIGNATED 100' ROW, 70' ROADWAY WIDTH)  
WOODLEY AVENUE - AVENUE II (DESIGNATED 86' ROW, 56' ROADWAY WIDTH)  
PER CITY OF LOS ANGELES MOBILITY PLAN 2035

**BUILDING SETBACKS:** (FOR BUILDINGS ERRECTED AND USED FOR RESIDENTIAL PURPOSES):  
REQUIRED FRONT YARD: 0-5 FEET (MIXED USES)  
REQUIRED SIDE YARD: 0-5 FEET (TOWNHOME USES), 6 FEET (MIXED USES), 6 FEET (TOWNHOME USES)  
REQUIRED REAR YARD: 15 FEET MIN (MIXED USES), 15 FEET MIN (TOWNHOME USES)  
HEIGHT: 45 FEET 3 STORIES 1.5:1 FAR (MIXED USES), 45 FEET, 3 STORIES - TRANSITIONAL AREAS LIMITED TO 33 FEET; PARKING AREAS LIMITED TO 30 FEET (TOWNHOME USES)



**VESTING TENTATIVE TRACT NOTES, (CONT.)**

**PROPOSED UTILITIES:** SEWAGE AND DRAINAGE WILL BE PROVIDED BY THE CITY OF LOS ANGELES SYSTEMS.

**EXISTING UTILITIES:** UTILITIES ARE AVAILABLE AND SERVICING THE SITE. UNDERGROUND UTILITIES SPECIFICALLY LISTED IN THE UTILITY INFORMATION TABLE ARE PLOTTED ON THIS SURVEY. OTHER UNDERGROUND UTILITIES NOT LISTED (E.G. TRAFFIC SIGNAL AND STREET LIGHTING CONDUIT, ABANDONED LINES, ETC.) HAVE NOT BEEN PLOTTED. THE LOCATION OF THOSE PLOTTED UTILITIES WERE OBTAINED FROM UTILITY MAPS AND PLANS AS LISTED UNDER THE SUBSTRUCTURE PLAN INDEX.

**LOT SIZE:** LOT SIZES AND CONFIGURATIONS ARE ILLUSTRATIVE ONLY AND WILL BE FINALIZED ON THE FINAL MAP. WE RESERVE THE RIGHT TO CONSOLIDATE LOTS.

**SPECIAL HAZARD AREA:** AIRPORT HAZARD 470' HEIGHT LIMIT ABOVE ELEVATION 790' HIGH WIND VELOCITY AREA. 500 FOOT SCHOOL ZONE AREA.

**HILLSIDE GRADING AREA:** PROPERTY IS NOT IN A HILLSIDE GRADING AREA.

**PROPERTY IS NOT IN:** A MUD-PRONE AREA.  
A METHANE ZONE.  
A GEOLOGICALLY HAZARDOUS AREA.  
VICINITY OF MULHOLLAND SCENIC PARKWAY.

**HAUL ROUTE:** REQUEST IS MADE FOR A HAUL ROUTE WITH 165,000 YARDS.

**COMMENTS**

**TITLE REPORT:** FIRST AMERICAN TITLE COMPANY PRELIMINARY TITLE REPORT NO. NCS-848027-LA2 DATED MAY 1, 2017.  
○ INDICATES TITLE REPORT EXCEPTION NO.

**EFFECT OF:** EASEMENT FOR PUBLIC UTILITY AND SANITARY SEWER AND INCIDENTAL PURPOSES IN FAVOR OF THE CITY OF LOS ANGELES RECORDED MARCH 23, 1960 ON THE MAP OF TRACT NO. 21327 IN BOOK 654, PAGE 16 OF TRACT MAPS. QUITCLAIM DEED RECORDED JANUARY 7, 1982 AS INSTRUMENT NO. 82-14411, O.R. - PLOTTED HEREON.

**EFFECT OF:** EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES RECORDED JANUARY 23, 1962 AS INSTRUMENT NO. 3580, O.R. - PLOTTED HEREON.

**EFFECT OF:** EASEMENT FOR WATER PIPE LINES RECORDED JANUARY 23, 1962 AS INSTRUMENT NO. 2633, O.R. - PLOTTED HEREON.

**EFFECT OF:** EASEMENT FOR PUBLIC ROAD AND HIGHWAY AND INCIDENTAL PURPOSES, RECORDED JANUARY 9, 1981, AS INSTRUMENT NO. 81-23332 O.R. - PLOTTED HEREON.

**EFFECT OF:** EASEMENT FOR SANITARY SEWERS AND INCIDENTAL PURPOSES RECORDED JULY 06, 1982 AS INSTRUMENT NO. 82-67687, O.R. - PLOTTED HEREON.

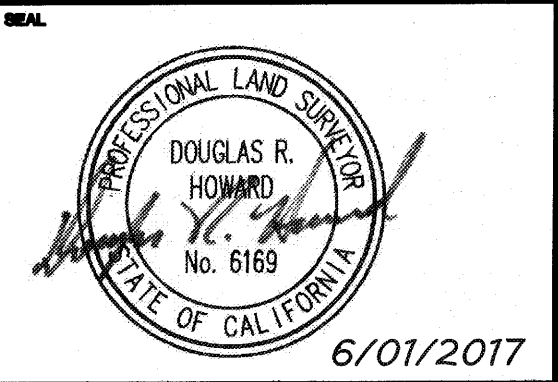
**UTILITY INFORMATION**

UTILITY	SERVICE BY	TELEPHONE NO.	ADDRESS
POWER	CITY OF LOS ANGELES, DWP	(213) 977-6080	201 N. FIGUEROA, 4TH FLOOR, LA, CA
WATER	CITY OF LOS ANGELES, DWP	(213) 977-6080	201 N. FIGUEROA, 4TH FLOOR, LA, CA
TELEPHONE	AT&T	(323) 977-2413	22311 BROOKHURST ST., HUNTINGTON BEACH
GAS	THE GAS COMPANY	(213) 977-6080	201 N. BULLS RD, COMPTON, CA
STORM DRAIN	CITY OF LOS ANGELES	(213) 977-6080	201 N. FIGUEROA, 4TH FLOOR, LA, CA
SEWER	CITY OF LOS ANGELES	(213) 977-6080	201 N. FIGUEROA, 4TH FLOOR, LA, CA
CABLE TV	TIME WARNER CABLE	(888) 882-2243	9260 TOPANGA CANYON BLVD., CHATSWORTH, CA

**SUBSTRUCTURE PLAN LIST**

AGENCY	SUBSTRUCTURE MAPS	SUB-TRACT
CITY OF LOS ANGELES	SUBSTRUCTURE MAPS SUB-210-141-3, SUB-258	
	SEWER WYE MAP NOS. 210B141 210B137	
	DRAINAGE MAP NO. 397	

UTILITIES NOTE: UNDERGROUND UTILITIES SPECIFICALLY LISTED IN THE UTILITY INFORMATION TABLE ARE PLOTTED ON THIS SURVEY. OTHER UNDERGROUND UTILITIES NOT LISTED (E.G. TRAFFIC SIGNAL AND STREET LIGHT CONDUIT, ABANDONED LINES, ETC.) HAVE NOT BEEN PLOTTED. THE LOCATION OF THOSE PLOTTED UTILITIES WERE OBTAINED FROM UTILITY MAPS AND PLANS AS LISTED UNDER THE SUBSTRUCTURE PLAN LIST.



REVISION	DATE	DESCRIPTION
D.L.R.		
D.L.R.		
D.R.H.		

BOAT SPIKE IN NORTH CURB SAN FERNANDO MISSION BLVD;  
3FT EAST OF BC CURB RETURN EAST OF WOODLEY AVENUE

**PSOMAS**  
555 South Flower Street, Suite 4300  
Los Angeles, CA 90071  
(213) 223-1400 (213) 223-1444 fax  
www.psomas.com

ELEVATION: 956.712 FEET  
ADJUSTMENT: 2000 ADJ. (NAVD88)  
PARTICIPANT DATE: June 1, 2017 - 13:14:23  
DWG NAME: W:\PROJECTS\2017\1314\23\17082\100\SURVEYS\SUBDIVISION\TENTATIVE\TSH\PL-210101.dwg Updated by: drh

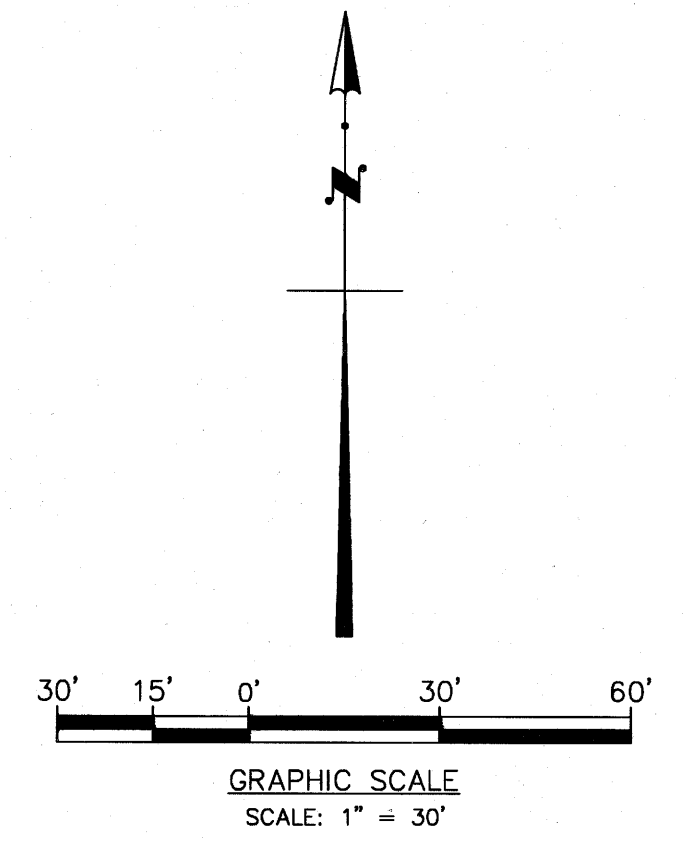
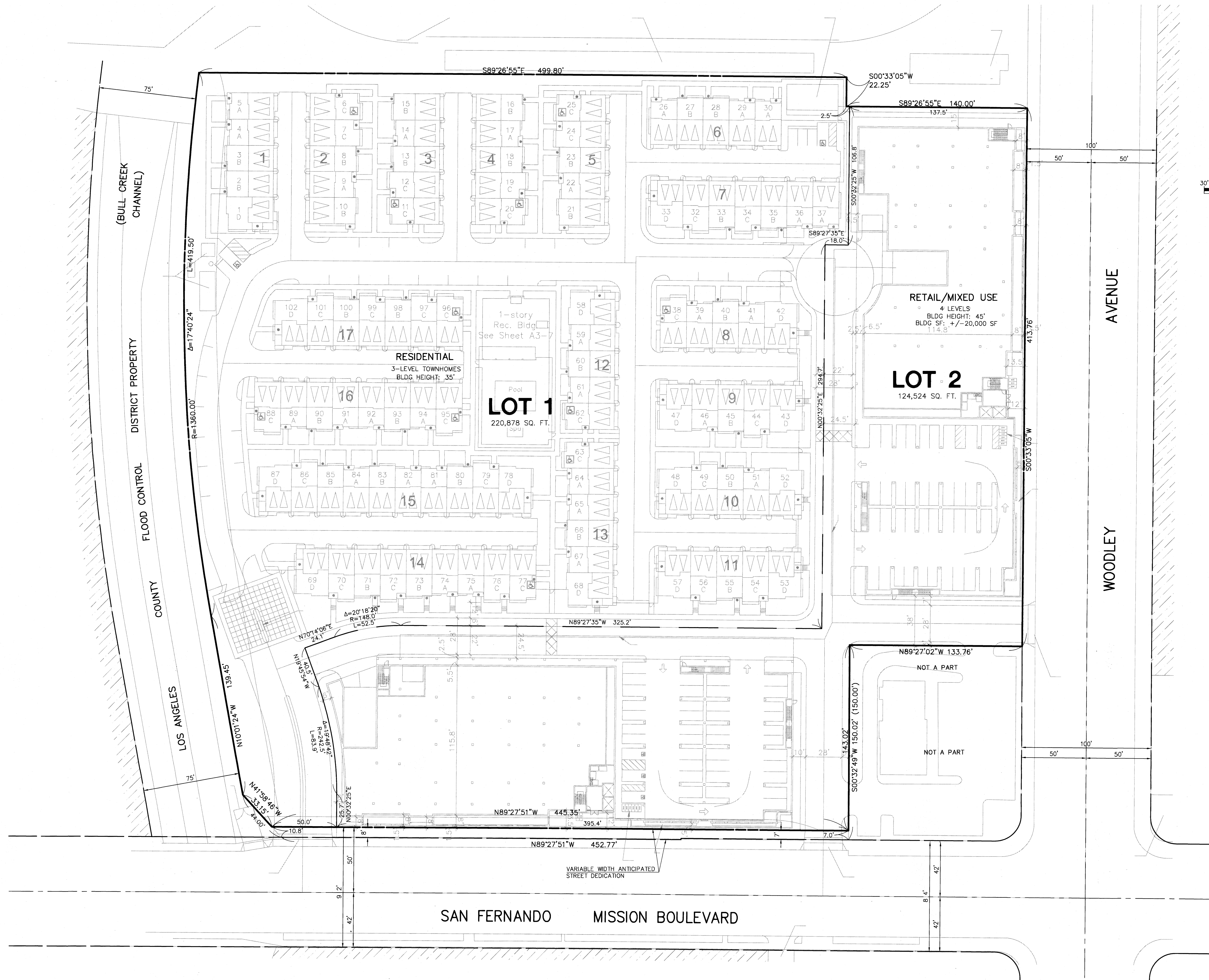
VESTING TENTATIVE TRACT MAP FOR CONDOMINIUM AND SUBDIVISION PURPOSES:  
**HARRIDGE DEVELOPMENT GROUP, LLC**  
**TENTATIVE TRACT NO. 74392**  
16225 SAN FERNANDO MISSION BOULEVARD  
IN THE CITY OF LOS ANGELES COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE: APRIL 24, 2017  
SCALE: 1" = 40'  
PROJECT NUMBER: 1HAR262100

REVISED MAP  
FINAL MAP UNIT  
MODIFIED  
DEPUTY ADVISORY AGENCY

JUN 06 2017

REF:



PROPOSED CONDITIONS AT GROUND LEVEL

REV	DATE	DESCRIPTION	BY	APPD

BENCHMARK CITY OF LOS ANGELES BENCHMARK NO. 04-03992  
 BOAT SPIKE IN NORTH CURB SAN FERNANDO MISSION BLVD;  
 3FT EAST OF BC CURB RETURN EAST OF WOODLEY AVENUE  
 ELEVATION 956.712 FEET ADJUSTMENT 2000 ADJ. (NAVD88)  
 PATH/LOT DATE

**PSOMAS**  
 555 South Flower Street, Suite 4300  
 Los Angeles, CA 90071  
 (213) 223-1400 (213) 223-1444 fax  
 www.psomas.com

VESTING TENTATIVE TRACT MAP FOR CONDOMINIUM AND SUBDIVISION PURPOSES:  
**HARRIDGE DEVELOPMENT GROUP, LLC**  
**TENTATIVE TRACT NO. 74392**  
 16225 SAN FERNANDO MISSION BOULEVARD  
 IN THE CITY OF LOS ANGELES COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE	APRIL 24, 2017	SHEET	2
SCALE	1" = 30'		
PROJECT NUMBER	1HAR262100		

**EXHIBIT D**

**EXHIBIT E**



## Los Angeles City Planning Department

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

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# ***INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION***

## ***GRANADA HILLS-KNOLLWOOD COMMUNITY PLAN AREA***

---

# ***Woodley & San Fernando Mission Project***

***Case No. ENV-2016-3077-MND***

***Council District No. 12***

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

**Project Addresses:**

11147 N. Woodley Avenue and  
16201–16301 W. San Fernando Mission Boulevard, Los Angeles, CA 91344

**Project Description:** The Project would involve the demolition of the existing 94,098 square feet of commercial buildings, including a DMV, medical office, and restaurants at the Project Site (not including the restaurant at the corner of San Fernando Mission and Woodley Avenue) and the construction of three buildings containing 440 new residential units and 64,650 square feet of ground floor commercial. The 440 proposed dwelling units would include 22 units for very-low income households. Total square footage of the Project would be approximately 497,623 square feet, with a floor area ratio (FAR) of 1.49:1. The maximum proposed height across the Project is 54 feet. The Project would provide 937 parking stalls and 558 bicycle parking spaces. The residential portion of the Project would include a total of 93,190 square feet of open space. In order to permit development of the Project, the City may require approval of one or more of the following discretionary actions: (1) Site Plan Review; (2) Project Permit Compliance Review; (3) Density Bonus; (4) Subdivision of Land (Vesting Tentative Tract Map); (5) grading, excavation, haul route, and building permits; and (6) other permits, ministerial or discretionary, may be necessary in order to execute and implement the Project.

**APPLICANT:**

Harridge Development Group, LLC

**PREPARED BY:**

EcoTierra Consulting, Inc.

---

***November 2016***

**Woodley & San Fernando Mission Project**  
**11147 N. WOODLEY AVENUE AND**  
**16201–16301 W. SAN FERNANDO MISSION BOULEVARD, LOS ANGELES, CA 91344**

**INITIAL STUDY/PROPOSED MITIGATED NEGATIVE DECLARATION**

**PREPARED FOR:**

The City of Los Angeles  
Department of City Planning  
200 North Spring Street, Room 621  
Los Angeles, CA 90012-2601

**APPLICANT:**

Harridge Development Group, LLC

**PREPARED BY:**

EcoTierra Consulting, Inc.  
555 W. 5<sup>th</sup> Street, 31<sup>st</sup> Floor  
Los Angeles, CA 90013

**November 2016**

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# I. INTRODUCTION

---

## 1. INTRODUCTION

The subject of this Initial Study is the proposed Woodley & San Fernando Mission Project (the “Project”), a development of 440 multi-family residential units and approximately 64,650 square feet of commercial retail, including 16,050 square feet of commercial retail and a 48,600-square foot grocery store, located at 11147 N. Woodley Avenue and 16201–16301 W. San Fernando Mission Boulevard in the Granada Hills community of the City of Los Angeles (the “Project Site”). The Project Site is located within the adopted Granada Hills-Knollwood Community Plan Area of the City of Los Angeles and is within the adopted Granada Hills Specific Plan area. The City of Los Angeles Department of City Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

## 2. PROJECT INFORMATION

**Project Title:** Woodley & San Fernando Mission

**Project Applicant:** Harridge Development Group, LLC

**Project Location:** 11147 N. Woodley Avenue and 16201–16301 W. San Fernando Mission Boulevard, Los Angeles, CA 91344

**Lead Agency:** City of Los Angeles Department of City Planning

## 3. ORGANIZATION OF THE INITIAL STUDY

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

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

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

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

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

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

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



## II. PROJECT DESCRIPTION

---

### 1. PROJECT APPLICANT

The Applicant for the Woodley & San Fernando Mission Project (the “Project”) is Harridge Development Group, LLC, 6363 Wilshire Boulevard, Suite 600, Los Angeles, California 90048.

### 2. PROJECT LOCATION

The Project is located at 11147 N. Woodley Avenue and 16201–16301 W. San Fernando Mission Boulevard (the “Project Site”) in the Granada Hills-Knollwood community of the City of Los Angeles (the “City”). The Project site is bounded by Woodley Avenue on the east, San Fernando Mission Boulevard on the south, Bull Creek storm channel on the west, and sports fields associated with John F. Kennedy High Schools to the north. The location of the Project Site is shown in Figure II-1 (Regional Vicinity and Project Location). The Project Site is associated with Assessor Parcel Numbers 2681-011-035, \2681-011-035, 2681-011-036, and 2681-011-039.

Regional access to the Project Site is provided via the Ronald Reagan Freeway (SR-118) and the San Diego Freeway (I-405). Local access to the Project Site is via San Fernando Mission Boulevard and Woodley Avenue.

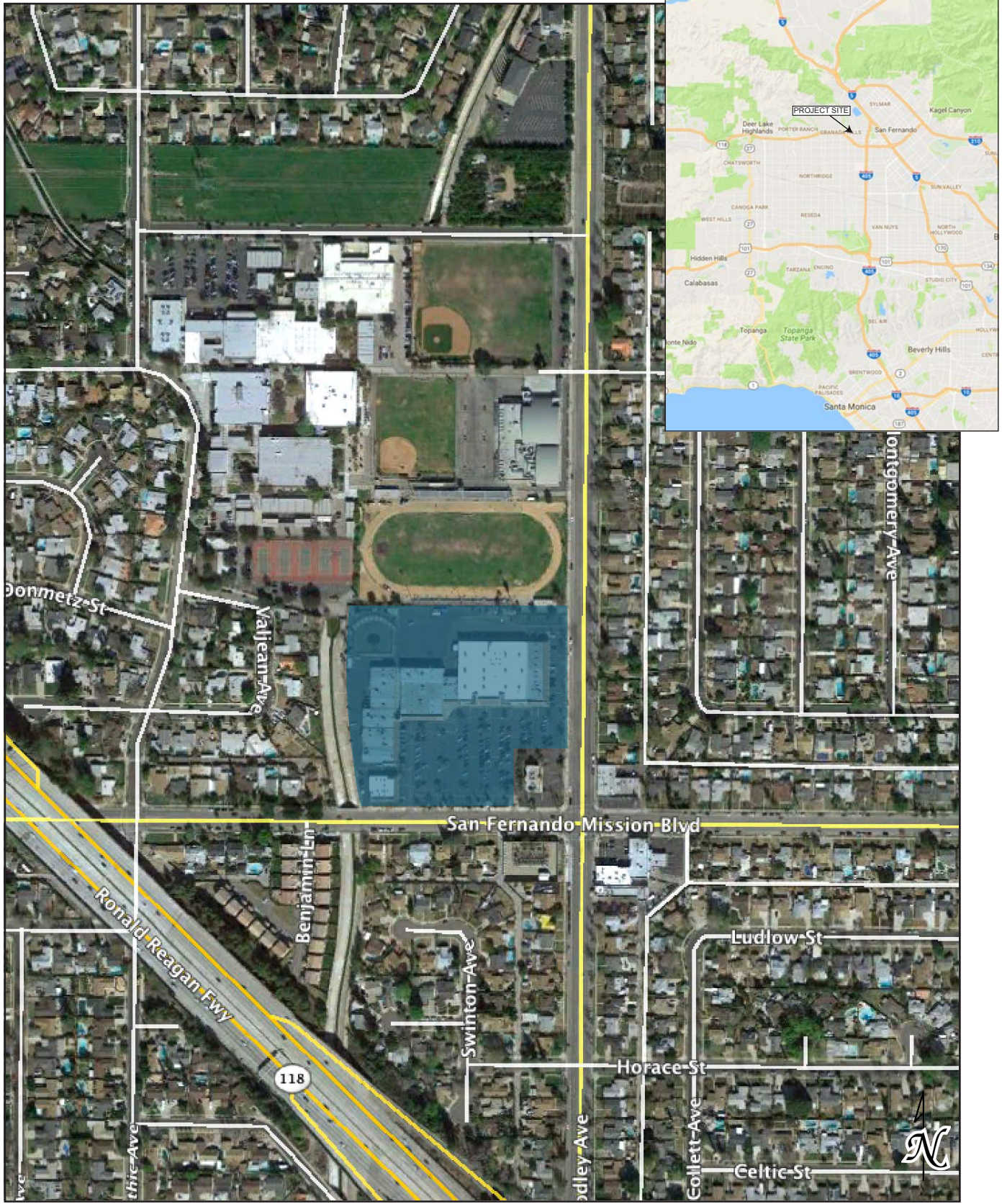
### 3. EXISTING LAND USES

#### A. Project Site

The size of the Project Site is approximately 346,245 square feet, or approximately 7.95 acres. The Project Site is currently developed with a 94,098 square-foot commercial center consisting of three buildings which include a 35,000 square foot DMV office, 6,200 square feet of medical office, 12,410 square feet of restaurants (10,000 square foot Chuck E Cheese, 1,050 square foot Golden Wall Chinese, and 1,360 square foot House of Grill), a 1,250 square feet of fast food restaurant without drive through (Mighty Mouth Burgers), 19,257 square feet of retail, and 1,274 square feet of space used for religious services. The site also includes surface parking and a batting cages facility. The existing commercial center has two driveways on San Fernando Mission Boulevard and two driveways on Woodley Avenue. Paved asphalt parking lots are located in the northeastern, eastern, and southern portion of the Project Site.

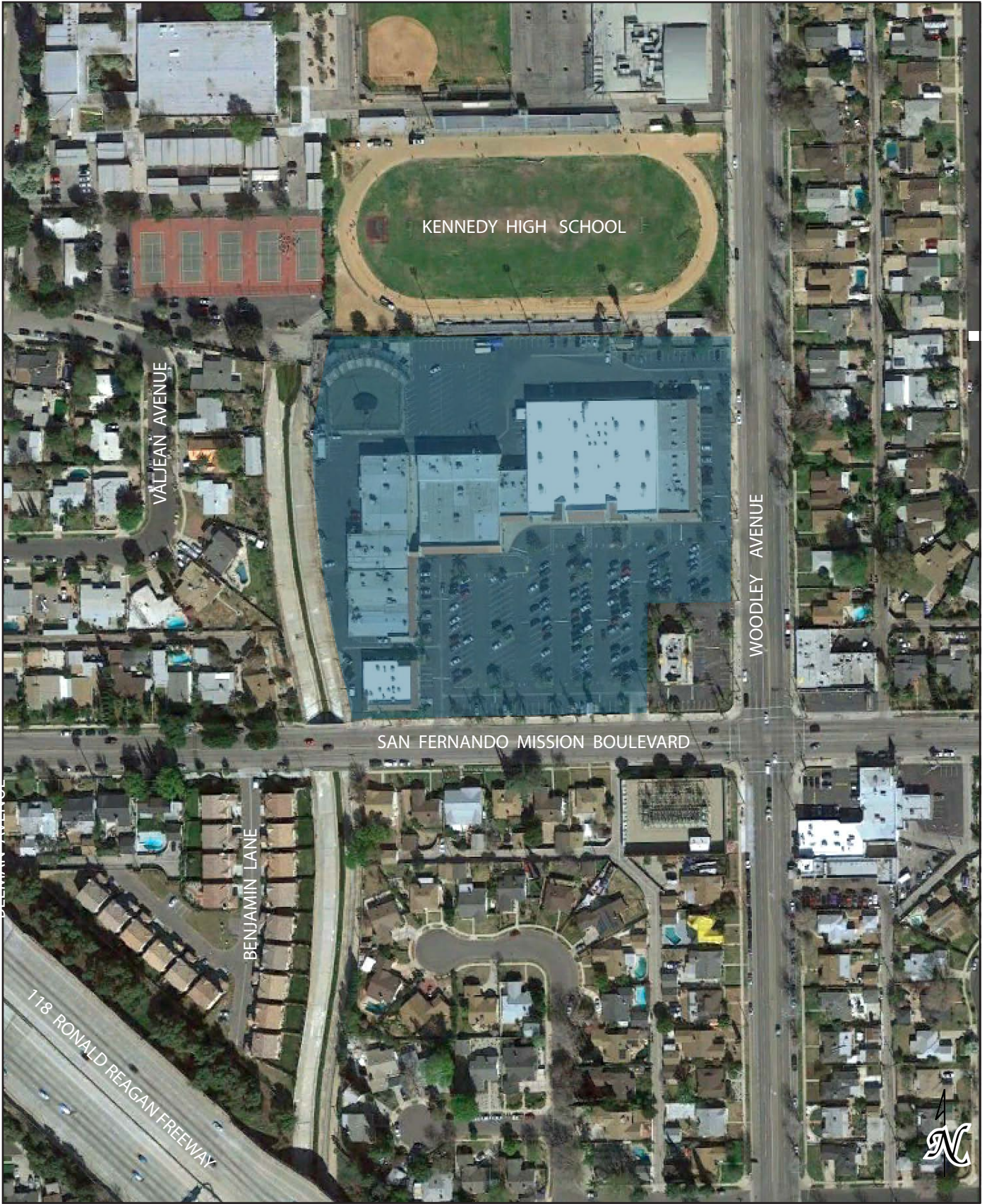
The corner parcel containing a Taco Bell is not part of the Project.

Figure II-2 (Aerial Photo of Site and Surrounding Land Uses) presents an aerial view of the Project Site, and Figure II-3 (Photos of Project Site) presents photographs of the Project Site.



**Project Site**  
 Source: Google Earth, September 2016.





■ Project Site  
Source: GoogleEarth, September 2016.



**View 1:** View of the Project Site along San Fernando Mission Boulevard.



**View 2:** View of the Project Site along San Fernando Mission Boulevard.



**View 3:** View of the Project Site along San Fernando Mission Boulevard.



PROJECT SITE  
PHOTO LOCATION MAP

Source: EcoTierra Consulting, September 2016.

**B. Land Use Plans/Zoning**

The Project Site is zoned C1-1VL (Limited Commercial – Height District 1VL) in the Los Angeles Planning and Zoning Code. The Project Site is located within the Granada Hills-Knollwood Community Plan (the “Community Plan”) and has a land use designation of Neighborhood Commercial. The Project Site is also within the Granada Hills Specific Plan area.

**C. Surrounding Land Uses**

The Project site is relatively flat and is surrounded by commercial, residential, and public facility land uses in an urban setting that is similar to other areas in the Granada Hills area of the San Fernando Valley in the City of Los Angeles. Surrounding properties are within the C1-1VL, P-1VL, RS-1, (T)(Q)RD6-1, PF-1, OS-1 Zones and are characterized by level topography and improved streets.

The properties to the east of the Subject Property, are separated by Woodley Avenue, located within the RS-1 and C1-1VL Zones, and improved with single-family dwellings and restaurant, commercial, and professional office uses.

The adjacent property at the southeast of the Subject Property is located within the C1-1VL Zone and improved with a drive-thru restaurant.

The properties to the south of the Subject Property, are separated by San Fernando Mission Boulevard, located within the C1-1VL, PF-1, RS-1, and (T)(Q)RD6-1 Zones, and improved with restaurant and retail uses, a Los Angeles Department of Water and Power facility, and single-family dwellings.

The adjacent property to the west of Subject Property is located within the P-1VL Zone.

The property beyond is located within the OS-1 Zone and improved with the Los Angeles County Flood Control Drain. Properties located to the west of the Flood Control Drain are located in the RS-1 Zone and improved with single-family dwellings.

The adjacent property to the north of the Subject Property is located within the PF-1 Zone and improved with John F. Kennedy High School.

San Fernando Mission Boulevard is an Avenue I and Woodley Avenue is an Avenue II as set forth in Mobility Plan 2035.

Figures II-4 and II-5 (Photos of Surrounding Land Uses) presents photos of the land uses in the immediate vicinity of the Project Site.



**View 1:** View from Project Site parking with John F. Kennedy High School to the north.



**View 2:** View of John F. Kennedy High School from Woodley Avenue.



**View 3:** View of Bull Creek Storm Channel which runs along the west side of the Project Site.



PROJECT SITE  
PHOTO LOCATION MAP

Source: EcoTierra Consulting, September 2016.



**View 1:** View of the northeast corner of Woodley Avenue and San Fernando Mission Boulevard.



**View 2:** View of the southeast corner of Woodley Avenue and San Fernando Mission Boulevard.



**View 3:** View of residential uses on the east side of Woodley Avenue.



**PROJECT SITE**  
PHOTO LOCATION MAP

Source: EcoTierra Consulting, September 2016.

## **4. PROJECT CHARACTERISTICS**

### **A. Project Features**

As shown in Figure II-6 (Level One Floor Plan), the Project would involve the construction of a mixed-use development including 440 residential units, including 22 units set aside for very low income households, and approximately 64,650 square feet of commercial retail in three buildings. The retail uses would be located along the Woodley Avenue street frontage, with a proposed grocery store oriented along the San Fernando Mission Boulevard frontage. The proposed housing units would be located with two levels over the retail along Woodley Avenue, three levels over the grocery store, and four levels over the parking garage at the northwest corner of the property.

“Building 1”, containing the grocery store with three levels of residential units above would be a maximum of approximately 54 feet in height; “Building 2” containing four levels of residential units would be a maximum of approximately 51 feet in height; “Building 3” with two levels of residential units above retail would be a maximum of approximately 43 feet in height.

The residential portion of the Project would include balconies for each unit, two common courtyards, a pool courtyard, roof terraces on each building, and a community room for a total of 93,190 square feet of open space. The Project would provide a total of 937 parking spaces: 585 for residents provided below ground and 352 for commercial patrons in subterranean and surface spaces. The Project would also provide a total of 548 bicycle parking spaces.

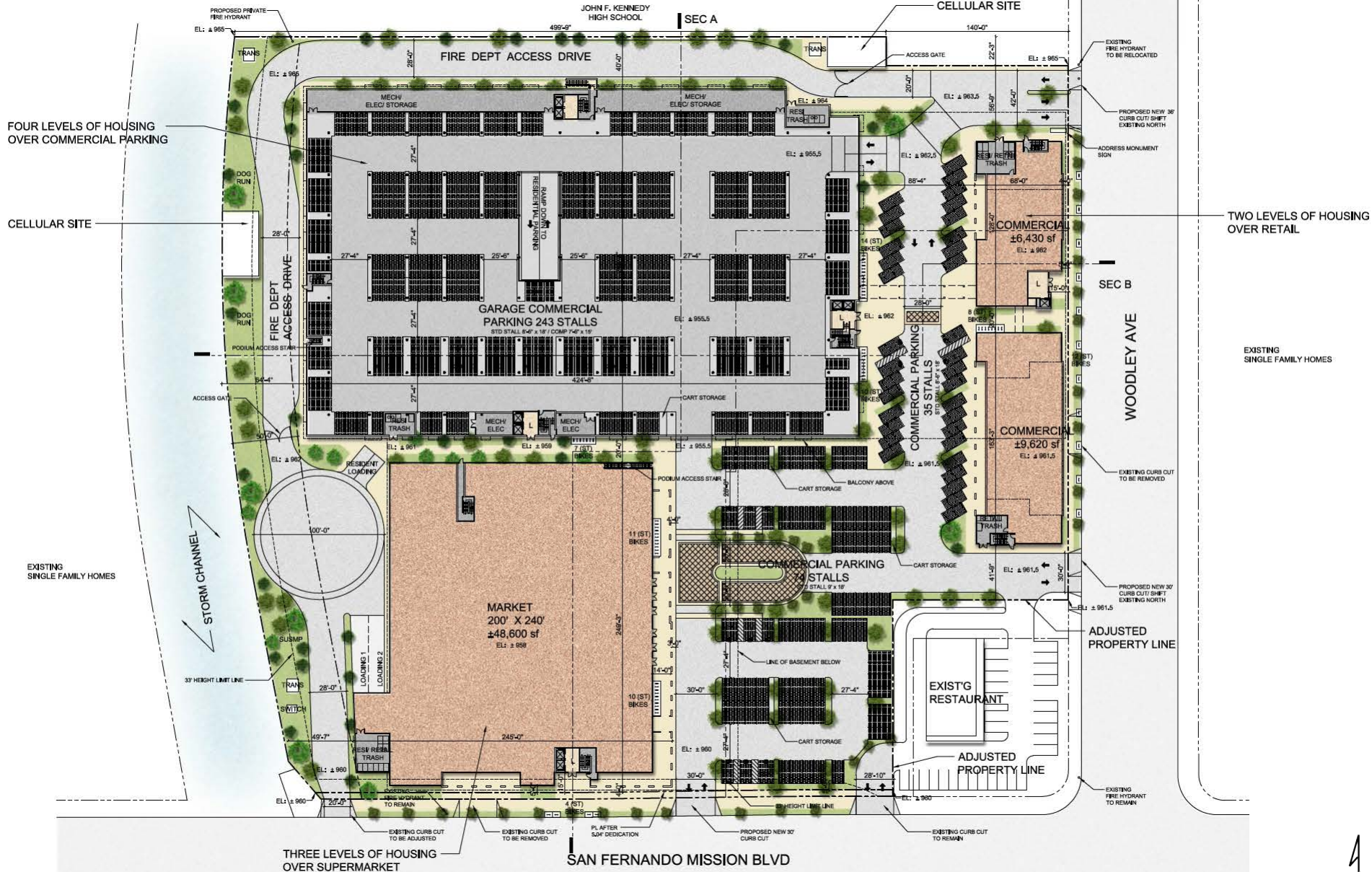
Figures II-7 through II-14 show the architectural plans for the Project.

### **B. Green Building Features**

The Project would meet the requirements in the City’s Green Building Code and California Energy/Title 24 requirements. The Project would include, at a minimum low-flow toilets, and other plumbing fixtures. The Project would also incorporate a grey-water system for use in on-site irrigation.

### **C. Access and Parking**

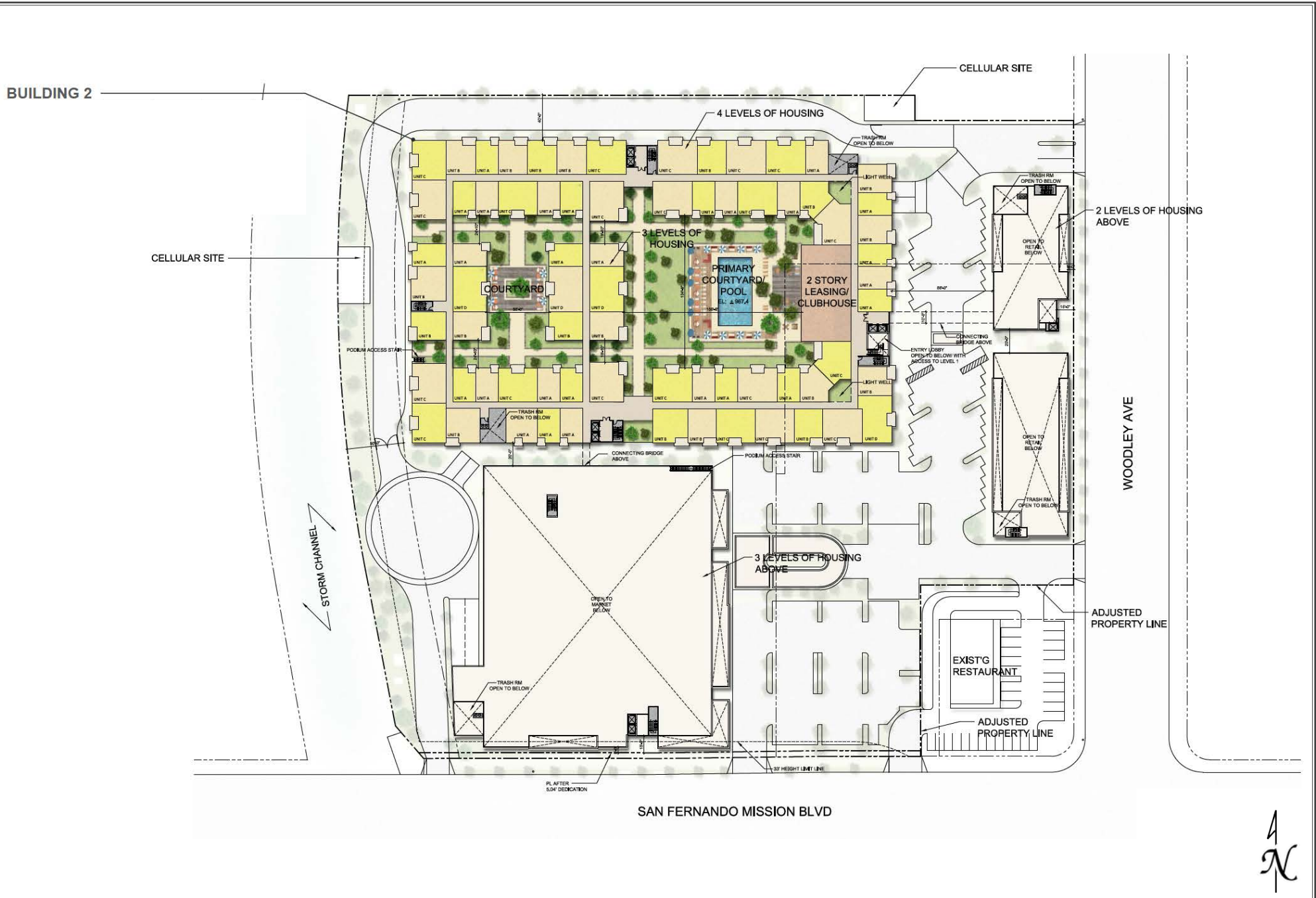
Vehicular access to the Project is proposed from two driveways on San Fernando Mission Boulevard and two driveways on Woodley Avenue. One driveway on Woodley Avenue and one driveway on San Fernando Mission Boulevard would be located at the far west (San Fernando Mission Boulevard) and far the north (Woodley Avenue) end of the Project Site. Two loading bays would be provided along the western side of the grocery store building with a turnaround area provided for the trucks.



Source: VTBS Architects, August 2016.



Source: VTBS Architects, August 2016.

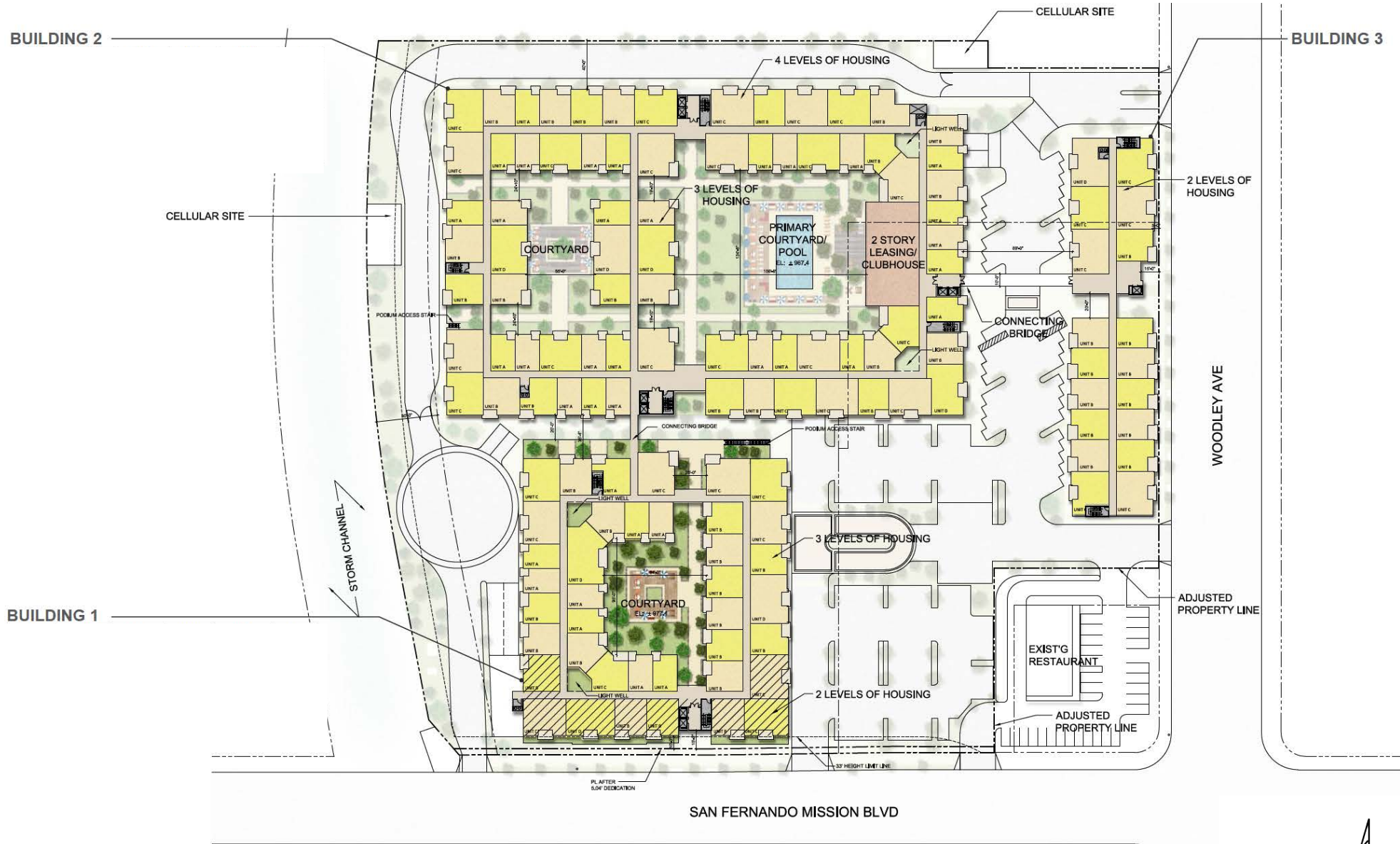


Source: VTBS Architects, August 2016.

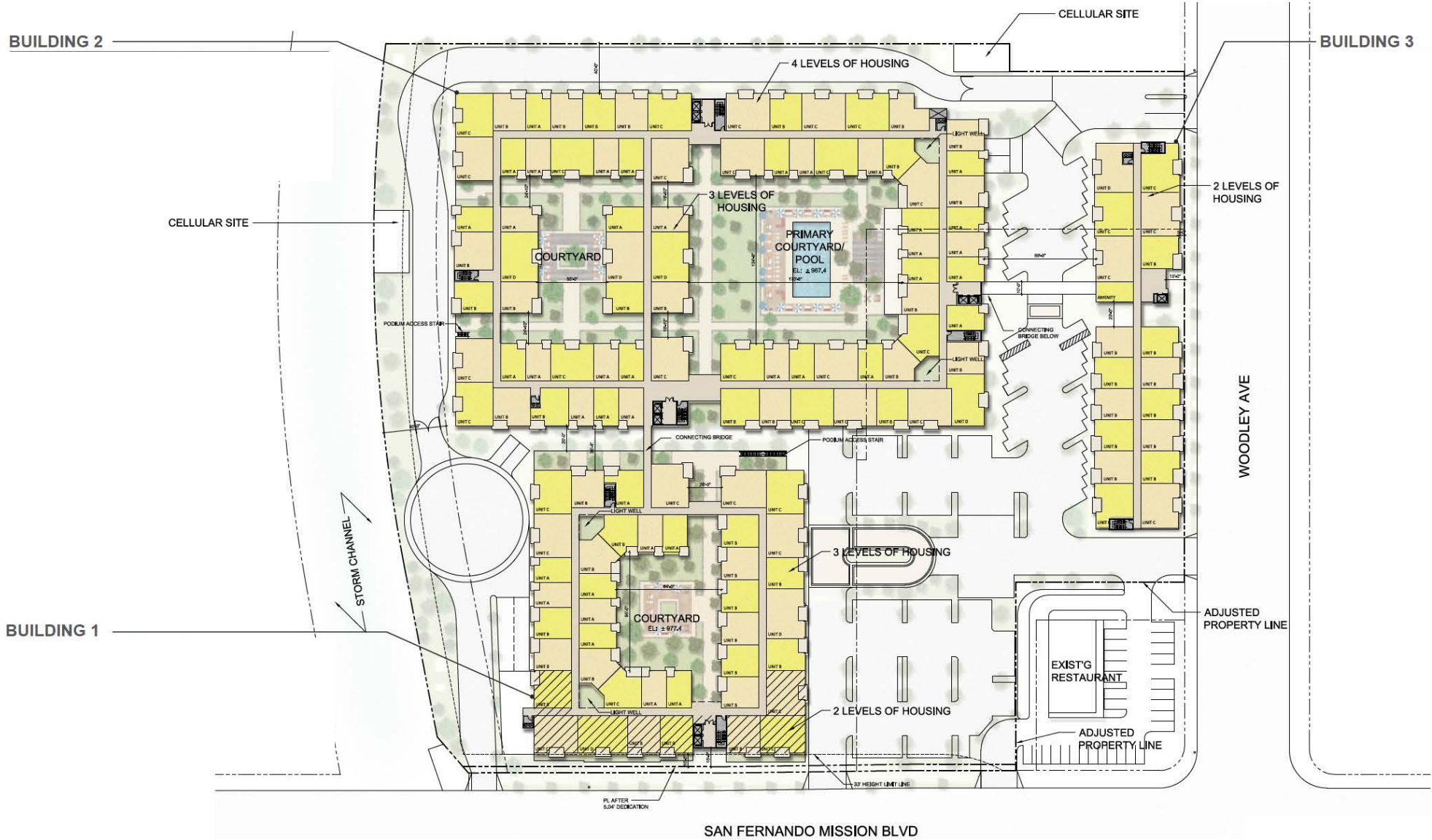


Figure II-8  
Residential Level One Floor Plan





Source: VTBS Architects, August 2016.



Source: VTBS Architects, August 2016.

BUILDING 2

CELLULAR SITE

BUILDING 3

4 LEVELS OF HOUSING

CELLULAR SITE

3 LEVELS OF HOUSING BELOW

2 LEVELS OF HOUSING BELOW

COURTYARD

PRIMARY COURTYARD/ POOL  
EL. ± 987.4

ROOF TERRACE

ROOF TERRACE

POOLING ACCESS STAIR

CONNECTING BRIDGE BELOW

WOODLEY AVE

MECHANICAL UNITS TO BE SCREENED BY PARAPETS

CONNECTING BRIDGE

POOLING ACCESS STAIR

3 LEVELS OF HOUSING

BUILDING 1

COURTYARD  
EL. ± 977.4

ROOF TERRACE

ADJUSTED PROPERTY LINE

2 LEVELS OF HOUSING BELOW

EXIST'G RESTAURANT

ADJUSTED PROPERTY LINE

STORM CHANNEL

PL AFTER SLOPE DEREGATION

±33 HEIGHT LIMIT LINE

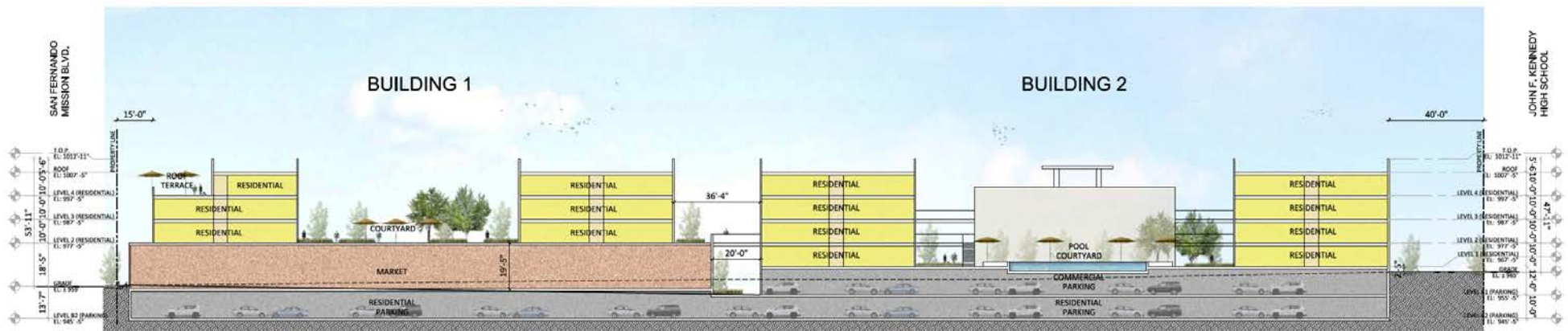
SAN FERNANDO MISSION BLVD



Source: VTBS Architects, August 2016.



Figure II-11  
Residential Level Four Floor Plan



SECTION A



SECTION B

Source: VTBS Architects, August 2016.



Source: VTBS Architects, August 2016.



Source: VTBS Architects, August 2016.

As required by the Los Angeles Municipal Code (LAMC), and utilizing the density bonus Parking Option 1 (pursuant to SB1818), the Project is required to provide one parking space for each studio or one-bedroom residential unit and 2 spaces for each two- or three-bedroom unit. For the proposed 64,650 square feet of commercial space, the Project is required to provide three stalls for every 1,000 square feet, for a total of 194 parking spaces required. As shown in Table II-1, Vehicle and Bicycle Parking, the Project would provide a total of 937 parking spaces: 585 for residents provided below ground and 352 for commercial patrons in subterranean and surface spaces.

Bicycle parking also would be provided for the office uses, as required by the LAMC, for a total of 548 bicycle parking spaces.

**Table II-1  
Vehicle and Bicycle Parking**

Land Use	Vehicle Parking Required	Vehicle Parking Provided	Bicycle Parking Required	Bicycle Parking Provided
Residential	585	585	484	484
Commercial	194	352	64	64

*Source: Van Tilburg, Banvard & Soderberg, AIA, 2016.*

#### **D. Construction**

The Project would be constructed over approximately 26 months. Construction activities would include demolition of existing buildings on the site, grading, excavation for the proposed subterranean levels, and building construction. Demolition activities are anticipated to start in the second quarter of 2017, and completion of the Project is anticipated to be in the second quarter of 2019. The likely haul route would be San Fernando Mission Boulevard to either the Ronald Reagan Freeway or the San Diego Freeway.

### **5. DISCRETIONARY ACTIONS AND APPROVALS**

The City of Los Angeles Department of City Planning is the lead agency for the Project. In order to permit development of the Project, the City may require approval of one or more of the following discretionary or ministerial actions:

- Site Plan Review;
- Project Permit Compliance;
- Density Bonus;
- Division of Land (Vesting Tentative Tract Map);
- Grading, haul route, excavation, and building permits; and
- Other permits, ministerial or discretionary, as may be necessary in order to execute and implement the project. Such approvals may include, but are not limited to landscaping plan approvals, permits for improvements in the public right-of-way and driveway curb cuts, storm

water discharge permits, permits for temporary street closures, and installation and hookup approvals for public utilities and related permits.

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

- Regional Water Quality Control Board.
- South Coast Air Quality Management District.

## 6. RELATED PROJECTS

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

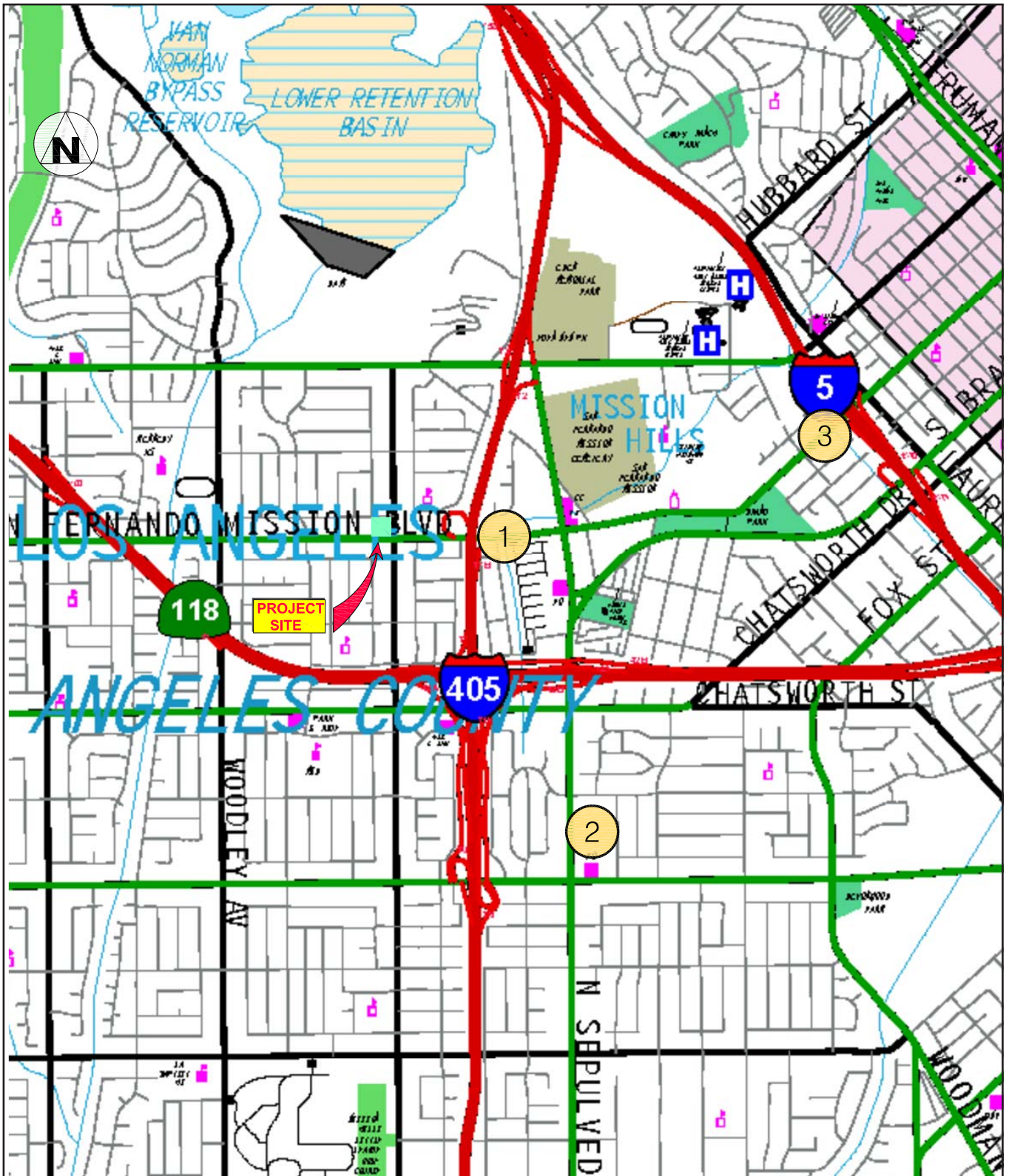
All proposed (those with pending applications), recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment when considered in conjunction with the Project are included in this Initial Study. For an analysis of the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

The three projects (see Table II-2, List of Related Projects) includes all approved, under construction, proposed, or reasonably foreseeable projects within the Study Area that are expected to be completed by the anticipated Project buildout and occupancy.

The list of related projects is not intended to be an exhaustive list of projects that may occur during the construction period, which cannot be known in an absolute way. Instead, the list is intended to demonstrate the reasonably anticipated magnitude of development that may occur in the study area during this period based on projects currently on file with appropriate local municipalities. Furthermore, the related projects list provides a conservative analysis because it is unlikely that all of the projects on the list will be developed due to various circumstances that could arise during the typical planning process. The related projects are shown on Figure II-15 (Location of Related Projects).


**Table II-2**  
**List of Related Projects**

ID	Location	Land Use
1	15530 San Fernando Mission Boulevard	28,929 sf office
2	10310 Sepulveda Boulevard	158,240 sf retail
3	15530 W. San Fernando Mission Boulevard	191 beds senior assisted living
<i>Source: Overland Traffic Consultants, 2016.</i>		



Source: Overland Traffic Consultants, Inc., July 2016.

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

<b>LEAD CITY AGENCY:</b> City of Los Angeles Department of City Planning		<b>COUNCIL DISTRICT:</b> CD 12 – Mitchell Englander
<b>PROJECT TITLE:</b> Woodley & San Fernando Mission Project	<b>ENVIRONMENTAL CASE:</b> ENV-2016-3077-MND	<b>CASE NO.</b> DIR-2016-3076-DRB-SPP-DB-SPR and VTT-74392-CN
<b>PROJECT LOCATION:</b> 11147 N. Woodley Avenue and 16201–16301 W. San Fernando Mission Boulevard, Los Angeles, CA 91344		
<p><b>PROJECT DESCRIPTION:</b> The Project would involve the demolition of the existing 94,098 square feet of commercial buildings, including a DMV, medical office, and restaurants at the Project Site (not including the restaurant at the corner of San Fernando Mission and Woodley Avenue) and the construction of three buildings containing 440 new residential apartment units and 64,650 square feet of ground-floor commercial. The 440 proposed apartment units would include 22 units for very-low income households. Total square footage of the Project would be approximately 497,623 square feet, with a floor area ratio (FAR) of 1.49:1. The maximum proposed height across the Project is 54 feet. The Project would provide 937 parking stalls and 558 bicycle parking spaces. The residential portion of the Project would include a total of 93,190 square feet of open space.</p> <p>In order to permit development of the Project, the City may require approval of one or more of the following discretionary actions: (1) Site Plan Review; (2) Project Permit Compliance Review; (3) Density Bonus; (4) Subdivision of Land (Vesting Tentative Tract Map); (5) grading, excavation, haul route, and building permits; and (6) other permits, ministerial or discretionary, may be necessary in order to execute and implement the Project.</p>		
<b>NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY</b> Harridge Development Group 6363 Wilshire Boulevard, Suite 600 Los Angeles, CA 90048		
<b>FINDING:</b> The Department of City Planning of the City of Los Angeles finds that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.		
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.		
<b>NAME OF PERSON PREPARING FORM</b> Heather Bleemers	<b>TITLE</b> City Planner	<b>TELEPHONE NUMBER</b> (213) 978-0092
<b>ADDRESS</b> 200 North Spring Street Los Angeles, California 90012	<b>SIGNATURE (Official)</b> 	<b>DATE</b> November 24, 2016

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

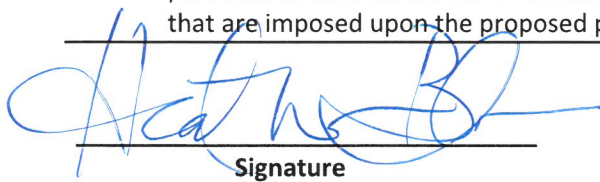
**INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)**

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> CD 12 – Mitchell Englander	<b>DATE:</b> November 24, 2016
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning		
<b>ENVIRONMENTAL CASE:</b> ENV-2016-3077-MND	<b>RELATED CASES:</b> DIR-2016-3076-DRB-PP-DB-SPR and VTT-74392-CN	
<b>PREVIOUS ACTIONS CASE NO.</b> None	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.	
<b>PROJECT DESCRIPTION:</b> Tract Map, grading, excavation, and building permits; and other permits, ministerial or discretionary, as may be necessary in order to execute and implement the project. Such approvals may include, but are not limited to landscaping plan approvals, permits for improvements in the public right-of-way and driveway curb cuts, storm water discharge permits, permits for temporary street closures, and installation and hookup approvals for public utilities and related permits.		
<b>ENV PROJECT DESCRIPTION:</b> The Project would involve the demolition of the existing 94,098 square feet of commercial buildings and the construction of three buildings containing 440 new residential apartment units and 64,650 square feet of ground floor commercial on a 7.95 acre site (346,245 square feet). The 440 proposed apartment units would include 22 units for very-low income households. Total square footage of the Project would be approximately 497,623 square feet, with a floor area ratio (FAR) of 1.49:1. The maximum proposed height across the Project is 54 feet. The Project would provide 937 parking stalls and 558 bicycle parking spaces. The residential portion of the Project would include a total of 93,190 square feet of open space.		
<b>ENVIRONMENTAL SETTING:</b> The Project is located at 11147 N. Woodley Avenue and 16201–16301 W. San Fernando Mission Boulevard (the “Project Site”) in the Granada Hills-Knollwood community of the City of Los Angeles (the “City”). The Project site is bounded by Woodley Avenue on the east, San Fernando Mission Boulevard on the south, Bull Creek storm channel on the west, and sports fields associated with John F. Kennedy High Schools to the north. The Project Site is associated with Assessor Parcel Numbers 2681-011-035, 2681-011-036 and 2681-011-039.		
<b>PROJECT LOCATION:</b> 11147 N. Woodley Avenue and 16201–16301 W. San Fernando Mission Boulevard, Los Angeles, CA 91344		
<b>COMMUNITY PLAN AREA:</b> Granada Hills - Knollwood <b>STATUS:</b> <input type="checkbox"/> Preliminary <input type="checkbox"/> Proposed	<input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	<b>AREA PLANNING COMMISSION:</b> North Valley  <b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> Granada Hills North
<b>EXISTING ZONING:</b> C1-1VL1	<b>MAX DENSITY ZONING:</b> 433 (C1)	<b>LA River Adjacent:</b> Yes – Bull Creek tributary
<b>GENERAL PLAN LAND USE:</b> Neighborhood Commercial	<b>MAX. DENSITY PLAN:</b> 866 (corresponding to the C2 Zone)	

**Determination (To be completed by Lead Agency)**

**On the basis of this initial evaluation:**

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

  
 \_\_\_\_\_  
 Signature

\_\_\_\_\_  
 City Planner  
 Title

\_\_\_\_\_  
 (213) 978-0092  
 Phone

**Evaluation of Environmental Impacts:**

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

5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

## Environmental Factors Potentially Affected:

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

<input type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input type="checkbox"/> AIR QUALITY <input type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input type="checkbox"/> GEOLOGY AND SOILS	<input type="checkbox"/> GREENHOUSE GAS EMISSIONS <input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input type="checkbox"/> TRANSPORTATION/CIRCULATION <input type="checkbox"/> UTILITIES <input type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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<b>INITIAL STUDY CHECKLIST</b> (To be completed by the Lead City Agency)	
<i>Background</i>	
<b>APPLICANT NAME:</b> Harridge Development Group	<b>PHONE NUMBER:</b> (323) 658-1511
<b>APPLICANT ADDRESS:</b> 6363 Wilshire Boulevard, Suite 600 Los Angeles, CA 90048	
<b>AGENCY REQUIRING CHECKLIST:</b> Department of City Planning	<b>DATE SUBMITTED:</b> November 24, 2016
<b>PROPOSAL NAME (If Applicable):</b> Woodley & San Fernando Mission Project	

## Mitigation Measures

### Hazards and Hazardous Materials

- MM 8-1** Tetrachloroethylene (PCE) remediation at 16233 San Fernando Mission Boulevard shall be continued until the Los Angeles County Fire Department – Site Mitigation Unit and other appropriate agencies determine that the site is suitable for construction and occupancy. Mitigation efforts associated with the PCE release may include individually or a combination of the following: continuation of the VES work; excavation and offsite disposal of the PCE impacted soil; or installation of an engineering control (sub-slab membrane) to reduce the potential for intrusion of PCE vapors to indoor air within future onsite structures, as determined by the Los Angeles County Fire Department – Site Mitigation Unit.
- MM 8-2** Fluorescent light fixtures shall be inspected for PCB content labels prior to disposal and if found to contain PCB, shall be disposed of by a licensed contractor per PCB disposal requirements.
- MM 8-3** A registered Cal/OSHA asbestos abatement contractor shall perform asbestos-related work and all disturbance and/or removal of asbestos containing material (ACM) or asbestos containing construction material (ACCM). Removal work shall be conducted in accordance with South Coast Air Quality Management District’s Rule 1403 and Cal/OSHA requirements for removal work as well as other state and federal rules and regulations.

**MM 8-4** Lead-based paint assessment of each existing structure on the Project Site shall be conducted prior to issuance of permits for any demolition/renovation activity involving a particular structure. Lead-based paint found in any buildings shall be removed and disposed of as a hazardous waste in accordance with all applicable regulations.

## **Project Design Features**

### **Public Services-Fire**

**PDF 14-1** The Project shall comply with all State and local building codes relative to fire protection, safety, and suppression. Specifically, the Project design shall incorporate the standards and requirements as set forth by Title 24, the City of Los Angeles Safety Element, the LAMC Fire Code, and any additional code requirements established by the LAFD relative to fire prevention, safety, suppression, and emergency access and response.

**PDF 14-2** The Project applicant shall submit a plot plan for approval of access and hydrants by the LAFD prior to the issuance of a building permit by the City. The plot plan shall include fire prevention and access features to the satisfaction of the LAFD, including the following standard requirements:

- Access for Fire Department apparatus and personnel to and into all structures shall be required.
- Any required Fire Annunciator panel or Fire Control Room shall be located within 50 feet visual line of site of the main entrance stairwell or to the satisfaction of the LAFD.
- Any required fire hydrants to be installed shall be fully operational and accepted by the LAFD prior to any building occupation.
- All water systems and roadways are to be improved to the satisfaction of the LAFD prior to any building occupation.
- All structures shall be fully sprinklered pursuant to LAMC Section 57.09.07(A).
- No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along the path of travel.

### **Public Services-Police**

**PDF 14-3** The Project shall comply with the design guidelines outlined in the LAPD Design Out Crime Guidelines, which recommend using natural surveillance to maximize visibility, natural access control that restricts or encourages appropriate site and building access, and territorial reinforcement to define ownership and separate public and private space. Specifically, the Project would:

- Install security industry standard security lighting at recommended locations including parking structures, pathway options, and curbside queuing areas;

- Install closed-circuit television at select locations including (but not limited to) entry and exit points, loading docks, public plazas and parking areas;
- Provide adequate lighting of parking structures, elevators, and lobbies to reduce areas of concealment;
- Provide lighting of building entries, pedestrian walkways, and public open spaces to provide pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into buildings;
- Design public spaces to be easily patrolled and accessed by safety personnel;
- Design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites; and
- Limit visually obstructed and infrequently accessed “dead zones.”

**PDF 14-4** Prior to the issuance of a certificate of occupancy for each construction phase and ongoing during operations, the Applicant or its successor shall develop an Emergency Procedures Plan to address emergency concerns and practices. The plan shall be subject to review by LAPD.

**Utilities and Service Systems - Water**

**PDF 17-1** The Applicant or its successor shall install new water meters as required.

**PDF 17-2** The Project shall include water conservation features in accordance with Title 24 of the California Code of Regulations (CCR).

**PDF 17-3** The Applicant or any applicable successor shall install plumbing and plumbing fixtures that meet the following requirements:

- Toilets. All toilets installed shall be high efficiency fixtures. The maximum flush volume for high efficiency toilets shall not exceed 1.1 gallons per flush (effective).

**PDF 17-4** Faucets. The flow rate for all indoor faucets shall be 2.2 gpm except as follows:

- The maximum flow rate for commercial use kitchen faucets shall be 1.8 gpm.

**PDF 17-5** The Applicant shall not use single pass cooling systems. Single-pass cooling systems are strictly prohibited for use in devices, processes, or equipment installed in commercial, industrial, or multi-family residential buildings. This prohibition shall not apply to devices, processes, or equipment installed for health or safety purposes that cannot operate safely otherwise.

**PDF 17-6** The Applicant or its successor shall use rotating sprinkler nozzles landscape irrigation with a maximum flow rate of 0.5 gpm;

**PDF 17-7** The Applicant or its successor shall use drought tolerant and native plants for 30 percent of total landscaping.

**PDF 17-8** The Applicant or its successor shall use drip/subsurface irrigation (Micro-Irrigation), weather-based irrigation controller, landscaping contouring to minimize precipitation runoff, micro-spray, water-conserving turf (if applicable), and zoned irrigation.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN SECTION IV OF THIS INITIAL STUDY, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN SECTION IV FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.</b></p>					
<b>I. AESTHETICS</b>					
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, OR OTHER LOCALLY RECOGNIZED DESIRABLE AESTHETIC NATURAL FEATURE WITHIN A CITY-DESIGNATED 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 THE SITE AND ITS SURROUNDINGS?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>II. AGRICULTURE AND FOREST RESOURCES</b>					
a.	CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE, AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 1220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e.	INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND, TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>III. AIR QUALITY</b>					
a.	CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE SCAQMD OR CONGESTION MANAGEMENT PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE AIR BASIN IS NON-ATTAINMENT (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	CREATE OBJECTIONABLE ODORS AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<b>IV. BIOLOGICAL RESOURCES</b>					
a.	HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATION, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE?	<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 THE CITY OR REGIONAL PLANS, POLICIES, REGULATIONS BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	HAVE A SUBSTANTIAL ADVERSE EFFECT ON FEDERALLY PROTECTED WETLANDS AS DEFINED BY SECTION 404 OF THE CLEAN WATER ACT (INCLUDING, BUT NOT LIMITED TO, MARSH VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
f.	CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V. CULTURAL RESOURCES</b>					
a.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF A HISTORICAL RESOURCE AS DEFINED IN STATE CEQA SECTION 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CAUSE A SUBSTANTIAL ADVERSE CHANGE IN SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO STATE CEQA SECTION 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	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"/>
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>VI. GEOLOGY AND SOILS</b>					
a.	EXPOSURE OF PEOPLE OR STRUCTURES TO POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY OR DEATH INVOLVING:				
i.	RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED 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 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"/>
<b>VII. GREENHOUSE GAS EMISSIONS</b>					
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"/>
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>					
a.	CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS	<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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT RESULT IN A SAFETY HAZARD FOR THE PEOPLE RESIDING OR WORKING IN THE AREA?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES, INCLUDING WHERE WILDLANDS ARE ADJACENT TO URBANIZED AREAS OR WHERE RESIDENCES ARE INTERMIXED WITH WILDLANDS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IX. HYDROLOGY AND WATER QUALITY</b>					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	SUBSTANTIALLY DEplete GROUNDWATER SUPPLIES OR INTERFERE WITH GROUNDWATER RECHARGE SUCH THAT THERE WOULD BE A NET DEFICIT IN AQUIFER VOLUME OR A LOWERING OF THE LOCAL	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	GROUNDWATER TABLE LEVEL (E.G., THE PRODUCTION RATE OF PRE-EXISTING NEARBY WELLS WOULD DROP TO A LEVEL WHICH WOULD NOT SUPPORT EXISTING LAND USES OR PLANNED LAND USES FOR WHICH PERMITS HAVE BEEN GRANTED)?				
c.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, IN A MANNER WHICH WOULD RESULT IN SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER, OR SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	PLACE HOUSING WITHIN A 100-YEAR FLOOD PLAIN AS MAPPED ON FEDERAL FLOOD HAZARD BOUNDARY OR FLOOD INSURANCE RATE MAP OR OTHER FLOOD HAZARD DELINEATION MAP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	PLACE WITHIN A 100-YEAR FLOOD PLAIN STRUCTURES WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	EXPOSE PEOPLE OR STRUCTURES TO A SIGNIFICANT RISK OF LOSS, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X. LAND USE AND PLANNING</b>					
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	CONFLICT WITH APPLICABLE LAND USE PLAN, POLICY OR REGULATION OF AN AGENCY WITH JURISDICTION OVER THE PROJECT (INCLUDING BUT NOT LIMITED TO THE GENERAL PLAN, SPECIFIC PLAN, COASTAL PROGRAM, OR ZONING ORDINANCE) ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	CONFLICT WITH ANY APPLICABLE HABITAT CONSERVATION PLAN OR NATURAL COMMUNITY CONSERVATION PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XI. MINERAL RESOURCES</b>					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?	<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"/>
<b>XII. NOISE</b>					
a.	EXPOSURE OF PERSONS TO OR GENERATION OF NOISE IN LEVEL IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	EXPOSURE OF PEOPLE TO OR GENERATION OF EXCESSIVE GROUND BORNE VIBRATION OR GROUND BORNE NOISE LEVELS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

d.	A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIII. POPULATION AND HOUSING</b>					
a.	INDUCE SUBSTANTIAL POPULATION GROWTH IN AN AREA EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	DISPLACE SUBSTANTIAL NUMBERS OF EXISTING HOUSING NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIV. PUBLIC SERVICES</b>					
WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENT FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES OR OTHER PERFORMANCE OBJECTIVE FOR ANY OF THE FOLLOWING PUBLIC SERVICES:					
a.	FIRE PROTECTION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	POLICE PROTECTION?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	SCHOOLS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	PARKS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	OTHER PUBLIC FACILITIES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XV. RECREATION</b>					
a.	WOULD THE PROJECT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	DOES THE PROJECT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVI. TRANSPORTATION/CIRCULATION</b>					
a.	CONFLICT WITH AN APPLICABLE PLAN, ORDINANCE OR POLICY ESTABLISHING MEASURES OF EFFECTIVENESS FOR THE PERFORMANCE OF THE CIRCULATION SYSTEM, TAKING INTO ACCOUNT ALL MODES OF TRANSPORTATION INCLUDING MASS TRANSIT AND NON-MOTORIZED TRAVEL AND RELEVANT COMPONENTS OF THE CIRCULATION SYSTEM, INCLUDING BUT NOT LIMITED TO INTERSECTIONS, STREETS, HIGHWAYS AND FREEWAYS, PEDESTRIAN AND BICYCLE PATHS AND MASS TRANSIT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	CONFLICT WITH AN APPLICABLE CONGESTION MANAGEMENT PROGRAM, INCLUDING BUT NOT LIMITED TO LEVEL OF SERVICE STANDARDS AND TRAVEL DEMAND MEASURES, OR OTHER STANDARDS ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	RESULT IN A CHANGE IN AIR TRAFFIC PATTERNS, INCLUDING EITHER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	AN INCREASE IN TRAFFIC LEVELS OR A CHANGE IN LOCATION THAT RESULTS IN SUBSTANTIAL SAFETY RISKS?				
d.	SUBSTANTIALLY INCREASE HAZARDS TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	CONFLICT WITH ADOPTED POLICIES, PLANS OR PROGRAMS REGARDING PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES, OR OTHERWISE DECREASE THE PERFORMANCE OR SAFETY OF SUCH FACILITIES?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVII. UTILITIES</b>					
a.	EXCEED WASTEWATER TREATMENT REQUIREMENTS OF THE APPLICABLE REGIONAL WATER QUALITY CONTROL BOARD?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW WATER OR WASTEWATER TREATMENT FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	REQUIRE OR RESULT IN THE CONSTRUCTION OF NEW STORMWATER DRAINAGE FACILITIES OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT FROM EXISTING ENTITLEMENTS AND RESOURCE, OR ARE NEW OR EXPANDED ENTITLEMENTS NEEDED?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER WHICH SERVES OR MAY SERVE THE PROJECT THAT IT HAS ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	BE SERVED BY A LANDFILL WITH SUFFICIENT PERMITTED CAPACITY TO ACCOMMODATE THE PROJECT'S SOLID WASTE DISPOSAL NEEDS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE</b>					
a.	DOES THE PROJECT HAVE THE POTENTIAL TO DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? ("CUMULATIVELY CONSIDERABLE" MEANS THAT THE INCREMENTAL EFFECTS OF AN INDIVIDUAL PROJECT ARE CONSIDERABLE WHEN VIEWED IN CONNECTION WITH THE EFFECTS OF PAST PROJECTS, THE EFFECTS OF OTHER CURRENT PROJECTS, AND THE EFFECTS OF PROBABLE FUTURE PROJECTS).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

The Project as identified in the project description may cause potentially significant impacts on the environment. Therefore, this environmental analysis concludes that an Environmental Impact Report shall be prepared to address all potential adverse impacts on the environment.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the Major Projects & EIR Section, Room 750, City Hall.

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

<b>PREPARED BY:</b> Heather Bleemers	<b>TITLE:</b> City Planner	<b>TELEPHONE NO.:</b> (213) 978-0092	<b>DATE:</b> November 24, 2016
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# IV. ENVIRONMENTAL IMPACT ANALYSIS

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## INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with each environmental issue and subject area identified in Section III (Initial Study Checklist). The thresholds of significance are based on the practices of the City of Los Angeles (the “City”), the *L.A. CEQA Thresholds Guide*, and other sources as noted.

## IMPACT ANALYSIS

### 1. AESTHETICS

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

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

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

The Project Site is relatively flat, comprises approximately 7.95 acres, and is currently occupied by a one-story commercial shopping center and surface parking.

Scenic vistas in the vicinity are limited to views of the foothills of the San Gabriel Mountains, which are intermittently visible from streets adjacent to the Project Site due to the location within the highly developed and urban area and relatively flat topography. Given the flat topography of the Project Site and surrounding area, panoramic views of the mountain foothills are obstructed by intervening buildings. There are no prominent topographic features on the Project Site from which scenic vistas could be viewed (see Figures II-3 through II-6 in Section II, Project Description).

The Project would involve the construction of a mixed-use development in three buildings, three- to four-stories each, including a total of 440 residential apartment units, approximately 64,650 square feet of commercial space, and approximately 937 parking spaces. The proposed maximum building height of approximately 54 feet would be an increase compared to existing structures on the Project Site and in the surrounding area which is mostly comprised of one- and two-story residential and commercial buildings. The Project has the potential to obstruct private views from surrounding uses of the mountain foothills; however, views of these foothills to the north are already limited by existing

development in the area. Additionally, the thresholds within the *L.A. CEQA Thresholds Guide* focus on public views and do not consider blockage of individual private views from commercial or residential properties to be a significant impact. Therefore, Project impacts associated with views of the San Gabriel Mountains would be less than significant and no mitigation measures are required.

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

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

There are no scenic resources, including scenic trees, rock outcroppings, or historic buildings on the Project Site. There are no State-designated or eligible-for-designation scenic highways in the Project Site vicinity.<sup>1</sup> Therefore, no impact would occur and no mitigation measures are required.

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

**Less Than Significant Impact.** A significant impact may occur if a project introduced incompatible visual elements on a project site or visual elements that would be incompatible with the character of the area surrounding a project site.

**General Character Significance Methodology**

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

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered or demolished;
- The amount of natural open space to be graded or developed;
- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc.;
- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;
- The degree to which the project would contribute to the area's aesthetic value; and
- Applicable guidelines and regulations.

The Project Site is located in a heavily urbanized and developed portion of the San Fernando Valley area in the City of Los Angeles. The Project Site is surrounded by residential and commercial land uses, generally one or two stories high. The proposed mixed-use buildings would be three to four stories

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<sup>1</sup> California Department of Transportation, *California Scenic Highway Mapping System, Los Angeles County*, website: [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/lanageles.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/lanageles.htm), accessed: August 2016.

high, or a maximum of 54 feet. As such, the Project represents a change to the visual character of the Project Site as the site is currently developed with single-story uses. The following discussion addresses the extent and significance of the change to the visual character resulting from the development of the Project.

### **Height**

The three proposed mixed-use buildings would range in height from 43 feet to a maximum of 54 feet from grade (three to four stories) (see Figure II-3 [Views of Project Site] in Section II [Project Description]). The maximum height permitted, pursuant to the Los Angeles Municipal Code (LAMC) is 45 feet and three stories, however, when coupled with the State Density Bonus (SB1818) height incentive the Project is permitted a maximum height of 54 feet and four stories. Although the Project's proposed height would be taller than buildings in the immediate vicinity, the Project's overall height would not constitute a substantial degradation of the visual character and quality of the Project Site and surrounding area. Therefore, the visual character impact associated with the proposed building's height would be less than significant and no mitigation measures are required.

### **Massing**

With respect to massing, the existing buildings in the vicinity of the Project Site are generally one or two stories high. The Project would result in the construction of three buildings for a total of 497,623 square feet of commercial and residential area. The Project Site is currently developed with a total of 94,098 square feet; therefore, the Project would increase overall building mass on the Project Site. With regard to bulk, the building's design addresses massing through architecture and design planning. As described above, building height varies from three- to four-stories. The building height along the San Fernando Mission Boulevard frontage steps up gradually to provide articulation in the building façade. Additionally, a pedestrian courtyard is located centrally along the building face to provide an exterior entrance to the residential lobby. This courtyard feature is highlighted by a 15-foot setback in the building and an architectural tower element that creates a break in the building face as well as vertical articulation. The Woodley Avenue frontage is similarly designed with a pedestrian courtyard centrally located along the building frontage leading to the residential lobby. This lobby is also highlighted by an architectural tower element giving vertical articulation to the building façade. The proposed Project incorporates both flat and low-pitched parapets to create movement along the roofline. Additionally recessed windows are utilized to create articulation on the building façade. The proposed Project would increase building mass on the Project Site compared to existing uses, but would maintain 15-foot front yard set backs and surface parking throughout the site, providing relief from building massing. Thus, the Project would not introduce building massing that would be out of character with the existing development in the area. Considering the existing developed environment and surrounding area, the proposed massing of the Project would not result in a substantial change to the visual character or the quality of the site or its surroundings. Therefore, the visual character impact associated with building mass would be less than significant and no mitigation measures are required.

### **Design**

The building would be designed in a Spanish Colonial architectural style that utilizes a palette of white, cream, tan, and grey, with terra cotta colored clay tile roofing. The building would include extensive fenestration including corner unit glazing, unit balconies, arched windows and arcades, recessed windows and arcades, and tower elements. The Project would develop an underutilized site with a new

mixed-use building with modern design features. The visual character impact associated with Project design would be less than significant and no mitigation measures are required.

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

**Less Than Significant Impact.** A significant impact may occur if a project introduces new sources of light or glare on or from a project site that would be incompatible with the surrounding area, or that pose a safety hazard to motorists utilizing adjacent streets. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant nighttime illumination impact shall be made considering the following factors:

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

### **Light**

The Project is located in a well-lit area of the City where there are moderate levels of ambient nighttime lighting, including street lighting, vehicle headlights, architectural and security lighting, and indoor building illumination (light emanating from structures which passes through windows). As development surrounding the Project Site is already impacted by lighting from existing development, the amount of new light sources must be highly visible in the field of view of light-sensitive uses to have any notable effect.

Night lighting for the Project would be provided to illuminate building vehicular and pedestrian entrances, signs, and security. Lighting would be low-level and ground- and/or building-mounted fixtures. As the Project Site currently contains one-story commercial buildings with limited nighttime use, the Project would have the potential to alter lighting patterns in the area of the Site by adding residential uses to the site that require 24-hour lighting. Surrounding land uses that would be sensitive to increases in ambient illumination include the residences located south of the Project Site on San Fernando Mission Boulevard and east of the Project Site on Woodley Avenue. Although the amount of light emanating from the Project would represent an increase over current light levels, Los Angeles Municipal Code (LAMC) Section 12.22.A.23(a)(5) requires the following:

*All public areas of the lot or lots not covered by a building shall have night lighting for safety and security. All other open exterior areas, such as walkways and trash areas, shall have low-level, security-type lighting. All exterior lighting shall be directed onto the lot or lots, and all flood lighting shall be designed to eliminate glare to adjoining properties. All parking areas shall have a minimum of ¼-foot-candle of flood lighting measured at the pavement.*

Additionally, headlights from vehicles entering and exiting the Project's parking area at night would be an increased source of light at the Project Site due to the greater intensity of use compared to existing conditions. However, the amount of light from vehicle headlights would not directly shine upon any nearby light-sensitive land use and residential vehicles would be parked indoors below grade. Therefore, the impact from the Project's lighting would be less than significant and no mitigation measures are required.

## Glare

Glare is a common phenomenon in the Southern California area due mainly to the occurrence of a high number of days per year with direct sunlight and the urbanized nature of the region, which results in a large concentration of potentially reflective surfaces. Potential reflective surfaces in the Project vicinity include vehicles traveling and parked on streets and exterior building windows. Receptors sensitive to daytime glare from reflected sunlight include motorists traveling on the roadways, and residential uses. The Project Site is developed with commercial buildings that include sources of glare such as building windows and parked cars. The Project would have both solid and glass surfaces. However, the proposed materials do not include highly reflective surfaces, such as polished metal or mirrored glass. Therefore, the impact potential sources of glare would be less than significant and no mitigation measures are required.

## Shade and Shadows

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

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

As described in the *L.A. CEQA Thresholds Guide*, for the purpose of this issue, a significant impact would occur if a project introduced light-blocking structures in excess of 60 feet in height above the ground elevation that would be located within a distance of three times the height of the proposed structure to a shadow-sensitive use on the north, northwest, or northeast.

The Project's three proposed buildings would range in height from 43 feet to a maximum of 54 feet above grade and therefore would not meet the 60-foot height criteria of potential shadow impacts set by the *L.A. CEQA Thresholds Guide*. Therefore, the Project would not create significant shadows on sensitive uses in the vicinity, and impacts would be less than significant and no mitigation measures are required.

## Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6, Related Projects) with respect to the topics listed in the aesthetics analysis above, including views, scenic resources, shade/shadow, etc.

The nearest related project to the Project Site number 1, located at 15530 San Fernando Mission Boulevard, which consists of 28,929 square feet of office space (see Figure II-15 in Section II, Project Description, of this IS/MND). This project would be approximately 0.75 miles east of the proposed Project. Potential views of this related project and the other two related projects in the vicinity are obstructed by existing built environment and are not located within the field of view of the Project Site.

Therefore, the Project's viewshed would not be impacted by development of the related projects, and the related projects would not combine with the Project to result in a cumulative aesthetic impact.

Any additional future development that would be clearly within the Project's viewshed are reasonably expected to occur in accordance with adopted plans and regulations, such as LAMC Section 12.22-A,23(a)(5), and be subject to the review and approval of the Department of City Planning prior to issuance of grading permits. Any approvals granted to future development projects, including the listed related projects in Section II.6, Related Projects, are reasonably anticipated to allow landscape and signage that would be aesthetically compatible with the surrounding neighborhood. As discussed above, the Project would result in less than significant impacts to aesthetics and would improve the existing visual character and quality of the Project Site. Considering all of the above, the cumulative aesthetic impact would be less than significant and no mitigation measures are required.

## 2. AGRICULTURE AND FOREST RESOURCES

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

**No Impact.** Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to result in the conversion of State-designated Farmland to a non-agricultural use.

The Project Site is located in the Granada Hills community and is currently developed with a commercial center. According to the State's Farmland Mapping and Monitoring Program's most recent farmland mapping data for Los Angeles County, neither the Project Site nor the surrounding area are designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.<sup>2</sup> Moreover, according to the Soil Candidate Listing for Prime Farmland and Farmland of Statewide Importance, Los Angeles County, which was prepared by the U.S. Department of Agriculture's Natural Resources Conservation Service, the soils at the Project Site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.<sup>3</sup> Therefore, no impact would occur and no mitigation measures are required.

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

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

The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in LAMC, particularly Chapter 1, General Provisions and Zoning (the Planning and Zoning Code). The Planning and Zoning Code includes development standards for the various districts in the City. The Project Site is zoned for commercial land uses. Thus, the Project

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<sup>2</sup> *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2012, published January 2015.*

<sup>3</sup> *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Soil Candidate Listing for Prime Farmland and Farmland of Statewide Importance, Los Angeles County, updated August 31, 2009.*

Site is not zoned for agricultural use, nor are there any agricultural uses currently occurring at the Project Site or within the surrounding area. Additionally, according to the State's most recent Williamson Act land data, neither the Project Site nor surrounding area are under a Williamson Act contract.<sup>4</sup> Therefore, no impact would occur and no mitigation measures are required.

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

**No Impact.** Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to result in the conversion of land zoned for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).

In the City, forestland is a permitted use in areas zoned OS (Open Space); however, the City does not have specific zoning for timberland or Timberland Production. The Project Site is currently zoned C1, which does not permit forestland, timberland, or Timberland Production land uses. Therefore, no impact would occur and no mitigation measures are required.

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

**No Impact.** Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project were to result in the loss of forestland or conversion of forestland to non-forest use.

The Project Site is located in the developed Granada Hills community of the San Fernando Valley. No forestland exists on or in the vicinity of the Project Site, and implementation of the Project would not result in the loss or conversion of forestland. Therefore, no impact would occur and no mitigation measures are required.

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

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

The Project Site is located in the developed Granada Hills community. No State-designated farmland, agricultural uses, or forestland uses are located in the surrounding area of the Project Site. As such, implementation of the Project would not result in the conversion of existing Farmland, agricultural uses, or forestland on- or off-site. Therefore, no impact would occur and no mitigation measures are required.

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<sup>4</sup> *State of California Department of Conservation, Division of Land Resource Protection, State of California Williamson Act Contract Land, Data Submissions Current to 2014, published 2015.*

## Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6, [Related Projects]) with respect to the topics listed in the analysis above, including State-designated farmland, agricultural uses, and forest land uses. The cumulative impacts study area for agriculture and forestry resources is the extent of the related projects (see Figure II-15 [Location of Related Projects] in Section II [Project Description]). The Project Site and related projects are located in a developed area of the City, and none of these respective sites contain State-designated farmland.<sup>5</sup> Neither the Project Site nor the related projects are located on land currently used as agriculture or forest land, or on land zoned for agricultural uses or forest land, timberland, or Timberland Production. Thus, neither the Project nor the related projects would result in the conversion of existing agricultural uses or zoning to a non-agricultural use, nor result in the loss of forest land, timberland, Timberland Production or zoning, or the conversion of forest land to non-forest use. Therefore, there would be no cumulative impacts on agriculture and forestry resources.

### 3. AIR QUALITY

The following section summarizes and incorporates by reference the information provided in the *Air Quality Impact Analysis for the Woodley & San Fernando Mission Mixed-Use Project*, by Cadence Environmental Consultants, dated August 2016 (Air Quality Report), which is provided as Appendix B to this Initial Study.

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

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

The SCAQMD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on December 7, 2012 and supplemented in February 2015. This AQMP, referred to as the 2012 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2012 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin.

The future air quality levels projected in the 2012 AQMP are based on several assumptions. For example, the SCAQMD assumes that general new development within the Basin will occur in accordance with population growth and transportation projections identified by the Southern California Association of Governments (SCAG) in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was adopted on April 4, 2012. The 2012 AQMP also assumes that general development

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<sup>5</sup> *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2012, published January 2015.*

projects will include strategies (mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations which are designed to address air quality impacts and pollution control measures.

For general development projects, the SCAQMD recommends that consistency with the current AQMP be determined by demonstrating consistency with adopted local land use plan designations and/or population projections used in the development of the AQMP. Projects that are consistent with adopted local land use plan designations and/or applicable population projections would not interfere with air quality attainment because the growth of the project is included in the projections utilized in the formulation of the 2012 AQMP. As such, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the SCAQMD's recommended daily emissions thresholds. However, changing a land use designation that would result in more intensive growth and/or exceeding the AQMP population projections could jeopardize attainment of the air quality conditions projected in the AQMP and is considered to be a significant impact.

It is assumed that the proposed project would comply with all SCAQMD rules and regulations that are in effect at the time of development and that are applicable to the project; the project applicant is not requesting any exemptions from the currently adopted or proposed rules.

The proposed residential and commercial uses are also allowed under the City of Los Angeles' existing land use designations for the Project Site. Therefore, the proposed project would not exceed the growth projections of the AQMP, and, as such, would not conflict with the 2012 AQMP or jeopardize attainment of state and national ambient air quality standards in the area under the jurisdiction of the SCAQMD.

The proposed project would also be subject to the Los Angeles Green Building Code (Ordinance No. 182849), which adopted portions of the current California Green Building Standards (CALGreen) Code standards to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Mandatory measures that would be applicable to the proposed project and that would help to reduce potential air pollutant emissions include the following:

#### Residential Uses

- 99.04.106.4. Electric Vehicle (EV) charging for new construction. New construction shall comply with Section 99.04.106.4.1 and 99.04.106.4.2 to facilitate future installation of electric vehicle supply equipment (EVSE). EVSE and all devices related to EV charging shall be installed in accordance with California Electrical Code, Article 625.
  - 99.04.106.4.2. Multifamily Dwellings. At least five percent of the total parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future EVSE.
- 99.04.106.5. Cool Roof for Reduction of Heat Island Effect.
  - 99.04.106.5.1. Solar Reflectance. Roofing material shall have a minimum 3-year aged solar reflectance equal to or greater than 0.63 for a roof slope  $\leq 2:12$  or 0.20 for a slope  $> 2:12$ .
  - 99.04.106.5.2. Thermal Emittance. Roofing material shall have a Cool Roof Rating Council (CRRC) initial or aged thermal emittance equal to or greater than 0.75.

- 99.04.106.7. Reduction of Heat Island Effect for Nonroof Areas. Reduce non roof heat islands for 25 percent of pathways, patios, driveways, or other paved areas.
- 99.04.211.4. Solar Ready Buildings.
- 99.04.211.5. Space for Future Electrical Solar System Installation. With limited exceptions, buildings shall provide a minimum of 250 square feet of contiguous unobstructed roof area for the installation of future solar photovoltaic or other electrical solar panels.

#### Non-Residential Uses

- 99.05.106.5.3. Electric Vehicle (EV) Charging. Provide infrastructure to facilitate future installation of electric vehicle supply equipment (EVSE). EVSE and all devices related to EV charging shall be installed in compliance with the California Building Code Section 406.9, the California Electrical Code Article 625, and as follows:
  - 99.05.106.5.3.1. Charging Locations. Parking facilities shall have five (5) percent of the total parking spaces, but not less than one (1), capable of supporting future EVSE charging locations.
- 99.05.211.1. Solar Ready Buildings. Comply with Section 110.10 of the California Energy Code.

Based on this information, the proposed project would be consistent with the AQMP and the City of Los Angeles' efforts to reduce regional air pollutant emissions. The impact of the proposed project would be less than significant.

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

**Less Than Significant Impact.** A project may have a significant impact if project-related emissions would exceed federal, State, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. To address potential impacts from construction and operational activities, the SCAQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in Table IV-1, SCAQMD Thresholds of Significance, be considered significant. The City of Los Angeles defers to these thresholds for the evaluation of construction-related and operational air quality impacts.

**Table IV-1  
SCAQMD Thresholds of Significance**

<b>Pollutant</b>	<b>Construction Thresholds (lbs/day)</b>	<b>Operational Thresholds (lbs/day)</b>
Volatile Organic Compounds (VOC)	75	55
Nitrogen Oxides (NO <sub>x</sub> )	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SO <sub>x</sub> )	150	150
Particulate Matter (PM <sub>10</sub> )	150	150
Fine Particulate Matter (PM <sub>2.5</sub> )	55	55
<i>Note: lbs = pounds.</i> <i>Source: SCAQMD CEQA Handbook, SCAQMD Air Quality Significance Thresholds, website: <a href="http://aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2">http://aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2</a>, accessed: April 20, 2016.</i>		

### Mass Daily Regional Construction-Related Emissions

As discussed previously, construction of the proposed project is anticipated to begin in early 2017 and take place over a period of approximately 18 months. Demolition of the existing surface park lot would result in the export of approximately 5,450 cubic yards of debris from the site. As with all construction projects less than 50 acres in size, the proposed project would be subject to the best available control measures of Table 1 of SCAQMD Rule 403 for the control of fugitive dust throughout the construction phases of development.

The analysis of mass daily regional construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod v. 2013.2.2), as recommended by the SCAQMD, with the assumption that the project would comply with the fugitive dust control requirements of SCAQMD Rule 403. The mass daily construction-related emissions are shown in Table IV-2. These emissions assume a worst-case scenario in which the full set construction equipment would be used each day throughout the entire construction phase. In reality, each piece of equipment would only be used for a portion of each day and there would be days when very little equipment is used. As shown in Table IV-2, the mass daily regional construction-related emissions generated during the project construction phase would not exceed the thresholds of significance recommended by the SCAQMD. Therefore, this impact of the project would be less than significant.

**Table IV-2  
Estimated Mass Daily Regional Construction Emissions**

Year of Construction	Emissions in Pounds Per Day					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2017	7.7	96.7	72.4	0.2	7.7	4.3
2018	5.5	35.5	59.9	0.1	8.5	3.4
2019	28.4	40.0	69.5	0.2	9.9	4.0
SCAQMD Thresholds of Significance	75.0	100.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	No	No

*Notes: Construction emission calculations based on the construction phasing discussed previously in this report. Calculated PM<sub>10</sub> and PM<sub>2.5</sub> emissions assume compliance with SCAQMD Rule 403 for fugitive dust. Fugitive dust control is required under Rule 403 and is not typical mitigation to reduce an otherwise significant environmental impact of this project. The emissions shown in this table are the mitigated overall construction emissions totals shown on page 4 of the CalEEMod results sheets. Dust control in CalEEMod is only allowed to be entered as mitigation even though it is required under Rule 403. No project-specific mitigation measures are identified for this project. CalEEMod result sheets are provided in Appendix A of the Air Quality Report (see Appendix B of this Initial Study).*

*Source: Cadence Environmental Consultants, 2016.*

### Mass Daily Regional Operational Emissions

Operational emissions generated by area sources, energy sources, and mobile sources would result from the increased amount of normal day-to-day activities at the Project Site after occupation. Area source emissions are generated by the operation of landscape maintenance equipment and the use of consumer products. Energy Sources are generated by the consumption of natural gas for heating and cooking.

The average daily operational emissions generated by the proposed project and the existing uses at the Project Site have been calculated using CalEEMod. The results of these calculations are presented in Table IV-3. As shown, the total net increase in operational emissions generated by the proposed project would not approach the operational thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the proposed project would be less than significant.

**Table IV-3  
Estimated Mass Daily Operational Emissions**

Emissions Source	Emissions in Pounds per Day					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Proposed Project</b>						
Area Sources	19.9	0.4	36.5	<0.1	0.2	0.2
Energy Sources	0.1	1.0	0.5	<0.1	0.1	0.1
Mobile (Motor Vehicles) Sources	30.0	63.8	274.6	0.8	49.6	13.9
<b>Total Emissions</b>	50.0	65.2	311.6	0.8	49.9	14.2
<b>Existing Site Uses</b>						
Area Sources	6.8	<0.1	<0.1	<0.1	<0.1	<0.1
Energy Sources	0.1	1.0	0.8	<0.1	0.1	0.1
Mobile (Motor Vehicles) Sources	31.2	71.3	304.7	0.6	42.9	12.1
<b>Total Emissions</b>	38.3	72.3	305.5	0.7	42.9	12.2
<b>Total Net Change</b>	11.7	-7.1	6.1	0.1	7.0	2.0
SCAQMD Thresholds of Significance	55.0	55.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	No	No
<i>Notes: The emissions shown in this table are the unmitigated overall operational emissions totals shown on page 7 of the CalEEMod results sheets for the proposed project (Appendix A of the Air Quality Report [Appendix B of this Initial Study]) and page 5 of the CalEEMod results sheets for the existing uses at the Project Site (Appendix B of the Air Quality Report [Appendix B of this Initial Study]).</i>						
<i>Source: Cadence Environmental Consultants, 2016.</i>						

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

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

Because the South Coast Air Basin is currently in nonattainment for ozone, nitrogen dioxide (NO<sub>2</sub>), PM<sub>10</sub> and PM<sub>2.5</sub>, related projects may likely exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of the proposed project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts. Furthermore, the SCAQMD states that if an individual development project generates less than significant construction or operational emissions impacts, then the development project would not contribute to a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

As discussed above, the mass daily regional emissions generated by project construction-related activities and the total net increase in mass daily regional emissions generated by operational activities would not exceed any of the thresholds of significance recommended by the SCAQMD. Also, as discussed below, daily localized emissions generated by the proposed project would not exceed the SCAQMD's Localized Significance Thresholds (LSTs). Therefore, the proposed project would not

contribute a cumulatively considerable increase in emissions for the pollutants for which the Basin is in nonattainment. The cumulative air quality impacts associated with the proposed project would be less than significant.

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

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

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

The nearest sensitive receptors to the proposed Project Site are the residential properties located to the east, south, and west. John F. Kennedy High School is located to the immediate north of the Project Site, although the nearest classrooms are located approximately 200 feet from the Project Site.

The localized emissions of concern are NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. The SCAQMD has developed localized significance threshold (LST) look-up tables for Project Sites that are one, two, and five acres in size to simplify the evaluation of localized emissions at small sites. LSTs are provided for each Source Receptor Area (SRA) of the Basin and various distances from the source of emissions, and these LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards in the affected area. In the case of this analysis, the proposed Project Site is located within SRA 6 (West San Fernando Valley) and the nearest sensitive use is adjacent to the site. Therefore, the LSTs for a five-acre site and receptors located within 25 meters are used to address the potential localized NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> impacts to the area surrounding the proposed Project Site.

**Localized Construction Emissions**

Table IV-4 identifies the maximum daily emissions that are estimated to occur at the Project Site during the construction phases of the proposed project. As shown, emissions during the construction phases would not exceed the SCAQMD's LSTs for the specified pollutants. Therefore, impacts related to localized pollutant concentrations during construction would be less than significant.

**Table IV-4  
Estimated Daily Localized Construction Emissions**

Construction Phase	Emissions in Pounds Per Day			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Building Demolition and Parking Lot Removal</b>				
On-site Emissions	34.7	27.1	2.6	1.7
SCAQMD Localized Thresholds	221.0	1,158.0	11.0	6.0
Significant Impact?	No	No	No	No
<b>Site Excavation and Grading</b>				
On-site Emissions	44.0	32.2	3.1	2.6
SCAQMD Localized Thresholds	221.0	1,158.0	11.0	6.0
Significant Impact?	No	No	No	No
<b>Parking Structure Construction and Lot Paving</b>				
On-site Emissions	23.5	13.4	1.2	1.1
SCAQMD Localized Thresholds	221.0	1,158.0	11.0	6.0
Significant Impact?	No	No	No	No
<b>Building Construction and Architectural Coatings (2019)</b>				
On-site Emissions	28.3	24.5	1.8	1.7
SCAQMD Localized Thresholds	221.0	1,158.0	11.0	6.0
Significant Impact?	No	No	No	No

*Localized thresholds for construction emissions for a five-acre site at a receptor distance of 25 meters, as established by the SCAQMD for sites in SRA 6.*

*Calculated PM<sub>10</sub> and PM<sub>2.5</sub> emissions assume compliance with SCAQMD Rule 403 for fugitive dust. Fugitive dust control is required under Rule 403 and is not typical mitigation to reduce an otherwise significant environmental impact of this project. The emissions shown in this table for the building demolition and site excavation and grading phases are the mitigated construction on-site emissions totals shown on pages 11 and 13 of the CalEEMod results sheets. Dust control in CalEEMod is only allowed to be entered as mitigation even though it is required under Rule 403. No project-specific mitigation measures are identified for this project.*

*The on-site emissions for the parking structure construction and lot paving are the unmitigated on-site emissions from page 14 of the CalEEMod results sheets.*

*The on-site emissions for building construction and architectural coatings are the combined unmitigated on-site emissions from pages 20 and 22 of the CalEEMod results sheets.*

*CalEEMod result sheets are provided in Appendix A of the Air Quality Report (Appendix B of this Initial Study).*

*Source: Cadence Environmental Consultants, 2016.*

### Localized Operational Emissions

The average daily localized operational emissions that would be generated at the proposed Project Site are shown in Table IV-5 along with the applicable operational LSTs for SRA 6. As shown on-site operational emissions generated by the new residential and commercial uses would not approach the established SCAQMD localized thresholds. Therefore, this impact would be less than significant.

In addition to the emissions generated at the Project Site, localized emissions would also be generated by vehicles traveling through nearby intersections. Traffic-congested roadways and intersections (Level of Service [LOS] D or worse) have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed national and/or state standards for CO are termed CO “hotspots.” The SCAQMD considers CO as a localized problem requiring additional analysis when a project is likely to subject sensitive receptors to CO hotspots.

**Table IV-5  
Estimated Daily Localized Operational Emissions**

Emissions Source	Emissions in Pounds per Day			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	0.4	36.5	0.2	0.2
Energy Sources	1.1	0.6	0.1	0.1
Mobile Sources	0.6	2.7	0.5	0.1
Total Emissions	2.1	39.8	0.8	0.4
SCAQMD Thresholds of Significance	221.0	1,158.0	3.0	2.0
Significant Impact?	No	No	No	No

*Localized thresholds for operational emissions for a five-acre site at a receptor distance of 25 meters, as established by the SCAQMD for sites in SRA 6.*

*The emissions shown in this table are the unmitigated operational area and energy emissions totals shown on page 7 of the CalEEMod results sheets.*

*Per LST methodology, only on-site mobile source emissions need be included. It is estimated that approximately 1.0 percent of the unmitigated mobile source emissions from page 7 of the CalEEMod results sheets would occur within the Project Site.*

*CalEEMod result sheets are provided in Appendix A of the Air Quality Report (Appendix B of this Initial Study).*

*Source: Cadence Environmental Consultants, 2016.*

The SCAQMD has recommended that a CO hotspot analysis should be conducted for intersections where the proposed project would have a significant traffic-related congestion impact causing the LOS to change to E or F or when a project increases the volume to capacity ratio (V/C) increases by 2% and the LOS is D or worse. It should be noted that these recommendations were formulated several years ago when the Basin was a nonattainment area for federal and state CO standards. The South Coast Air Basin is now in attainment of all applicable ambient CO standards and the maximum 1-hour concentration of 3.0 parts per million (ppm) and the maximum 8-hour concentration of 3.0 ppm measured within SRA 6 in 2014 (the most recent data available) are well below the 35.0 ppm federal and 20.0 ppm state 1-hour standards as well as the 9.0 federal and state 8-hour standard.

According to the Technical Traffic Evaluation prepared for the proposed project, the proposed project would generate approximately 6,246 vehicle trips per day with 328 trips occurring during the AM peak traffic hour and 577 trips during the PM peak traffic hour.<sup>6</sup> These numbers are less than the 8,249 daily trips, 377 AM peak hour trips, and 783 PM peak hour trips generated by the existing uses at the site.<sup>7</sup> However, there would be slight changes in the access patterns of vehicles entering and existing the site.

<sup>6</sup> Overland Traffic Consultants, 2016.

<sup>7</sup> Overland Traffic Consultants, 2016.

The Technical Traffic Evaluation concludes that the traffic generated by the proposed project would not cause a significant impact at any of the intersections in the vicinity of the Project Site and that the intersection of San Fernando Mission Boulevard and Woodley Avenue would continue to operate at LOS A. As such, the change in traffic associated with the project would not be capable of increasing localized CO concentrations at intersections to levels that exceed federal and/or state standards. The impact of the proposed project would be less than significant.

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

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

Operational odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed project involves the construction and operation of new residential units and commercial uses, which are not typically associated with odor complaints. As the proposed project involves no elements related to industrial projects, no objectionable odors are anticipated. Therefore, the potential operational impacts associated with objectionable odors would be less than significant.

**Cumulative Impacts**

Because the South Coast Air Basin is currently in nonattainment for ozone, NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, other new projects in the local vicinity could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With regard to determining the significance of the Project contribution, the SCAQMD considers any construction-related and/or operational emissions from individual projects that exceed the project-specific thresholds of significance identified above to be considered cumulatively considerable. As discussed above, the maximum mass daily regional and localized construction-related activities and the total net increase in mass daily regional emissions generated by operational activities would not exceed the thresholds of significance recommended by the SCAQMD. Therefore, the proposed project would not contribute a cumulatively considerable increase in emissions for the pollutants for which the Basin is in nonattainment. The cumulative air quality impacts associated with the proposed project would be less than significant.

**4. BIOLOGICAL RESOURCES**

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

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

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;

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

The Project Site is located in the developed Granada Hills community, and is currently fully developed with a commercial center and surface parking. According to the *L.A. CEQA Threshold Guide*, the City encompasses a variety of open space and natural areas that serve as habitat for sensitive species. Much of this natural open space is found in or is adjacent to the foothill regions of the San Gabriel, Santa Susana, Santa Monica, and Verdugo Mountains, the Simi Hills, and along the coastline between Malibu and the Palos Verdes Peninsula. Many of the outlying areas are contiguous with larger natural areas, and may be part of significant wildlife habitats or movement corridors. The central and valley portions of the City contain fewer natural areas.<sup>8</sup> According to Exhibit C-5 of the *L.A. CEQA Threshold Guide*, the Project Site and immediately surrounding area are not identified as a biological resource area. Moreover, the Project Site is not within a designated or proposed Significant Ecological Area.<sup>9</sup>

The Project Site does not contain any habitat capable of sustaining any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. There are no known locally designated natural communities at the Project Site. Furthermore, the Project Site is not located immediately adjacent to undeveloped natural open space or a natural water source that may otherwise serve as habitat for State or federally listed species. The Project Site is adjacent to the channelized Bull Creek storm channel. In the project vicinity, the storm channel is lined with concrete; south of Victory Boulevard the storm channel becomes a free flowing creek, without concrete lining, and joins the Los Angeles River in the Sepulveda Basin Recreation Area. The portion of the storm channel directly adjacent to the Project Site does not contain any trees, plants, or habitat. Therefore, the Project would have no impact on sensitive biological species or habitat and no mitigation measures are required.

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

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

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community;
- The alternation of an existing wetland habitat; or

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<sup>8</sup> City of Los Angeles, *L.A. CEQA Thresholds Guide*, 2006, pages C-1 – C-2.

<sup>9</sup> Los Angeles County Department of Regional Planning, *Planning & Zoning Information, GIS-NET3 online database*, website: [http://planning.lacounty.gov/assets/upl/project/gp\\_2035\\_2014-FIG\\_9-3\\_significant\\_ecological\\_areas.pdf](http://planning.lacounty.gov/assets/upl/project/gp_2035_2014-FIG_9-3_significant_ecological_areas.pdf), accessed: August 2016.

- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is within a developed area. No riparian or other sensitive habitats are located on or adjacent to the Project Site. As discussed above, neither the Project Site nor adjacent areas are within a biological resource area or Significant Ecological Area. Implementation of the Project would not result in adverse impacts to riparian habitat or other sensitive natural communities. Therefore, no impact would occur and no mitigation measures are required.

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

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

The Project Site is within a developed area, and is completely paved and developed. Review of the National Wetlands Inventory identified no protected wetlands in the immediate Project Site area.<sup>10</sup> The Project Site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. Additionally, although the Project Site is adjacent to the channelized Bull Creek storm channel, the storm channel is lined with concrete and does not contain any trees, plants, or habitat. Therefore, no impacts to riparian or wetland habitats would occur with implementation of the Project and no mitigation measures are required.

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

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

Due to the condition and location of the Project Site, there are no wildlife corridors or native wildlife nursery sites in the Project vicinity. However, there are 20 non-native trees and 12 palms on the Project Site and along San Fernando Mission Boulevard and Woodley Avenue. These on-site trees were planted for landscaping and shading of the surface parking areas, and would be removed during construction of the Project. The trees, as well as other trees near the Project Site, could contain suitable habitat for nesting migratory birds that are protected under the federal *Migratory Bird Treaty Act* (MBTA). The MBTA, which is an international treaty ratified in 1918, protects migratory nongame native bird species (as listed in 50 C.F.R. Section 10.13) and their nests. Additionally, Section 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests, including raptors and other migratory nongame birds (as listed under the MBTA). The California Department of Fish and Game advises the following for adherence with the existing federal and state legislation:

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<sup>10</sup> U.S. Fish and Wildlife Service, *National Wetlands Inventory, Wetlands Mapper, website: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed: December 10, 2015.*

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
  - Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
  - If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.

Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
  - The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

The Project would be required to comply with these existing federal and state laws, MBTA and California Fish and Game Code, respectively. Therefore, impacts would be less than significant and no mitigation measures are required.

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

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City's Protected Tree Ordinance No. 177,404.

Trees protected under Ordinance No. 177,404 include Valley Oak, California Live Oak, and any other tree of the oak genus indigenous to California, excluding the Scrub Oak; Southern California Black Walnut; Western Sycamore; and the California Bay. None of these tree species occur at the Project Site. There

are currently approximately 20 non-native trees and 12 palms with diameters of greater than 8 inches located on the Project Site, which are not protected by a tree preservation policy or ordinance.<sup>11</sup>

During construction of the Project, all existing trees on the Project Site would be removed. The Project's landscaping plan includes planting of 225 trees and 52 palms on the site, which well exceeds the City's tree replacement ratio of 1:1 for trees with an 8-inch diameter or greater. As the planned landscaping program exceeds the replacement planting requirement of the City, impacts would be less than significant.

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

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

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

**Cumulative Impacts**

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6, [Related Projects]) with respect to the topics listed in the biological resources analysis above, including special status species and habitat, riparian habitat and sensitive natural communities, wetlands, wildlife movement, protected trees, etc. The cumulative impacts biological resources study area is the extent of the related projects.

The Project Site and the related projects are located in a developed area in the City. However, it is unknown whether or not any of the properties on which the related projects are located contain biological resources, such as sensitive species or protected trees. Nonetheless, as there are no biological resources on the Project Site (see analysis above), there is no potential for the Project to contribute to a cumulative impact. Therefore, cumulative impacts to biological resources would be less than significant.

**5. CULTURAL RESOURCES**

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

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

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

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<sup>11</sup> Paul Lewish, *Landscape Architect, Tree Survey and Letter, July 26, 2016 (See Appendix C to this Initial Study)*.

- 2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or
- 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

A significant impact would occur if a project were to adversely affect an historical resource meeting one of the above definitions. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

The Project Site is currently developed with a commercial center and surface parking, which were built between 1961 and 1985, and which are not considered to be historical resources. The Project Site does not require historic preservation review and is not within a historic preservation overlay zone.<sup>12</sup> Therefore, no impact would occur and no mitigation measures are required.

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

**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. Based on the criteria in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with a project would disturb archaeological resources that presently exist within the Project Site. Section 15064.5 of the *State CEQA Guidelines* defines criteria for historical resources or resources that constitute unique archaeological resources. A significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories.

Based on a review of City of Los Angeles Prehistoric and Historic Archaeological Sites and Survey Areas Map, the Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas.<sup>13</sup> In addition, the Project is located in a highly urbanized area of the City of Los Angeles and has been subject to past disturbance, including the construction of commercial uses that currently occupy the site. Any archaeological resources that may have existed near the site surface are likely to have been disturbed or previously removed. However, the Project would likely result in deeper excavations than previously performed on the site. As such, previously unknown archaeological resources may exist beneath the Project Site that could be uncovered during excavation activities. If previously unknown archaeological resources are found during excavation, the Project would be required to follow procedures detailed in California Public Resources Code Section (PRC) 21083.2. The required compliance would ensure any found deposits are treated in accordance with federal, State, and local guidelines, including those set forth in to PRC Section 21083.2. Therefore, impacts would be less than significant, and further analysis of this issue is not required.

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<sup>12</sup> City of Los Angeles Department of City Planning, *Zone Information & Map Access System*, website: <http://zimas.lacity.org>, accessed: July 18, 2016.

<sup>13</sup> City of Los Angeles, *Citywide General Plan Framework Final Environmental Impact Report*, certified August 2001, Figure CR-1 – Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles.

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

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

The Project Site is relatively flat, and does not contain any unique geological features. There are no known paleontological resources within the Project Site.<sup>14</sup> The Project Site and surroundings are within an area identified as having surface sediments with unknown fossils potential.<sup>15</sup> Although the Project Site has been previously disturbed and developed since 1961, and no paleontological resources have been identified on site or in the vicinity, the Project would require additional ground disturbance that would involve deeper excavation than previously performed at the site into native soils that may contain paleontological resources. If previously unknown paleontological resources are inadvertently found during excavation, the Project would be required to follow procedures as detailed in the California Public Resources Code Sections 5097.5 and 30244. Therefore, through compliance with existing State regulations related to paleontological resources, impacts to unknown paleontological resources that could be inadvertently discovered at the Project Site would be less than significant, and no mitigation measures are required.

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

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

There are no known human remains within the Project Site. However, previously unknown human remains may exist beneath the Project Site that could be encountered during Project excavation and grading activities. While no formal cemeteries, other places of human interment, or burial ground sites are known to occur within the immediate Project Site area, there is always a possibility that human remains could be encountered during construction. If previously unknown human remains are found during excavation, the Project would follow procedures as detailed in the California Health and Safety Code Section 7050.5. If human remains of Native American origin are discovered during Project construction, the Project would comply with State laws, which fall within the jurisdiction of the Native American Heritage Commission (Public Resources Code Section 5097), relating to the disposition of Native American burials. Therefore, through compliance with existing State regulations related to human remains, impacts to unknown human remains that could be inadvertently discovered at the Project Site would be less than significant, and no mitigation measures are required.

**e) Would the project cause a substantial adverse change in the significance of a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe that is listed or determined eligible for listing on the California register of**

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<sup>14</sup> City of Los Angeles, *Citywide General Plan Framework Final Environmental Impact Report*, certified August 2001, Figure CR-2 – Vertebrate Paleontological Resources in the City of Los Angeles.

<sup>15</sup> City of Los Angeles, *Citywide General Plan Framework Final Environmental Impact Report*, certified August 2001, Figure CR-3 – Invertebrate Paleontological Resource Sensitivity Areas in the City of Los Angeles.

**historical resources, listed on a local historical register, or otherwise determined by the lead agency to be a tribal cultural resource?<sup>16</sup>**

**Less than Significant Impact.** Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice.

The Project would involve excavation on the Project Site. Although the site was previously graded and developed, the potential exists for excavation and grading to impact a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe. Therefore, in compliance with AB 52, an informational letter has been mailed to a total of nine (9) Tribes known to have resources in this area, on October 31, 2016, describing the project and requesting any information regarding resources that may exist on or near the project site. Should any Tribe request consultation regarding the Project Site, the City will facilitate such consultation in accordance with AB 52. Therefore, impacts would be less than significant.

### **Cumulative Impacts**

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6, [Related Projects]) with respect to the topics listed in the cultural resources analysis above, including historic, archaeological, and paleontological resources, and human remains. The cumulative impacts cultural resources study area is the extent of the related projects.

As discussed above, with compliance with State regulatory requirements, the Project would not result in a significant impact to cultural resources. The Project Site does not contain any known cultural resources. It is unknown whether or not any of the properties on which the related projects are located contain cultural resources. Any related project sites that contain historical, archaeological, or paleontological resources, or human remains would be required to comply with State regulations similar to those that would be required for the Project. Furthermore, the Project is in compliance with AB 52. As there are no known cultural resources on the Project Site (see analysis above), there is no potential for the Project to contribute to a cumulative impact. Therefore, cumulative impacts to cultural resources would be less than significant.

## **6. GEOLOGY AND SOILS**

The following section summarizes and incorporates by reference the information provided in the *Geotechnical Investigation, Proposed Mixed Use Buildings With On Grade And Three Levels of Subterranean Parking, 16225 W. San Fernando Mission Boulevard, Los Angeles, CA 91344, April 1, 2016* (Geotechnical Investigation), prepared by Feffer Geological Consulting. The Geotechnical Investigation and the associated Approval Letter from the City of Los Angeles Department of Building and Safety are provided as Appendix D to this Initial Study.

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<sup>16</sup> *At the time of this Initial Study, the language of this impact threshold reflects the draft language published by the Office of Planning and Research. This language may change by the time the guideline is adopted.*

- a) **Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
- (i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**No Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if a project site is located within a State-designated Alquist-Priolo Fault Zone or other designated fault zone, and appropriate building practices are not employed.

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazards of surface faulting and fault rupture to built structures. Active earthquake faults are faults where surface rupture has occurred within the last 11,000 years. Surface rupture of a fault generally occurs within 50 feet of an active fault line. No known active faults traverse the Project Site, nor is the Project Site located within an Alquist-Priolo Fault Zone.<sup>17</sup> According to Geotechnical Investigation, the nearest active fault is the Sierra Madre (San Fernando) Fault system, located approximately 0.62 miles (1 kilometer) north of the Project Site;<sup>18</sup> the Northridge fault is approximately 0.74 miles (1.19 kilometers) to the west of the site.<sup>19</sup> Thus, the Project Site would not be subject to the rupture of a known earthquake fault. Therefore, no impact would occur and no mitigation measures are required.

- (ii) **Strong seismic ground shaking?**

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

The Project Site is within the seismically active Southern California region and is, therefore, susceptible to ground shaking during a seismic event. The nearest fault to the Project Site is the Sierra Madre (San Fernando) Fault system, located approximately 0.62 miles (1 kilometer) north of the Project Site;<sup>20</sup> the

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<sup>17</sup> *Geotechnical Investigation, Proposed Mixed Use Buildings With On Grade And Three Levels of Subterranean Parking, 16225 W. San Fernando Mission Boulevard, Los Angeles, CA 91344, April 1, 2016, prepared by Feffer Geological Consulting (See Appendix D to this Initial Study).*

<sup>18</sup> *Ibid.*

<sup>19</sup> *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: <http://zimas.lacity.org>, accessed: August 2016.*

<sup>20</sup> *Geotechnical Investigation, Proposed Mixed Use Buildings With On Grade And Three Levels of Subterranean Parking, 16225 W. San Fernando Mission Boulevard, Los Angeles, CA 91344, April 1, 2016, prepared by Feffer Geological Consulting (See Appendix D to this Initial Study).*

Northridge fault is approximately 0.74 miles (1.19 kilometers) to the west of the site.<sup>21</sup> The Project would comply with the City Building Code and the California Building Code seismic standards appropriate to the Project Site area, as well as the determinations of the Project structural engineer. Thus, through compliance with existing applicable building codes and structural engineering determinations related to seismic standards and design, ground-shaking hazards at the Project Site would not be greater than the average risk in the Southern California region. Therefore, impacts would be less than significant and no mitigation measures are required.

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

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

Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

The State of California Seismic Hazard Zone Map for the San Fernando Quadrangle (1999) indicates that the Project Site is not located in an area designated as “liquefiable.”<sup>22</sup> Therefore, no impact would occur and no mitigation measures are required.

**(iv) Landslides?**

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

The Project Site is not located within an area identified as having a potential for landslides,<sup>23,24</sup> and the Project Site and surrounding area are relatively flat. Additionally, the Project Site is within a developed area of the City and there are no known landslides nearby, nor is the site in the path of any known or potential landslides. Therefore, no impact would occur and no mitigation measures are required.

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<sup>21</sup> City of Los Angeles Department of City Planning, *Zone Information & Map Access System*, website: <http://zimas.lacity.org>, accessed: August 2016.

<sup>22</sup> State of California, *Seismic Hazard Zones, San Fernando Quadrangle, Official Map, Released March 29, 1999.*

<sup>23</sup> State of California, *Seismic Hazard Zones, San Fernando Quadrangle, Official Map, Released March 29, 1999.*

<sup>24</sup> City of Los Angeles Department of City Planning, *Safety Element of the Los Angeles City General Plan, Adopted November 26, 1996, Exhibit C: Landslide Inventory & Hillside Areas in the City of Los Angeles.*

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

**Less Than Significant Impact.** A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. Project grading, excavation, and construction would expose soil on the site, for a limited time, resulting in possible erosion during the initial stages of construction. Although there is a potential to expose soil to erosion, this potential would be reduced through implementation of stringent controls imposed by grading and building regulations.

The potential for soil erosion during operation of the Project is low due to the fact that the Project Site would be almost entirely paved and/or landscaped. All grading activities would require permits from LADBS, which would include requirements to limit the potential impacts associated with erosion. In addition, on-site grading and site preparation must comply with all applicable provisions in Chapter IX, Division 70 of the LAMC, which addresses grading, excavation, and fills. With implementation of the applicable grading and building requirements as well as best management practices, impacts associated with soil erosion would be less than significant. No mitigation measures are required.

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

**Less Than Significant Impact.** A significant impact may occur if a project is built in an unstable area without proper site preparation or design features to provide adequate foundations for proposed buildings, thus posing a hazard to life and property. Potential impacts associated with seismic ground shaking, liquefaction, and landslides are evaluated in Questions 6(a)(i) through (iv), above.

Safe construction practices would be exercised through compliance with the State and City building codes requirements, which includes building foundation requirements appropriate to site conditions. The Project would not be located within a liquefaction area, on a geologic unit that is unstable, or that would become unstable as a result of the Project, and potentially result in an on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Thus, safe construction would be assured through compliance with the City Building Code and the recommendations of the Geotechnical Investigation. Therefore, impacts related to soil stability would be less than significant.

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

**Less Than Significant Impact.** A significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property.

The Geotechnical Investigation indicates that soil materials encountered at the Project Site consist of Quaternary alluvium beneath approximately three to six feet of fill. The Alluvium consists of admixtures of sands, silts clays and gravel, which varies in color from tan brown, light brown, orange brown, gray brown. The Alluvium was moist and medium dense to dense. The Alluvium is generally weakly horizontally layered with no significant structural planes. Generally, the Alluvium becomes more granular with depth.

As part of the Project's Geotechnical Investigation, expansion tests were performed on the near-surface soils, which yielded a test result indicated that the soils are generally anticipated to possess a Medium expansion potential. As such, design of foundations and flatwork would require design considerations.<sup>25</sup> Nonetheless, safe construction practices would be exercised through compliance with the State and City building codes requirements, which include building foundation requirements appropriate to site conditions, as well as through the Project incorporating the recommendations in the Geotechnical Investigation. Therefore, the impact would be less than significant and no mitigation measures are required.

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

**No Impact.** Although not specified in the *L.A. CEQA Thresholds Guide*, this question would apply to a project only if it was located in an area not served by an existing sewer system. The Project Site is located in a developed area, which is served by an existing wastewater collection, conveyance, and treatment system operated by the City. No septic tanks or alternative disposal systems are necessary, nor are they proposed by the Project. Therefore, no impact would occur and no mitigation measures are required.

### **Cumulative Impacts**

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6 [Related Projects]) with respect to the topics listed in the geology and soils analysis above, including seismicity, landslides, loss of topsoil, soil stability, fault rupture, etc. Geological hazards are site-specific and there is little, if any, cumulative relationship between a project and other nearby projects. Nonetheless, cumulative development in the Project vicinity would increase the overall population in the area, thus, increasing the risk of exposure to seismically induced hazards. With adherence to applicable local, State, and federal regulations, building codes, and comprehensive engineering practices, geologic hazards would be less than significant. Furthermore, the analysis of the Project's geology and soils impacts (see analysis above) concluded that with compliance with existing State and City building codes and City grading plan check requirements, impacts would be less than significant. Therefore, cumulative impacts would be less than significant.

## **7. GREENHOUSE GAS EMISSIONS**

The following section summarizes and incorporates by reference the information provided in the *Greenhouse Gas Impact Analysis for the Woodley & San Fernando Mission Mixed-Use Project*, by Cadence Environmental Consultants, dated August 2016 (Greenhouse Gas Report), which is provided as Appendix E to this Initial Study.

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<sup>25</sup> *Geotechnical Investigation, Proposed Mixed Use Buildings With On Grade And Three Levels of Subterranean Parking, 16225 W. San Fernando Mission Boulevard, Los Angeles, CA 91344, April 1, 2016, prepared by Feffer Geological Consulting (See Appendix D to this Initial Study).*

## Background

Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most scientific experts agree that there is a direct link between increased emission of GHGs and long-term global temperature. What GHGs have in common is that they allow sunlight to enter the atmosphere, but trap a portion of the outward-bound infrared radiation and warm up the air. The process is similar to the effect a greenhouse has in raising its internal temperature, hence the name greenhouse gases. Both natural processes and human activities emit GHGs. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature; however, it is the scientific consensus that emissions from human activities such as electricity generation and motor vehicle operations have elevated the concentration of GHGs in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to global climate change.

The principal GHGs are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H<sub>2</sub>O). CO<sub>2</sub> is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO<sub>2</sub> equivalents (CO<sub>2</sub>e).

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05 on June 1, 2005, which calls for a reduction in GHG emissions to 1990 levels by 2020 and for an 80 percent reduction in GHG emissions below 1990 levels by 2050 in California. The Secretary of the California Environmental Protection Agency (CalEPA) was charged with coordination of efforts to meet these targets and formed the Climate Action Team (CAT) to implement the Order.

In March 2006, the CAT published the Climate Action Team Report to Governor Schwarzenegger and the Legislature (the 2006 CAT Report). The 2006 CAT Report identifies a recommended list of strategies that the State could pursue to reduce climate change GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies.

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the California Air Resources Board (ARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. As a central requirement of AB 32, the ARB was assigned the task of developing a Scoping Plan that outlines the State's strategy to achieve the 2020 GHG emissions limit. This Scoping Plan, which was developed by the ARB in coordination with the CAT, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the State's dependence on oil, diversify the State's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the State's emissions. Additional key recommendations of the Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs;

implementation of California's clean cars standards; increases in the amount of clean and renewable energy used to power the State; and implementation of a low-carbon fuel standard that will make the fuels used in the State cleaner. Furthermore, the Scoping Plan also proposed full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports. The Scoping Plan was approved by the ARB on December 11, 2008. According to the September 23, 2010 AB 32 Climate Change Scoping Plan Progress Report, 40 percent of the reductions identified in the Scoping Plan have been secured through ARB actions and California is on track to its 2020 goal.<sup>26</sup>

In April 2015, Governor Brown signed Executive Order B-30-15 which establishes a new interim target to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030. This interim target is established to ensure that the state meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. Five key goals for reducing GHG emissions through 2030 include: increasing renewable electricity to 50 percent; 2) doubling the energy efficiency savings achieved in existing buildings and making heating fuels cleaner; 3) reducing petroleum use in cars and trucks by up to 50 percent; 4) reducing emissions of short-lived climate pollutants; and 5) managing farms, rangelands, forests and wetlands to increasingly store carbon.

While California has a high amount of total GHG emissions, it has low emissions per capita. California ranks fourth lowest of the 50 states in carbon dioxide emissions per capita. The major source of GHG in California is transportation, contributing approximately 37 percent of the state's total GHG emissions. Industrial sources are the second largest generator, contributing approximately 23 percent of the state's GHG emissions. Residential sources contribute only about seven percent of the state's GHG emissions. This is less than the eight percent generated by agriculture.

The City of Los Angeles has begun to address the issue of global climate change by publishing *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming* (LA Green Plan). This document outlines the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. According to the LA Green Plan, the City of Los Angeles is committed to the goal of reducing emissions of CO<sub>2</sub> 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.

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

**Less Than Significant Impact.** A project may have a significant impact if project-related emissions would exceed federal, State, or regional standards or thresholds or a project is inconsistent with local and State-wide goals and policies aimed at reducing the generation of GHG emissions.

CEQA defines a "significant effect on the environment" as a substantial, or potentially substantial, adverse change in the environment.<sup>27</sup> With respect to global climate change, no one project can

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<sup>26</sup> California Air Resources Board, 2010.

<sup>27</sup> Public Resources Code Section 21068.

individually create a direct impact on what is a global problem (i.e., no project will, by itself, raise the temperature of the planet).

However, the emissions generated by a project may be “cumulatively considerable,” meaning “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.”<sup>28</sup> The CEQA Guidelines add that a lead agency may determine that a project’s incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located.<sup>29</sup>

Generally, the evaluation of an impact under CEQA requires measuring data from a project against a “threshold of significance.”<sup>30</sup> Furthermore, “when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.”<sup>31</sup> For greenhouse gas emissions and global warming, there is not, at this time, one established, universally agreed-upon “threshold of significance” by which to measure an impact.

The City of Los Angeles relies upon the expert guidance of the South Coast Air Quality Management District (SCAQMD) regarding the methodology and thresholds of significance for the evaluation of air quality impacts within the South Coast Air Basin. GHG emissions are air pollutants that are subject to local control by the SCAQMD. As such, the City looks to the SCAQMD for guidance in the evaluation of GHG impacts.

The SCAQMD has been evaluating GHG significance thresholds since April 2008. In December 2008, the SCAQMD adopted an interim 10,000 MTCO<sub>2</sub>e per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. The SCAQMD has continued to consider adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

- Tier 1** Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- Tier 2** Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- Tier 3** Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MTCO<sub>2</sub>e/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate

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<sup>28</sup> CEQA Guidelines Section 15065(a)(3).

<sup>29</sup> CEQA Guidelines Section 15064(h)(3).

<sup>30</sup> CEQA Guidelines Section 15064.7.

<sup>31</sup> CEQA Guidelines Section 15064.7(c).

screening thresholds are proposed for residential projects (3,500 MTCO<sub>2</sub>e/year), commercial projects (1,400 MTCO<sub>2</sub>e/year), and mixed-use projects (3,000 MTCO<sub>2</sub>e/year). Under option 2 a single numerical screening threshold of 3,000 MTCO<sub>2</sub>e/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

**Tier 4** Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MTCO<sub>2</sub>e per service population for project level analyses and 6.6 MTCO<sub>2</sub>e per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

**Tier 5** Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above have not been adopted by the SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain.

However, for the purpose of evaluating the GHG impacts associated with the Project, this analysis utilizes the SCAQMD's draft tiered thresholds. The SCAQMD's draft thresholds have also been utilized for other projects in the City of Los Angeles.

#### **Tier 1**

The Project is subject to CEQA, but no categorical exemptions are applicable to the Project. Therefore, the analysis moves to Tier 2.

#### **Tier 2**

The Project would be required to comply with the City of Los Angeles Green Building Program Ordinance, which would reduce the GHG emissions that would be associated with operation of the proposed new building. However, neither the SCAQMD nor the City of Los Angeles have adopted a GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. Therefore, the analysis moves to Tier 3.

#### **Tier 3**

The estimated annual construction-related and operational GHG emissions associated with the proposed project and existing site uses have been calculated utilizing the the California Emissions Estimator Model (CalEEMod v. 2013.2.2) recommended by the SCAQMD. These emissions are shown in Table IV-6. As shown, the net increase in annual emissions would exceed the draft 3,000 MTCO<sub>2</sub>e threshold for mixed-use projects. Therefore, the analysis moves to Tier 4.

**Table IV-6  
Estimated Project Annual GHG Emissions**

<b>Emissions Source Category</b>	<b>CO<sub>2</sub>e in Metric Tons per Year</b>
<b>Proposed Project</b>	
Construction	118.7
Operation	
Area Sources	7.6
Energy Sources	3,214.4
Mobile Sources	7,545.7
Waste Disposal	110.0
Water & Wastewater	242.5
<b>Total Emissions</b>	<b>11,238.9</b>
<b>Existing Site Uses</b>	
Area Sources	2.2
Energy Sources	965.8
Mobile Sources	6,829.6
Waste Disposal	65.7
Water & Wastewater	91.2
<b>Total Emissions</b>	<b>7,952.3</b>
<b>Total Net Change</b>	<b>3,286.6</b>
SCAQMD Draft Tier 3 Threshold	3,000.0
Exceeds Threshold?	No

*Construction emissions are amortized over 30 years in accordance with SCAQMD guidance (3,561.38 MTCO<sub>2</sub>e/30 years).*

*The operational emissions shown in this table are the mitigated overall operational emissions totals shown on page 7 of the CalEEMod results sheets for the proposed project (Appendix A of the Greenhouse Gases Report [Appendix E to this Initial Study]) and page 5 of the CalEEMod results sheets for the existing uses at the project site (Appendix B of the Greenhouse Gases Report [Appendix E to this Initial Study]). The emissions for the proposed project account for green building features proposed for the project. Building energy efficiency, water use reduction, and solid waste diversion in CalEEMod is only allowed to be entered as mitigation even though it is proposed for the project or required by the City of Los Angeles Green Building Code. No project-specific mitigation measures are identified for this project.*

#### **Tier 4**

The SCAQMD's draft thresholds defines the service population as the total residents and employees associated with a project. This may be appropriate for regional or community-wide analyses in which most people are either residents or employees and the two cross over (residents of the community are also employees in the community). In the case of a general development project, the service population

consists of residents, employees, customers, vendors, students, etc. In the case of a commercial project, employees may be only about two percent of the number of people that visit a site. The vast majority of people visiting a commercial project are customers with a smaller number of vendors (delivery and sales). It does not make sense to consider only the employees as the service population for commercial uses such as the ones proposed for the project. The employees are at a site to serve the needs of their customers. Therefore, this analysis assumes that the service population is everyone that would access the Project Site including residents, employees, customers, and vendors.

The proposed project is expected to accommodate approximately 1,258 residents based on an average of 2.86 persons per unit. The number of people that would be employed at the site is unknown, but the total commercial use service population can be roughly estimated by dividing the number of potential daily vehicle trips generated by the proposed commercial uses by two. The vehicle trip numbers are divided by two since each service population member would make one trip to the site and one trip from the site (one person, two trips). This is a very conservative assumption since each vehicle is assumed to accommodate only one person, whereas, many of the vehicles would accommodate more than one person.

The proposed commercial uses are expected to generate approximately 5,479 average daily vehicle trips per weekday based upon the trip generation rate identified in the Technical Traffic Evaluation prepared for the proposed project.<sup>32</sup> This number is the total trips that would be generated by the proposed land use prior to any credit for internal capture and pass-by trips. This is appropriate since it identifies a trip generation estimate for the entire commercial service population. Dividing this number by two identifies a conservative commercial service population of approximately 2,740 employees, customers, and vendors. Adding the 1,258 residents to this number presents a total Project Site service population of 3,998 persons.

Dividing the project's 11,238.9 MTCO<sub>2</sub>e annual GHG emissions by the 3,998 service population yields an efficiency of 2.81 MTCO<sub>2</sub>e of GHGs per service population member. If one considers that the daily service population for the project would likely be greater if more than one person per vehicle were to travel to the commercial uses at the site, the actual emissions per service population would be even lower. However, the analysis demonstrates that the GHG emissions per service population would be substantially less than the SCAQMD's draft threshold of 4.8 MTCO<sub>2</sub>e per service population. Therefore the City of Los Angeles, as lead agency, may conclude that the GHG emissions generated in association with the proposed project would not have a significant impact on the environment.

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

**Less Than Significant Impact.** Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if a project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

As discussed previously, the 2006 CAT Report and the ARB's Scoping Plan were developed to direct the state to reduce GHG emissions to 1990 levels. The strategies from the 2006 CAT Report and measures from the ARB's Scoping Plan are applicable to state, regional, and local agencies in the development of plans to reduce GHG emissions, but are not applicable to each and every new general development

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<sup>32</sup> *Overland Traffic Consultants, Inc., 2016.*

project. The general intent of these plans, however is to reduce statewide GHG emissions to 1990 levels by 2020.

As discussed previously, the SCAQMD's Tier 4 draft 4.8 MTCO<sub>2</sub>e per service population efficiency target was established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. As shown in the previous analysis, the proposed project would have an efficiency of no more than 2.81 MTCO<sub>2</sub>e of GHGs per service population member. Therefore, the proposed project would be consistent with the goals of AB 32.

Strategies and measures have been also been implemented on the state level by example of the new Title 24 California Green Building Standards (CALGreen) Code and on the local level by the City of Los Angeles Green Building Ordinance.

Although not originally intended to reduce greenhouse gases, California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended with a recognition that energy-efficient buildings that require less electricity and reduce fuel consumption, which in turn decreases GHG emissions. The current 2013 Title 24 standards (effective as of January 1, 2014 and supplemented as of July 1, 2015) were adopted to respond, amongst other reasons, to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2014 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the CALGreen Code (CCR, Title 24, Part 11).

The City of Los Angeles has adopted portions of the current CALGreen standards (with amendments) in its Green Building Code (Ordinance No. 182849). The Los Angeles Green Building Code applies to the following types of projects:

- All new buildings (residential and non-residential);
- All additions (residential and non-residential);
- Alterations with building valuations of \$200,000 or more (residential and non-residential); and
- Residential alterations that increase the buildings conditioned volume.

Mandatory measures that would be applicable to the proposed project and that would help to reduce potential GHG emissions include the following:

#### Residential Uses

- 99.04.106.4. Electric Vehicle (EV) charging for new construction. New construction shall comply with Section 99.04.106.4.1 and 99.04.106.4.2 to facilitate future installation of electric vehicle supply equipment (EVSE). EVSE and all devices related to EV charging shall be installed in accordance with California Electrical Code, Article 625.
  - 99.04.106.4.2. Multifamily Dwellings. At least five percent of the total parking spaces provided for all types of parking facilities, but in no case less than one location, shall be capable of supporting future EVSE.
- 99.04.106.5. Cool Roof for Reduction of Heat Island Effect.

- 99.04.106.5.1. Solar Reflectance. Roofing material shall have a minimum 3-year aged solar reflectance equal to or greater than 0.63 for a roof slope  $\leq 2:12$  or 0.20 for a slope  $> 2:12$ .
- 99.04.106.5.2. Thermal Emittance. Roofing material shall have a Cool Roof Rating Council (CRRC) initial or aged thermal emittance equal to or greater than 0.75.
- 99.04.106.7. Reduction of Heat Island Effect for Nonroof Areas. Reduce non roof heat islands for 25 percent of pathways, patios, driveways, or other paved areas.
- 99.04.211.4. Solar Ready Buildings.
- 99.04.211.5. Space for Future Electrical Solar System Installation. With limited exceptions, buildings shall provide a minimum of 250 square feet of contiguous unobstructed roof area for the installation of future solar photovoltaic or other electrical solar panels.

#### Non-Residential Uses

- 99.05.106.5.3. Electric Vehicle (EV) Charging. Provide infrastructure to facilitate future installation of electric vehicle supply equipment (EVSE). EVSE and all devices related to EV charging shall be installed in compliance with the California Building Code Section 406.9, the California Electrical Code Article 625, and as follows:
  - 99.05.106.5.3.1. Charging Locations. Parking facilities shall have five (5) percent of the total parking spaces, but not less than one (1), capable of supporting future EVSE charging locations.
- 99.05.211.1. Solar Ready Buildings. Comply with Section 110.10 of the California Energy Code.

The proposed project would be subject to the mandatory measures of the Los Angeles Green Building Code. Based on this information, the proposed project would not conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of GHGs. The impact of the proposed project would be less than significant.

#### Cumulative Impacts

As discussed above, emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change; the consequences of which may result in adverse environmental effects. The state has mandated a goal of reducing state-wide emissions to 1990 levels by 2020, even though state-wide population and commerce is expected to grow substantially. As discussed above, the 2.81 MTCO<sub>2e</sub> of GHGs per service population member would be less than the SCAQMD's draft threshold of 4.8 MTCO<sub>2e</sub> per service population. This efficiency target was established based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. For these reasons, the contribution of the project to the cumulative effect of global climate change is not considered to be cumulatively considerable.

## 8. HAZARDS AND HAZARDOUS MATERIALS

The following section summarizes and incorporates by reference the information provided in the *Environmental Site Assessment – Phase I, Commercial/Retail Center, 16201 – 16287 San Fernando Mission Boulevard, 11135 – 11155 Woodley Avenue, Granada Hills, California 91344, APNs 2681-011-*

035, 2681-011-036, and 2681-011-039I prepared by California Environmental, dated April 2016 (Phase I), which is provided as Appendix F to this Initial Study.

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

- The regulatory framework for the health hazard;
- The probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance;
- The degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences;
- The degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance;
- The probable frequency and severity of consequences to people from exposure to the health hazard; and
- The degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

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

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

Uses sensitive to hazardous emissions (i.e., sensitive receptors) in the area include the adjacent schools to the north and the nearby residential neighborhoods to the south, west, and east. The types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used in other commercial/residential developments (e.g., cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products). Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Any associated risk would be reduced through compliance with these existing standards and regulations. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant and no mitigation measures are required.

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

**Potentially Significant Unless Mitigation Incorporated.** A significant impact may occur if a project could potentially pose a hazard to nearby sensitive receptors by releasing hazardous materials into the environment through accident or upset conditions. The Project Site is currently developed with a

75,391 square-foot commercial center and surface parking. The site also contains batting cages on the northwest corner of the property. These uses would be demolished as part of the Project.

### **Recognized Environmental Conditions (REC)**

As noted in the Phase I, the commercial center consists of six single-story wood and stucco multi-tenant structures. The vacant structure addressed as 16255 San Fernando Mission Boulevard and the multi-unit structure addressed as 16257 through 16275 ½ were constructed in 1961. The remaining four structures were constructed between 1981 and 1985. The remainder of the property is asphalt paved. Historical site utilization research indicates that the subject property was undeveloped from 1900 through the 1920s. Historical aerial photograph research indicates that the subject property was developed for agricultural use from at least 1928 through 1952 and has been developed with commercial structures as a shopping center from at least 1964. Historical city directories indicate that commercial tenants have occupied the subject property since 1962.

An REC is the presence or likely presence of any hazardous substances or petroleum products in, on, or at the property due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment.

The Phase I found that the Project Site is listed on the RCRA-SQG, FINDS, EMI, LA Co. Site Mitigation, EDR Hist Cleaners, and DRYCLEANERS databases.

Thirteen environmental sites, listed on the RCRA-SQG, FINDS, EMI, LA Co. Site Mitigation, EDR Hist Cleaners, DRYCLEANERS, SWRCY, EDR Hist Auto, SWEEPS UST, CA FID UST, and HAZNET databases, are located within a one-quarter mile radius of the subject property. No nearby environmental concern sites were identified.

One address at the Project Site (16233 San Fernando Mission Blvd) is listed as a site undergoing remediation for a release of tetrachloroethylene (PCE), which was initially detected in 2005. The site is under the jurisdiction of the Los Angeles County Fire Department – Site Mitigation Unit. A vapor extraction remediation system (VES) has operated at the site intermittently since 2009. The 4Q2015 VES operations report (FREY) indicated the total extracted PCE was approximately 176 pounds during the time period 2009-2015. The VES influent concentrations of PCE in vapor were typically below 1 ug/L during the 4Q2015. FREY recommended installation of additional extraction wells and vapor monitoring points. The apparent cleanup goals in soil (SSLs) are in the range of 135-170 ug/kg. The cleanup goal for soil gas is the commercial CHSL for PCE (0.6 ug/L).

The ongoing PCE remediation at 16233 San Fernando Mission Boulevard constitutes a Recognized Environmental Condition (REC) in connection with the Project Site. The site is under the jurisdiction of the Los Angeles County Fire Department – Site Mitigation Unit, which did not respond to correspondence related to the Phase I Site Assessment conducted for the Project Site. Future mitigation efforts associated with the PCE release may include individually or a combination of the following: continuation of the VES work; excavation and offsite disposal of the PCE impacted soil; or installation of an engineering control (sub-slab membrane) to reduce the potential for intrusion of PCE vapors to indoor air within future onsite structures. No Historical Recognized Environmental Conditions (HRECs) or Controlled-Recognized Environmental Conditions (C-RECs) were identified in connection with the subject property.

### **Use of Hazardous Substances**

During site reconnaissance for the Phase I, hazardous substance use was observed on the subject property in the form of petroleum naphtha. Petroleum naphtha is a hydrocarbon solvent utilized by G. H. Cleaners for dry cleaning. The spent solvent was stored in a 55-gallon drum on a secondary containment platform. No evidence of significant hazardous substance use was observed on the subject property at the time of the site reconnaissance. The spent solvent is disposed of by Safety-Kleen Systems, Incorporated and is subject to regulations related to the use and disposal of hazardous waste.

### **Storage Tanks**

No evidence of existing aboveground or underground storage tanks, clarifiers, sumps, or grease interceptors was observed on the subject property at the time of the site reconnaissance.

### **Containers of Hazardous or Unidentified Substances**

One 55-gallon drum of petroleum naphtha was observed at 16285 San Fernando Mission Boulevard. The drum was stored on a secondary containment platform. Containers of cleaning supplies, e.g., bleach, window cleaner, tile cleaner, were observed in all units currently occupied by a tenant. No evidence of spills and/or stains was observed at the time of the site reconnaissance. It is expected that the 55-gallon drum of petroleum naphtha would be removed from the site by the dry cleaner's service provider, Safety-Kleen Systems, in accordance with applicable regulations, when the dry cleaner terminates services at the site.

### **Poly-Chlorinated Biphenyls (PCBs)**

Potential PCB-containing equipment observed at the subject property included four pole-mounted and three vaulted transformers. The transformers are owned and operated by the LACDWP. In the event of a release of dielectric fluid from one of its transformers, the utility company typically performs the cleanup.

Fluorescent light fixtures were observed in the subject buildings. Fluorescent light fixtures manufactured prior to 1977 (and fluorescent light fixtures without a date of manufacture) may have ballasts capacitors that contain PCBs, which is recognized by the EPA as a suspect carcinogen. Used fluorescent lamp tubes are considered to be hazardous mercury-bearing waste requiring proper disposal in accordance with local, state, and federal requirements. The onsite ballasts were not inspected during the site reconnaissance.

### **Asbestos Containing Building Materials (ACM)**

Sampling of suspect asbestos containing material (ACM) was not included in the scope of work for this study. Reports provided by the client include asbestos assessment and abatement data for 16255 San Fernando Mission Blvd. The reports document the removal of ACM floor tiles and mastic from the 1<sup>st</sup> and 2<sup>nd</sup> floor areas at 16255 San Fernando Mission Blvd. Suspect ACM was observed in the form of linoleum, ceiling tiles, joint compound, and wallboard in the onsite structures.

Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.

### **Radon**

Radon hazard assessment was not included in the scope of this study. However, the EDR research report indicates the levels of radon at 147 sites located within the 91344 zip code in Los Angeles County were below four picoCurie per Liter (pCi/L), the Federal Action level.

### **Lead**

Sampling of suspect lead in paint was not included in the scope of work for this project. Lead content in paint was significantly reduced in 1977. Due to the date of construction of the subject buildings in the 1960s and 1980s, it is possible that lead based paint was utilized onsite. The paint coating of the structures were in good condition at the time of the site reconnaissance.

### **Wells**

Three vapor extraction wells are located behind 16233 San Fernando Mission Boulevard and seven wells are located within the unit. The wells were not accessible at the time of the site reconnaissance. No other evidence of dry wells, irrigation wells, injection wells, abandoned wells, monitoring wells or other wells was observed on the subject property at the time of the site reconnaissance.

Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint material be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

### **Methane**

The property is not located within the Methane Hazard Zone as identified on the City of Los Angeles.<sup>33</sup>

Pursuant to the Phase I, potential impacts may occur related to PCE intrusion from the site dry cleaning facility, PCB from florescent light bulbs used by Project Site tenants, ACMs related to the age of the on-site structures, and lead related to the on-site structures. Because of these potential impacts, the following mitigation measures are required.

### **Mitigation Measure**

**MM 8-1** Tetrachloroethylene (PCE) remediation at 16233 San Fernando Mission Boulevard shall be continued until the Los Angeles County Fire Department – Site Mitigation Unit and other appropriate agencies determine that the site is suitable for construction and occupancy. Mitigation efforts associated with the PCE release may include individually or a combination of the following: continuation of the VES work; excavation and offsite disposal of the PCE impacted soil; or installation of an engineering control (sub-slab membrane) to reduce the potential for intrusion of PCE vapors to indoor air within future onsite structures, as determined by the Los Angeles County Fire Department – Site Mitigation Unit.

**MM 8-2** Fluorescent light fixtures shall be inspected for PCB content labels prior to disposal and if found to contain PCB, shall be disposed of by a licensed contractor per PCB disposal requirements.

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<sup>33</sup> *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: <http://zimas.lacity.org>, accessed: August 2016.*

**MM 8-3** A registered Cal/OSHA asbestos abatement contractor shall perform asbestos-related work and all disturbance and/or removal of asbestos containing material (ACM) or asbestos containing construction material (ACCM). Removal work shall be conducted in accordance with South Coast Air Quality Management District's Rule 1403 and Cal/OSHA requirements for removal work as well as other state and federal rules and regulations.

**MM 8-4** Lead-based paint assessment of each existing structure on the Project Site shall be conducted prior to issuance of permits for any demolition/renovation activity involving a particular structure. Lead-based paint found in any buildings shall be removed and disposed of as a hazardous waste in accordance with all applicable regulations.

With the implementation of MM 8-1 through 8-4, potential construction and operational impacts from hazardous materials would be reduced to a less than significant level.

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

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

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

John F. Kennedy High School is located directly adjacent to the Project Site to the north, at 11254 Gothic Avenue. As discussed in 8(a), above, the Project would use, at most, minimal amounts of hazardous materials for routine household cleaning and therefore would not pose any substantial potential for accident conditions involving the release of hazardous materials. Further, with implementation of Mitigation Measures 8-1 through 8-4, potential impacts due to the release of hazardous materials during construction would also be less than significant. Therefore, the Project would not create a significant hazard through hazardous emissions or the handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school and a less than significant impact would occur.

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

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

As discussed above in 8(b), a database search was conducted as part of the Phase I ESA performed for the Project Site, to identify potential areas of groundwater and/or soil contamination on-site or in the vicinity of the Project Site. The records search included numerous government databases such as those

of registered underground storage tanks (USTs), operators of hazardous waste generators, facilities with NPDES permits, and sites with known hazardous materials release.<sup>34</sup>

The Phase I found that the Project Site is listed on the RCRA-SQG, FINDS, EMI, LA Co. Site Mitigation, EDR Hist Cleaners, and DRYCLEANERS databases.

Thirteen environmental sites, listed on the RCRA-SQG, FINDS, EMI, LA Co. Site Mitigation, EDR Hist Cleaners, DRYCLEANERS, SWRCY, EDR Hist Auto, SWEEPS UST, CA FID UST, and HAZNET databases, are located within a one-quarter mile radius of the subject property. No nearby environmental concern sites were identified.

One address at the Project Site (16233 San Fernando Mission Blvd) is listed as a site undergoing remediation for a release of tetrachloroethylene (PCE), which was initially detected in 2005. The site is under the jurisdiction of the Los Angeles County Fire Department – Site Mitigation Unit. A vapor extraction remediation system (VES) has operated at the site intermittently since 2009. The 4Q2015 VES operations report (FREY) indicated the total extracted PCE was approximately 176 pounds during the time period 2009-2015. The VES influent concentrations of PCE in vapor were typically below 1 ug/L during the 4Q2015. FREY recommended installation of additional extraction wells and vapor monitoring points. The apparent cleanup goals in soil (SSLs) are in the range of 135-170 ug/kg. The cleanup goal for soil gas is the commercial CHHSL for PCE (0.6 ug/L).

The ongoing PCE remediation at 16233 San Fernando Mission Boulevard constitutes a Recognized Environmental Condition (REC) in connection with the Project Site. Future mitigation efforts associated with the PCE release may include individually or a combination of the following: continuation of the VES work; excavation and offsite disposal of the PCE impacted soil; or installation of an engineering control (sub-slab membrane) to reduce the potential for intrusion of PCE vapors to indoor air within future onsite structures. No Historical Recognized Environmental Conditions (HRECs) or Controlled-Recognized Environmental Conditions (C-RECs) were identified in connection with the subject property.

Mitigation measure 8-1 requires that tetrachloroethylene (PCE) remediation at 16233 San Fernando Mission Boulevard shall be continued until the Los Angeles County Fire Department – Site Mitigation Unit and other appropriate agencies determine that the site is suitable for construction and occupancy. Mitigation efforts associated with the PCE release may include individually or a combination of the following: continuation of the VES work; excavation and offsite disposal of the PCE impacted soil; or installation of an engineering control (sub-slab membrane) to reduce the potential for intrusion of PCE vapors to indoor air within future onsite structures, as determined by the Los Angeles County Fire Department – Site Mitigation Unit.

With implementation of this mitigation measure, potential impacts associated with the identified PCE on the Project Site would be reduced to less than significant. The achievement of remedial goals would be confirmed through sampling and analysis to demonstrate that residual concentrations of chemicals do not pose an unacceptable risk to human health or the environment.

Therefore, with the implementation of MM 8-1 through 8-4, potential impacts from hazardous materials would be reduced to a less than significant level.

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<sup>34</sup> *Environmental Site Assessment – Phase I, Commercial/Retail Center, 16201 – 16287 San Fernando Mission Boulevard, 11135 – 11155 Woodley Avenue, Granada Hills, California 91344, APNs 2681-011-035, 2681-011-036, and 2681-011-0391 prepared by California Environmental, April 2016.*

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** A significant impact may occur if a project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard.

The closest public airports to the Project Site are Whiteman Airport, Burbank Airport, and Van Nuys Airport. However, none of these airports are located within two miles of the Project Site. Furthermore, the Project Site is not in an airport hazard area.<sup>35</sup> Therefore, no impact would occur.

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

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

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

**Less Than Significant Impact.** According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the degree to which a project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences.

Neither Woodley Ave nor San Fernando Mission Boulevard are identified as a disaster route by either the City<sup>36</sup> or by Los Angeles County.<sup>37</sup> However, Los Angeles County designated SR-118 as a Primary Disaster Route.<sup>38</sup> Nonetheless, as discussed under Question 16(a), below, the Project would not result in any significant traffic impacts. Moreover, the Project would not cause permanent alterations to vehicular circulation routes and patterns, or impede public access or travel upon public rights-of-way. An emergency response plan would be submitted to LAFD during review of plans as part of the building permit process. Furthermore, no full road closures are anticipated during construction of the Project, and none of the surrounding roadways would be impeded. Access for emergency service providers and evacuation routes would be maintained during construction. Therefore, impacts would be less than significant and no mitigation measures are required.

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<sup>35</sup> *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: <http://zimas.lacity.org>, accessed: August 2016.*

<sup>36</sup> *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Adopted November 26, 1996, Exhibit H: Critical Facilities & Lifeline System in the City of Los Angeles, page 61.*

<sup>37</sup> *Los Angeles County Department of Public Works, Disaster Route Maps, City of Los Angeles Valley Area, September 25, 2012.*

<sup>38</sup> *Ibid.*

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

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

The Project Site is located in a developed area of the City and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone;<sup>39</sup> nor is the Project Site within a wildland fire hazard area.<sup>40</sup> Therefore, no impact from wildland fires would occur and no mitigation measures are required.

### **Cumulative Impacts**

The focus of this cumulative impacts analysis is on the combined impacts of the Project and the three related projects (see Section II.6, [Related Projects]) with respect to the topics listed in the hazards and hazardous materials analysis above, including the transport of hazardous materials, upset and accident conditions, handling of hazardous materials, etc. The cumulative impacts hazardous materials study area is the extent of the related projects.

Development of the Project in combination with the related projects could increase, to some degree, the risks associated with the use and potential accidental release of hazardous materials in the City. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in combination with the development proposals for each of those properties. However, the Project's impact would be less than significant and, therefore, would not substantially contribute to a cumulative impact. Furthermore, local municipalities will be required to follow local, State, and federal laws regarding hazardous materials. With compliance with local, State and federal laws pertaining to hazardous materials, cumulative impacts to hazardous materials would be less than significant.

## **9. HYDROLOGY AND WATER QUALITY**

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

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

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<sup>39</sup> City of Los Angeles Department of City Planning, *Zone Information & Map Access System*, website: <http://zimas.lacity.org>, accessed: August 2016.

<sup>40</sup> City of Los Angeles Department of City Planning, *Safety Element of the Los Angeles City General Plan, Adopted November 26, 1996, Exhibit D: Selected Wildfire Hazard Areas in the City of Los Angeles*, page 53.

project does not comply with all applicable regulations with regard to surface water quality as governed by SWRCB. These regulations include compliance with the *Standard Urban Storm Water Mitigation Plan* (SUSMP) requirements to reduce potential water quality impacts.

### Construction

Construction activities associated with the Project have the potential to degrade water quality through the exposure of surface runoff (primarily rainfall) to exposed soils, dust, and other debris, as well as from runoff from construction equipment. Construction associated with the Project would be subject to the requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB) Order No. R4-2012-0175, NPDES No. CAS004001, effective December 28, 2012, Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County (the Los Angeles County MS4 Permit), which controls the quality of runoff entering municipal storm drains in Los Angeles County. Section VI.D.8 of the Los Angeles County MS4 Permit, Development Construction Program, requires Permittees (which include the City) to enforce implementation of Best Management Practices (BMPs), including, but not limited to, approval of an Erosion and Sediment Control Plan (ESCP) for all construction activities within their jurisdiction.<sup>41</sup> ESCPs are required to include the elements of a Stormwater Pollution Prevention Plan. Accordingly, the construction contractor for the Project would be required to implement BMPs that would meet or exceed local, State, and federal mandated guidelines for stormwater treatment to control erosion and to protect the quality of surface water runoff during the construction period. BMPs utilized could include, without limitation: disposing of waste in accordance with all applicable laws and regulations; cleaning up leaks, drips, and spills immediately; conducting street sweeping during construction activities; limiting the amount of soil exposed at any given time; covering trucks; keeping construction equipment in good working order; and installing sediment filters during construction activities.

### Operation

With respect to water quality during operation of the Project, Los Angeles County and all incorporated cities within Los Angeles County (except the City of Long Beach) are permittees under the Los Angeles County MS4 Permit. Section VI.D.7 of the Los Angeles County MS4 Permit, Planning and Land Development Program, is applicable to, among others, land-disturbing activities that result in the creation or addition or replacement of 5,000 square feet or more of impervious surface area on an already developed site, which would apply to the Project Site.<sup>42</sup> This Program requires, among other things, that the Project runoff volume from the following be retained on-site: (a) the 0.75 inch, 24-hour rain event; or (b) the 85<sup>th</sup> percentile, 24-hour rain event, as determined from the Los Angeles County 85<sup>th</sup> percentile precipitation isohyetal map, whichever is greater. The Project would also be subject to the BMP requirements of the SUSMP adopted by LARWQCB. As a permittee, the City is responsible for implementing the requirements of the County-wide SUSMP within its boundaries. A Project-specific SUSMP would be implemented during the operation of the Project. In compliance with the Los Angeles County MS4 Permit and SUSMP requirements, the Project would be required to retain, treat and/or filter stormwater runoff through biofiltration before it enters the City stormwater drain system. The system incorporated into the Project must follow design requirements set forth in the MS4 permit and

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<sup>41</sup> *California Regional Water Quality Control Board – Los Angeles Region, MS4 Discharges within the Coastal Watersheds of Los Angeles County Except those Discharges Originating from the City of Long Beach MS4, Order No. R4-2012-0175, as amended by Order WQ 2015-0075, NPDES No. CAS004001, page 116 et seq.*

<sup>42</sup> *Ibid., page 97 et seq.*

must be approved by the City. Adherence to the requirements of the MS4 Permit and SUSMP would ensure that potential impacts associated with water quality would be less than significant. With appropriate Project design and compliance with the applicable federal, State, local regulations, and permit provisions, impacts of the Project related to stormwater runoff quality would be less than significant.

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

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

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

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

According to the Geotechnical Investigation, the historically highest groundwater level is approximately 190 feet below the ground surface in the Project area. Groundwater was not encountered during the field investigation. The design recommendations in the Geotechnical Investigation would be incorporated into the Project design to avoid any potential impacts related to groundwater during construction. Nonetheless, the Project does not involve the extraction of groundwater and it would not result in a reduction in aquifer volume or lower the local groundwater table. Because of the historic depth of groundwater in this area, dewatering for the Project is not anticipated.

As the maximum depth of excavation for the Project is approximately 20 feet for removal and recompaction of fill, no dewatering (i.e., removal of groundwater) during construction is anticipated.

Additionally, operation of the Project would not interfere with any groundwater recharge activities within the area. The Project Site is currently developed with commercial buildings, surface parking, and landscaping. Therefore, construction and operation of the Project would not substantially affect groundwater levels beneath the Project Site, including depleting groundwater supplies or resulting in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Impacts on groundwater would be less than significant, and no mitigation measures are required.

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

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

### **Construction**

Construction is regulated by the *City Building Code* (Sections 91.7000 through 91.7016 of the LAMC) which provides requirements for construction, grading, excavations, use of fill, and foundation work, including type of materials, design, procedures, etc., intended to limit the probability of occurrence and the severity of consequences from sedimentation and erosion. Necessary permits, plan checks, and inspections are specified therein. Also included in these requirements is the provision that any grading work in excess of 200 cubic yards that would occur between November 1 and April 15 (the “rainy season”) must include an erosion control system approved by LADBS, which would be applicable to the Project. During Project construction, a temporary alteration of the existing on-site drainage pattern may occur. However, these changes would not result in substantial erosion or siltation due to stringent controls imposed via NPDES, ESCP, LID, and SUSMP regulations, as discussed under Question 9(a), above.

### **Operation**

The Project Site is located in a developed area, and no streams or river courses are located on the Project Site. However, the Bull Creek storm channel is located directly adjacent to the Project Site to the west. The storm channel flows south as a concrete flood control channel until south of Victory Boulevard, where it becomes a free flowing creek and joins the Los Angeles River in the Sepulveda Basin Recreation Area. The Project Site would not increase the amount of impervious surface area on the Project Site compared to the existing conditions. Runoff associated with the Project would be either directed to landscaped areas for evaporation or infiltration, and/or directed to the existing City storm drain system, which currently flow toward and south along Woodley Avenue. Thus, runoff associated with the Project Site would not encounter exposed soils. With the development of the Project, the drainage pattern would be generally similar to the pattern at the Project Site compared to the existing conditions by conveying runoff to the City storm drain system, and improved with adequate conveyance. Thus, operation of the Project would not result in substantial erosion or siltation on- or off-site, nor would the Project result in the alteration of the course of a stream or river. The Project would be subject to the provisions of the LID Ordinance, as appropriate (i.e., without on-site infiltration design measures incorporated). Furthermore, the Project does not proposed or require any changes or modifications to the adjacent Bull Creek storm channel; the Project Site does not currently convey

runoff to Bull Creek storm channel<sup>43</sup> and the Project does not propose to convey runoff to the storm channel. Therefore, impacts would be less than significant and no mitigation measures are required.

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

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

There are no streams or rivers within the Project Site; however, Bull Creek storm channel runs along the western boundary of the Project Site. As discussed above, runoff associated with the Project would be either directed to landscaped areas for evaporation or infiltration and/or directed to the existing City storm drain system in Woodley Avenue and, thus, would not encounter exposed soils. The Project Site does not currently convey runoff to Bull Creek storm channel and the Project does not propose to convey runoff to the storm channel. The conveyance of runoff to the City storm drain system would not result in flooding on- of off-site, and would not impact the adjacent Bull Creek storm channel. Therefore, impacts would be less than significant and no mitigation measures are required.

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

**Less Than Significant Impact.** Based on the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this issue, a significant impact may occur if the volume of stormwater runoff from a project were to increase to a level that exceeds the capacity of the storm drain system serving the project site. A significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach the storm drain system.

Runoff associated with the Project would be either directed to landscaped areas for evaporation and/or directed to the existing City storm drain system. The Project would be subject to the provisions of the LID Ordinance, as appropriate (i.e., without on-site infiltration design measures incorporated). In this regard, the City has established review procedures to be implemented by the Department of City Planning, LADBS, and Department of Public Works that expand the review of the SUSMP discussed above. Incorporation of these features would minimize the stormwater runoff from the Project Site. Furthermore, the Project Site does not currently convey runoff to Bull Creek storm channel and the Project does not propose to convey runoff to the storm channel. Considering these things, it can be reasonably anticipated that the existing storm drain system has adequate capacity to accommodate

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<sup>43</sup> *City of Los Angeles NavigateLA, Bureau of Engineering, Department of Public Works, stormwater information layers, website: <http://navigatela.lacity.org/navigatela/> accessed November 15, 2016.*

flows from the Project Site. Therefore, impacts would be less than significant and no mitigation measures are required.

**f) Would the project otherwise substantially degrade water quality?**

**Less Than Significant Impact.** Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project includes sources of water pollutants that would have the potential to substantially degrade water quality. As described in Questions 9(a) and 9(e), with implementation of regulatory requirements, water quality impacts associated with construction and operation of the Project would be less than significant. No mitigation measures are required.

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

**No Impact.** Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if a project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood which results from a severe rainstorm with a probability of occurring approximately once every 100 years. According to the National Flood Insurance Program Flood Insurance Rate Map for the Project area, the Project Site is within unshaded Zone X.<sup>44</sup> Unshaded Zone X areas are areas outside the 0.2 percent annual chance floodplain. Therefore, the Project would not place housing within a 100-year flood hazard area and no impact would occur. No mitigation measures are required.

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

**No Impact.** Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project was located within a 100-year flood zone, which would impede or redirect flood flows. As discussed in Question 9(g), the Project Site is not located within a 100-Year Flood Plain Area.<sup>45</sup> The Project Site is located in a developed area and would not have the potential to impede or redirect floodwater flows. Therefore, no impact would occur and no mitigation measures are required.

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

**Less Than Significant Impact.** Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche (a surface wave created when a body of water is shaken), which could result in a water storage facility failure. The Project Site is located within a potential dam inundation area in the event that either the Los Angeles Reservoir or the Van Normal Bypass Reservoir failed.<sup>46</sup>

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<sup>44</sup> Department of Homeland Security, Federal Emergency Management Agency, *National Flood Insurance Program, Flood Insurance Rate Map, Los Angeles County, California and Incorporated Areas, Panel 1075F of 2350, Map Number 06037C1075F, Effective Date September 26, 2008.*

<sup>45</sup> *Ibid.*

<sup>46</sup> City of Los Angeles Department of City Planning, *Safety Element of the Los Angeles City General Plan, Adopted November 26, 1996, Exhibit G: Inundation & Tsunami Hazard Areas in the City of Los Angeles, page 59.*

It should be noted that for purposes of conservatively mapping a dam failure inundation area, the water level contained by each dam is assumed to be the peak storage capacity, and the failure is assumed to be catastrophic (i.e., instantaneous). The greatest hazard is closest to the dam where the flood waters would have the greatest volume (and depth) and velocity which causes direct impact to structures, flooding, and severe erosion. Some property damage and injury could be caused at much greater distances due to collateral considerations (e.g., vehicle accidents, electrical shock). The State Division of Safety of Dams regulates the siting, design, construction, and periodic review of all dams in the State. Dam safety regulations and flood plain ordinances are the main means of mitigating damage or injury due to dam failure inundation; even so, dam failure inundation has a relatively low probability of occurrence.<sup>47</sup>

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

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

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

The Project Site is located approximately 17 miles from the Pacific Ocean, and is not within an area potentially impacted by a tsunami.<sup>48</sup> There are also no major water bodies in the vicinity of the Project Site that would put the site at risk of inundation by seiche. The Project Site is relatively flat and is not located adjacent to a hillside area and, thus, the potential for mudflows to impact the Project Site would be highly unlikely. Therefore, no impacts with respect to the risk of loss, injury, or death by seiche, tsunami, or mudflow would occur and no mitigation measures are required.

### **Cumulative Impacts**

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6 [Related Projects]) with respect to the topics listed in the hydrology and water quality analysis above. The cumulative impacts hydrology and water quality study area is the extent of the related projects as well as the Los Angeles River Watershed.

With respect to construction impacts, it is unknown whether or not any of the related projects would have overlapping construction schedules with the Project. However, similar to the Project, the related projects would be required to comply with the City Building Code, NPDES requirements, etc. Assuming

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<sup>47</sup> *City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Section 2.17, Geologic/Seismic Conditions, pages 2.17-38, 2.17-40, 2.17-61 – 2.17-62.*

<sup>48</sup> *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, adopted November 26, 1996, Exhibit G: Inundation & Tsunami Hazard Areas in the City of Los Angeles, page 59.*

compliance, similar to the Project, the cumulative water quality impact during construction would be less than significant.

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

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

## 10. LAND USE AND PLANNING

### a) Would the project physically divide an established community?

**No Impact.** A significant impact may occur if a project would be sufficiently large or otherwise configured in such a way as to create a physical barrier within an established community. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

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

Physically dividing elements may include land use incompatibility caused by contrasting scale or land use. The following analysis outlines the Project's compatibility with existing surrounding land uses in terms of land use function, scale, and intensity.

The Project Site is relatively flat and is surrounded by commercial, school, and residential land uses in an urban setting that is similar to other areas in the Granada Hills area of the City. The Project Site is surrounded by John F. Kennedy High School to the north, residential and commercial land uses to the east and south, and residential uses to the west. A drive-through fast food restaurant borders the Project Site to the southeast.

The Project would not cause any permanent street closures, block access to any surrounding land use, or cause any change in the existing street grid system. As the Project would be developed on a lot that has previously been developed, and is within a long-established developed area along an existing street system, the Project would not physically divide an established community by creating new streets or by blocking or changing the existing street pattern. The Project would not create a conflict of scale, intensity, or use that would serve as a physical division. Since the Project would not physically disrupt or

divide the surrounding established community, no impact would occur and no mitigation measures are required.

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

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

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

The Project is located in the Granada Hills community of the City. As such, the Project Site is subject to the applicable policies and zoning requirements of several regional and local plans. At the regional/subregional level, development within the Project Site is subject to the Southern California Association of Governments' (SCAG) *2008 Regional Comprehensive Plan (RCP)*, SCAG's *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*, the South Coast Air Quality Management District's (SCAQMD) *2012 Air Quality Management Plan (AQMP)*, and the Los Angeles County Metropolitan Transportation Authority's (Metro) *Congestion Management Program for Los Angeles County (CMP)*. At the City level, development within the Project Site is subject to the *City of Los Angeles General Plan (General Plan)*, the *Granada Hills – Knollwood Community Plan (Community Plan)*, the *Granada Hills Specific Plan (Specific Plan)*, and the *City of Los Angeles Municipal Code (LAMC)*, particularly Chapter 1, General Provisions and Zoning, also known as the City of Los Angeles Planning and Zoning Code (Planning and Zoning Code). The Project Site is subject to the Department of City Planning's *Walkability Checklist*. An overview of each of these plans and regulations is provided below. However, not every policy or goal of these plans is intended to mitigate or avoid environmental impacts. Where a policy is not intended to mitigate or avoid an environmental impact, consistency with that policy may not be relevant to this environmental impact analysis.

### **SCAG Plans**

The goals and policies in the SCAG plans only address projects considered to be regionally significant. SCAG reviews projects and plans throughout its jurisdiction to monitor regional development. In the Southern California region, SCAG acts as the region's "clearinghouse" and collects information on projects of varying size and scope to provide a central point to monitor regional activity. The Project is not considered to be a regionally significant project. As such, the Project is not required to demonstrate consistency with SCAG policies contained in the RCP, RTP/SCS, or Compass Blueprint Growth Vision Report. Nonetheless, consistency with the SCAG 2008 Regional Comprehensive Plan is provided below.

#### **2008 Regional Comprehensive Plan**

The Project would be consistent with to the goals in the RCP, including goals related to land use. The land use goals support the implementation of the Compass Blueprint and 2% Strategy. Table IV-7,

Project Consistency with Applicable Regional Comprehensive Plan Goals, presents an analysis of the consistency of the Project with those goals.

**Table IV-7**  
**Project Consistency with the Applicable Regional Comprehensive Plan Goals**

Goal	Project Consistency
Focusing growth in existing and emerging centers and along major transportation corridors.	<b>Consistent.</b> The Project is located on a lot that has been previously developed with commercial uses. The Project is located along two secondary highways (San Fernando Mission Boulevard and Woodley Avenue).
Creating significant areas of mixed-use development and walkable, “people-scaled” communities.	<b>Consistent.</b> The Project would redevelop a site from commercial uses only to a mixed-use development including commercial and residential land uses. The Project would provide amenities including a grocery store, within walkable distance of the Project’s proposed 440 residential units and the surrounding residential, commercial, and school uses.
Providing new housing opportunities, with building types and locations that respond to the region’s changing demographics.	<b>Consistent.</b> The Project includes 22 residential units set aside for very low income households; the Project also includes studio, one-bedroom, and two-bedroom units. This provides a variety of residential units available to a variety of demographics within one project.
Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots.	<b>Consistent.</b> The Project would redevelop a site that is currently developed with underutilized commercial buildings. The Project would provide new commercial and residential uses at a higher density on a site currently used for commercial. The new housing and commercial opportunities would serve surrounding school, commercial, and residential uses.
Preserving existing, stable, single-family neighborhoods.	<b>Consistent.</b> By redeveloping a site that is currently developed with commercial uses, the Project preserves single-family neighborhoods from encroachment of higher density projects.
Protecting important open space, environmentally sensitive areas and agricultural lands from development.	<b>Consistent.</b> The Project would not remove important open space, environmentally sensitive areas, or agricultural lands.
<i>Source: Southern California Association of Governments, Final 2008 Regional Comprehensive Plan, October 2008; EcoTierra Consulting, 2016.</i>	

Accordingly, the Project would be consistent with the 2008 RCP Goals.

### **Regional Transportation Plan/Sustainable Communities Strategy**

Federal guidelines require that all new regionally significant transportation projects be included in an RTP before they can receive federal or State funds or approvals. Metro submits the program of Los Angeles County projects for inclusion in the Regional Transportation Improvement Program. The RTP must be updated and federally approved every three years. Federal approval requires a positive demonstration that the RTP projects would not generate travel emissions that exceed those assumed in the applicable *Air Quality Management Plan*; this requirement is known as “transportation conformity”.

SCAG adopted the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future* (RTP/SCS) on April 7, 2016. The RTP/SCS is a long-range plan that is intended to improve overall mobility, reduce greenhouse gases and enhance the quality of life for the region’s residents. The RTP/SCS includes goals and policies applicable to transportation and, in some cases, land

use projects. The consistency of the Project with the RTP/SCS is addressed in Table IV-8, Consistency of the Project With Applicable Goals of 2016-2040 RTP/SCS.

**Table IV-8  
Consistency of the Project With  
Applicable Goals of 2016-2040 RTP/SCS**

Goal	Project Consistency
Maximize mobility and accessibility for all people and goods in the region.	<b>Consistent.</b> The Project Site is within walking distance of the Woodley/Index bus stop. This stop serves Metro bus lines 237 and 656.
Ensure travel safety and reliability for all people and goods in the region.	<b>Consistent.</b> The Project Site is located close to existing public transit opportunities, which provide safe and reliable travel options for people and goods.
Maximize the productivity of our transportation system.	<b>Consistent.</b> The Project Site is within walking distance of the Woodley/Index bus stop. This stop serves Metro bus lines 237 and 656. The Project would provide opportunities for employees and visitors to use public transit for work trips, and walk to other retail businesses near the Project Site.
Protect the environment and health of our residents by improving air quality, and encouraging active transportation (e.g., bicycling and walking).	<b>Consistent.</b> The Project would incorporate a wide range of building technologies and design features that would protect the environment by saving energy (which would also reduce air emissions associated with electricity generation), reducing water consumption, making use of recycled materials, and producing better indoor and outdoor environmental quality (refer to Section II, Project Description, Green Building Features). The Project would have a pedestrian-friendly design, would be located near public transit opportunities, and would include bicycle parking for long- and short-term uses.
Encourage land use and growth patterns that facilitate transit and active transportation.	<b>Consistent.</b> The Project is located in an urban area, and would be a greater density than what currently exists on the Project Site. In addition, the Project Site is accessible to the regional bus systems. The Project would concentrate new development and jobs at a location that is served by several Metro bus lines, providing opportunities for employees and visitors to use public transit for work trips, and walk to restaurants within and near the Project Site.
<i>Source: Southern California Association of Governments, 2016-2040 RTP/SCS, April 2016; EcoTierra Consulting, 2016.</i>	

Therefore, the Project would be consistent with the applicable goals in the RTP/SCS.

#### **South Coast Air Quality Management District**

The Project Site is located within the South Coast Air Basin (Basin) and is, therefore, within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the SCAQMD on December 7, 2012. This AQMP, referred to as the 2012 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet

federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2012 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthy levels of pollutants, even while substantial population growth has occurred within the Basin. Air quality impacts of the Project and consistency of the Project with the AQMP are analyzed in greater detail under Question 3(a).

## **County of Los Angeles**

### ***Congestion Management Program***

Within Los Angeles County, Metro is the designated congestion management agency responsible for coordinating regional transportation policies. The *Congestion Management Program* (CMP) for Los Angeles County was developed in accordance with Section 65089 of the California Government Code. The CMP is intended to address vehicular congestion relief by linking land use, transportation, and air quality decisions. Further, the program seeks to develop a partnership among transportation decision-makers to devise appropriate transportation solutions that include all modes of travel and to propose transportation projects, which are eligible to compete for state gas tax funds. To receive funds from Proposition 111 (i.e., state gasoline taxes designated for transportation improvements), cities, counties, and other eligible agencies must implement the requirements of the CMP. Metro is the designated congestion management agency responsible for coordinating the County's adopted CMP. The Project's traffic analysis, which is presented in greater detail under Question 16(a), was prepared in accordance with the County of Los Angeles CMP and City of Los Angeles Department of Transportation (LADOT) guidelines.

## **City of Los Angeles**

### ***City of Los Angeles General Plan***

Land uses on the Project Site are guided by the *City of Los Angeles General Plan* (General Plan). The General Plan sets forth goals, objectives, and programs to provide a guideline for day-to-day land use policies and to meet the existing and future needs and desires of the community, while integrating a range of state-mandated elements, including Land Use, Transportation, Noise, Safety, Housing, and Open Space/Conservation. The Land Use Element of the General Plan consists of the General Plan Framework Element, which addresses citywide policies, and also includes the 35 community plans that guide land use at a local level.

### ***City of Los Angeles General Plan Framework Element***

The consistency of the Project with applicable objectives and policies in the City of Los Angeles General Plan Framework Element is presented in Table IV-9, Consistency with the Applicable Objectives and Policies of the Framework Element.

**Table IV-9  
Consistency with the Applicable Objectives and Policies of the Framework Element**

Objective/Policy	Project Consistency
<b>Land Use Chapter</b>	
<b>Objective 3.1:</b> Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	<b>Consistent.</b> The Project would develop a mixed-use development including commercial and residential uses. The Project would contribute to the diversity of land uses along San Fernando Mission Boulevard and Woodley Avenue, which currently include commercial, residential, and other land uses.
<b>Objective 3.2:</b> To provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicle trips, vehicle miles traveled, and air pollution.	<b>Consistent.</b> The Project would redevelop a site from commercial uses only to a mixed-use development including commercial and residential land uses. The Project would provide amenities including a grocery store, within walkable distance of the Project's proposed 440 residential units and the surrounding residential, commercial, and school uses. The Project would also provide opportunities for residents and employees to use public transit for work trips, and walk to other retail businesses near the Project Site. As such, the Project would support the reduction of vehicle trips, vehicle miles travelled, and air pollution.
<b>Policy 3.2.3:</b> Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	<b>Consistent.</b> The Project would include residential and commercial land uses. The Project would be accessible to bicycles and bicycle parking would be provided in accordance with the LAMC.
<b>Objective 3.3:</b> Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.	<b>Consistent.</b> Development of the Project would replace existing commercial uses with a mixed-use residential and commercial project. The Project would therefore accommodate both population and employment growth on the site by increasing density and services on the site in proximity to existing transportation, utilities, and public services.
<b>Objective 3.4:</b> Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	<b>Consistent.</b> The Project would provide new development that is consistent with existing zoning and land use designations which designate the site for Neighborhood Commercial development. The Project is located on a lot that has been previously developed with commercial uses. The Project is located along two secondary highways (San Fernando Mission Boulevard and Woodley Avenue). The Project would redevelop a site from commercial uses only to a mixed-use development including commercial and residential land uses, providing amenities including a grocery store within walkable distance of the Project's proposed 440 residential units and the surrounding residential, commercial, and school uses.
<b>Objective 3.7:</b> Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.	<b>Consistent.</b> Development of the Project would replace existing commercial uses with a mixed-use residential and commercial project in proximity to existing transportation, utilities, and public services. Development of residential density on the site protects surrounding residential areas from encroachment of density to serve the growing population of the area.

**Table IV-9  
Consistency with the Applicable Objectives and Policies of the Framework Element**

Objective/Policy	Project Consistency
<b>Objective 3.8:</b> Reinforce existing and establish new neighborhood districts which accommodate a broad range of uses that serve the needs of adjacent residents, promote neighborhood activity, are compatible with adjacent neighborhoods, and are developed as desirable places to work and visit.	<b>Consistent.</b> The Project would provide residential units and commercial uses on the parcel, serving the needs of on-site residents, residents of the community, employees, students of the nearby schools, and visitors. The Project would provide desirable places to work and visit including a grocery store and commercial uses.
<b><i>Urban Form and Neighborhood Design Chapter</i></b>	
<b>Objective 5.2:</b> Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.	<b>Consistent.</b> The Project would develop a mixed-use project along two secondary highways within proximity to bus transit. The Project would redevelop an existing commercial site with residential and commercial uses in greater density than is existing along a commercial and residential corridor.
Source: City of Los Angeles, <i>The Citywide General Plan Framework Element</i> , website: <a href="http://cityplanning.lacity.org/cwd/framwk/contents.htm">http://cityplanning.lacity.org/cwd/framwk/contents.htm</a> , accessed: August 2016; EcoTierra Consulting, 2016.	

Therefore, the Project would be consistent with the applicable goals, objectives, and policies in the General Plan Framework Element.

#### *Granada Hills-Knollwood Community Plan*

The community plans are intended to promote an arrangement of land uses, streets, and services, which would encourage and contribute to the economic, social, and physical health, safety, and welfare of the people who live and work in the community. The community plans are also intended to guide development in order to create a healthful and pleasing environment. The community plans coordinate development among the various communities of the City and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community. The *Granada Hills-Knollwood Community Plan* (Community Plan) guides land uses on the Project Site and in the surrounding areas. The current plan sets forth objectives to maintain the community's distinctive character.

As shown in Figure IV-1, Community Plan Land Use Designations, the Project Site is designated for Neighborhood Commercial in the Community Plan. Development of the Project would include the construction of a mixed-use development, consistent with the Neighborhood Commercial land use designation. Footnote 4 on the Community Plan land use map limits the height permitted by in the Neighborhood Commercial designation to three stories. As discussed below, the *Granada Hills Specific Plan* (Specific Plan) designates the Project Site as part of Sector A, which has a permitted height of up to 45 feet. As the Specific Plan supersedes other zoning regulations, the prevailing height limit on the site is 45 feet. As part of the Project, a density bonus is being requested which includes an on-menu incentive request for a 20% increase in height, as permitted by SB1818. With approval of the requested Density Bonus, the Project would be consistent with the Community Plan.

#### *Granada Hills Specific Plan*

Specific plans are intended to designate additional planning and development strategy and guidance for areas that have particular character or serve a particular focus, more specific than what zoning and community-level plans provide. In this case, the Granada Hills Specific Plan (Specific Plan) designates

three sectors in Granada Hills for which the Specific Plan provides additional guidance and limitations. The Project Site is in Sector A of the Specific Plan.

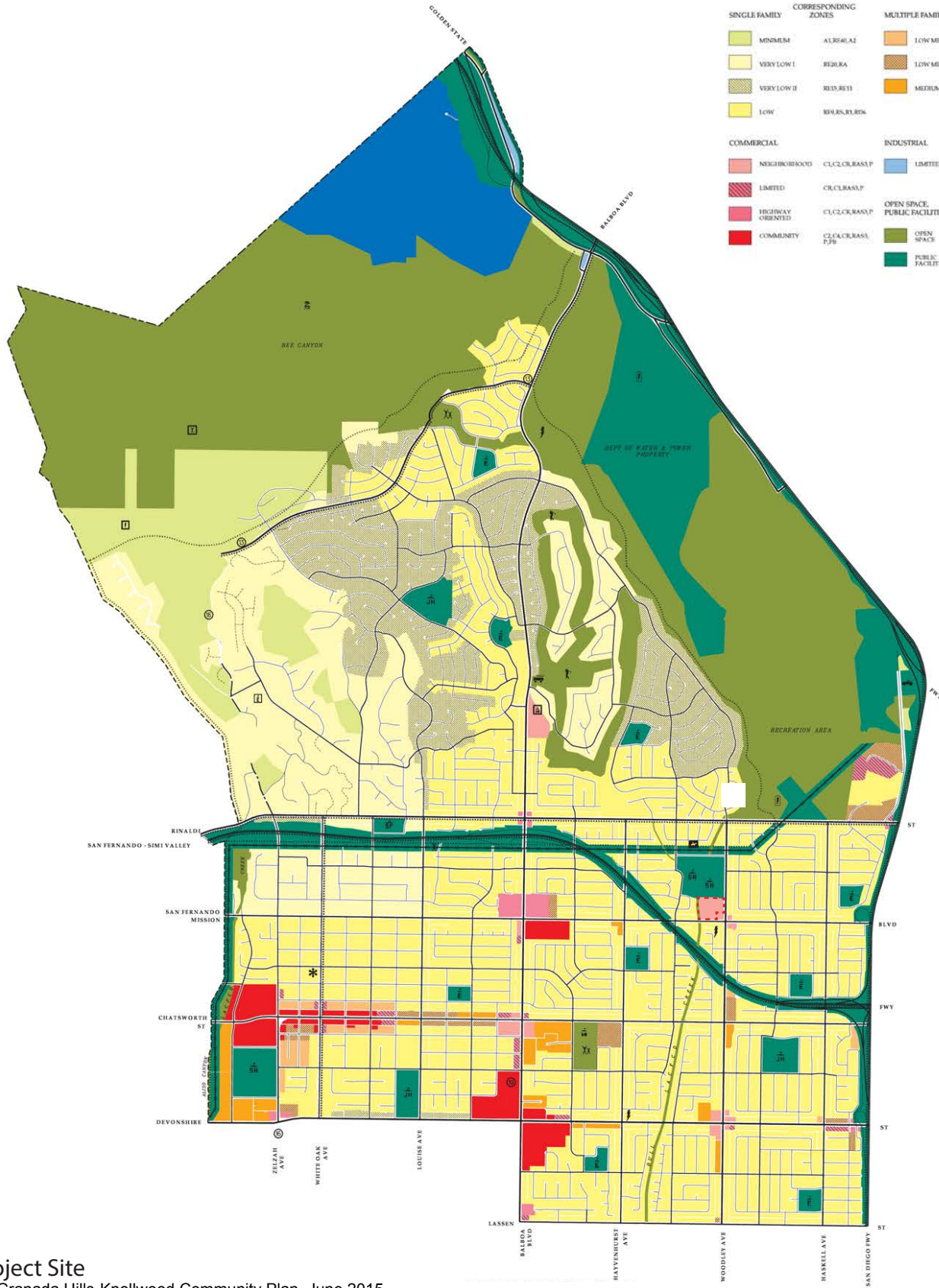
A review of relevant stated Purposes identified in Section 3 of the Granada Hills Specific Plan is presented below:

- “A. To promote orderly, attractive and harmonious development, minimize the negative environmental effects of development, stabilize land values, and investments, and promote the general welfare of the Granada Hills community”
- “B. To adequately buffer and appropriately mass all new developments so as to ensure compatibility with existing surrounding residential neighborhoods”
- “D. To create a vibrant, pedestrian-oriented environment in commercial areas characterized by ground floor retail uses and restaurant uses, appropriate structural massing, extensive landscaping, screening of unsightly views, and minimization of uninteresting blank walls. This is to be accomplished while creating a safe and pleasing and environment which will hold the interest of pedestrians”
- “F. To promote sufficient, attractive parking with easy access to those parking facilities.”

The proposed Project is oriented toward Woodley Avenue and San Fernando Mission Boulevard with ground floor commercial along the street frontage and residential units on the floors above. Parking is generally located in the central portion of the site, largely screened from view by the buildings themselves. Arched arcades are located above the commercial entrances to allow shaded pedestrian pathways along the street frontage. An outdoor courtyard is located on each of the two street frontages providing passive open space along the street frontage. Use of landscaping along the building edges and within the surface parking lot provides an attractive aesthetic throughout the Project. The arcades and

LAND USE

RESIDENTIAL		INDUSTRIAL	
SINGLE FAMILY	CORRESPONDING ZONES	MULTIPLE FAMILY	CORRESPONDING ZONES
MINIMUM	ALRS#6A2	LOW MEDIUM I	RD, RDUR, RDUR2
VERY LOW I	REJURA	LOW MEDIUM II	RDURD15
VERY LOW II	REJ5, REJ11	MEDIUM	RD
LOW	REJAS, REJ26		
COMMERCIAL		OPEN SPACE, PUBLIC FACILITIES	
NEIGHBORHOOD	CL, CL2, CL3, AS, P	LIMITED	ML, ML2, P
LIMITED	CL, CL2, AS, P	OPEN SPACE	OS, OS1
HIGHWAY ORIENTED	CL, CL2, CL3, AS, P	PUBLIC FACILITIES	PF
COMMUNITY	CL, CL2, CL3, AS, P, F2B		



 Project Site  
 Source: Granada Hills-Knollwood Community Plan, June 2015.

courtyards will promote pedestrian engagement providing a vibrant pedestrian-oriented environment consistent with the intent of the Specific Plan. The site is appropriately located and the proposed Project is designed to ensure compatibility with the surrounding neighborhood. As mentioned above, the mixed-use development is consistent with the zone and land use designation of the Project Site. John F. Kennedy High School is located immediately north of the Project Site. The properties to the east of the Project Site are separated by Woodley Avenue and improved with single-family homes and commercial uses. The properties to the south of the site are separated by San Fernando Mission Boulevard and improved with commercial uses, a Los Angeles Department of Water and Power facility, and single-family dwellings. The property immediately west of the Project Site is improved with the Los Angeles County Flood Control Drain. Properties beyond the Flood Control Drain are improved with single-family dwellings. The Project's building setbacks along the street frontages would be generally five feet, bringing the commercial storefronts to the street edge and creating the pedestrian friendly environment that the Specific Plan references. The proposed setback along the westerly portion of the Project varies, providing a minimum setback of approximately 50 feet. The northerly setback, adjacent to the High School athletic fields would be approximately 40 feet. The Project has been designed to step up in height so that the building height would be lowest along the street edge and reaching the highest point in the central portion of the site. Two levels of residential units would be located above the ground floor commercial along the Woodley Avenue street frontage. The San Fernando Mission Boulevard frontage would have two levels of residential units over the ground floor commercial at the street elevation; these two levels would be setback 10 feet from the ground floor building face. A third level of residential units would be setback 30 feet from the ground floor building face on the San Fernando Mission Boulevard building. Interior to the site, four levels of residential units over the basement level parking are proposed. Parking would be located centrally on the site within a surface parking lot and basement level and one subterranean level, accessible from three driveway locations; two along Woodley and one along San Fernando Mission Boulevard. As designed, the Project provides appropriate buffers from surrounding properties and uses as well as appropriate scale to ensure compatibility with surrounding neighborhood.

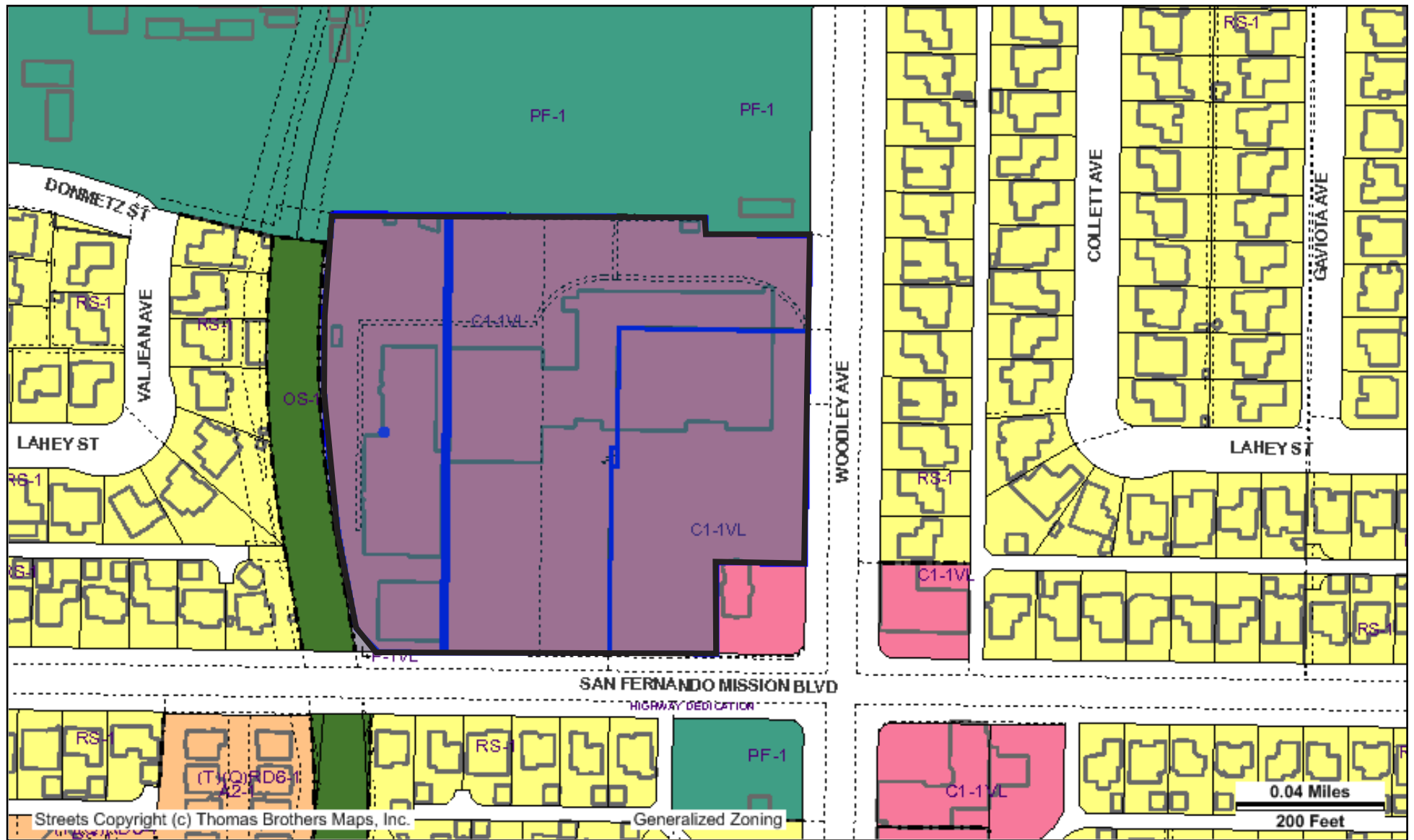
Given the consistency of the proposed Project with the aforementioned references to the Specific Plan, the proposed Project is in substantial conformance with the intent and purposes of Granada Hills Specific Plan.

### ***Planning and Zoning Code***

All on-site development activity is subject to the Planning and Zoning Code. The Planning and Zoning Code includes development standards for the various districts in the City. As shown in Figure IV-2, Zoning Map, the Project Site is zoned C1-1VL (Limited Commercial – Height District 1VL).

Land uses allowed in the C1 Zone include, but are not limited to, the following:

- Any use permitted in the CR Zone, including:
  - Any single family dwelling, two-family dwelling or apartment house use permitted in the R4 Multiple Dwelling Zone provided that all the regulations of said zone are complied with.
- Hotels;
- Bakery goods shop;
- Barber shop or beauty parlor;



■ Project Site

Source: City of Los Angeles Planning Zimas Maps, September 2016.

- Book or stationery store;
- Clothes cleaning agency or pressing establishment;
- Clubs or lodges, bridge clubs, fraternal or religious associations;
- Drugstore;
- Florist or gift shop;
- Grocery, fruit or vegetable store;
- Hospital, sanitarium or clinics (except animal hospitals).
- Hardware or electric appliance store;
- Office, business or professional;
- Photographer;
- Restaurant, tea room or cafe (excluding dancing or entertainment).
- Shoe store or shoe repair store;
- Tailor, clothing or wearing apparel shop;
- Joint living and work quarters;
- Eldercare Facility.

The Project would be consistent with the current C1 Zone in the Planning and Zoning Code. The Project Site would be developed with 440 residential units, including 22 units set aside for Very Low Income Households, and approximately 64,650 square feet of commercial retail in three buildings, as allowed in the C1 Zone.

The Project Site is located in Height District 1VL. LAMC Section 12.21.1.A of the LAMC states that Height District No. 1-VL (Very Limited) is restricted to three stories or 45 feet. The Project includes buildings ranging between 42 and 54 feet in height. As part of the Project, a Density Bonus has been requested, which includes a request for one on-menu incentive, pursuant to LAMC Section 12.22A25(f)(5), to permit a 20% increase in height to permit a total height of 54 feet in lieu of the permitted height of 45 feet per the Specific Plan. With approval of the requested Density Bonus, the Project would be consistent with the height district limitations.

The Project is required to provide 585 parking spaces for the residential portion of the Project and 194 parking spaces for the commercial portion of the Project. The Project is proposing to provide 937 parking spaces: 585 spaces are proposed for residential use and 352 spaces would be provided in to serve the commercial uses.

Bicycle parking also would be provided for the Project as required by the LAMC. The Project is required to provide 76 short-term and 472 long-term bicycle parking spaces for a total of 548 bicycle parking spaces. The Project would provide the required 548 bicycle parking spaces.

### ***Los Angeles Green Building Code***

On January 3, 2014, the City implemented Ordinance No. 182,849 as the most recent update to the *Los Angeles Green Building Code* (LA Green Building Code). The LA Green Building Code is based on the 2013 California Green Building Standards Code (commonly known as CALGreen, as discussed above), that was developed and mandated by the State to attain consistency among the various jurisdictions

within the State with the specific goals to reduce a building's energy and water use, reduce waste, and reduce the carbon footprint. The following types of projects are subject to the LA Green Building Code:

- All new buildings (residential and non-residential);
- All additions (residential and non-residential); and
- Alterations with building valuations over \$200,000 (residential and non-residential).

The Project would meet the requirements in the City's Green Building Code and California Energy/Title 24 requirements. The Project would include, at a minimum low-flow toilets, and other plumbing fixtures. The Project would also incorporate a grey-water system for use in on-site irrigation.

### ***Walkability Checklist: Guidance for Entitlement Review***

In January of 2007, the Department of City Planning created the *Walkability Checklist: Guidance for Entitlement Review* (Walkability Checklist). The purpose of the Walkability Checklist is to guide the Department of City Planning, as well as developers, architects, engineers, and all community members, in creating enhanced pedestrian movements, access, comfort, and safety contributing to overall walkability throughout the City. The Walkability Checklist provides a list of recommended strategies that projects should employ to improve the pedestrian environment in the public right-of-way and on private property. Each of the implementation strategies in the Walkability Checklist should be considered in a project, although not all strategies would be appropriate in every project. While the Walkability Checklist is neither a requirement nor part of the Planning and Zoning Code, it provides guidance for consistency relating to the policies contained in the General Plan Framework Element. Incorporating these guidelines into a project's design encourages pedestrian activity, more adequate forms, and placemaking.

While the guidance provided by the Walkability Checklist is not mandatory and is not a part of the LAMC, incorporating the criteria listed to the maximum extent feasible would create a more walkable environment and a higher quality of urban form for the Project. The essential purpose of the Walkability Checklist is to guide Department of City Planning staff in working with developers to make developments more "walkable" by way of enhancing pedestrian activity, access, comfort, and safety. In addition, the Walkability Checklist encourages planners and developers to protect neighborhood character and pursue high-quality urban form. The following is an analysis of the Project's consistency with the applicable guidelines.

#### *Sidewalks*

The Project generally supports the walkability guidelines discussing sidewalks, which provide that pedestrian corridors should be delineated by creating a consistent rhythm, should be wide enough to accommodate pedestrian flow, and provide pedestrian safety, specifically by creating a clear separation from the roadway and from traffic. Pedestrian access would continue to be provided via Woodley Avenue and San Fernando Mission Boulevard.

#### *Utilities*

The Project generally supports the walkability guidelines discussing utilities, which provide that ideally utilities should be placed underground in order to improve and preserve the character of the street and neighborhood, increase visual appeal, and minimize obstructions in the pedestrian travel path. If new

utility equipment is needed,<sup>49</sup> the Project would place utility equipment underground and/or in the specified zones outlined in the Walkability Checklist.

#### *Building Orientation*

The Project generally supports the walkability guidelines discussing building orientation, which provide that a building's placement on a site establishes its relationship to the sidewalk and street and could enhance pedestrian activity. Pedestrian access would be provided via Woodley Avenue and San Fernando Mission Boulevard.

#### *Off-Street Parking and Driveways*

The Project generally supports the walkability guidelines discussing off-street parking and driveways, which provide that the safety of the pedestrian is primary in an environment where pedestrians and automobiles must both be accommodated. Vehicular access to the Project Site is proposed along both Woodley Avenue and San Fernando Mission Boulevard.

#### *On-Site Landscaping*

While building plans are still in the preliminary phase, the Project would be designed to generally support the walkability guidelines discussing on-site landscaping. Consistent with these guidelines, the Project would incorporate landscaping that would facilitate pedestrian movement where appropriate and provide separation between service areas and public zones, as well as to define edges throughout the varying elements of the Project. Furthermore, the Project would include several courtyards including a pool courtyard and a yard, and roof terraces.

#### *Building Façade*

The Project generally supports the walkability guidelines discussing building façade, which provide that a building's facade could be employed to meet many objectives for a safe, accessible, and comfortable pedestrian environment, specifically by adding visual interest and emphasizing pedestrian movement and comfort.

#### *Building Signage and Lighting*

While building plans are still in the preliminary phase, the Project would be designed to generally support the walkability guidelines discussing building signage and lighting, which describe signage as part of the visual urban language and contributing to neighborhood identity and "place making". The Project would include pedestrian-scale way-finding signage and pedestrian-scale lighting to facilitate access to the building for safety and security purposes.

Project lighting would be wall mounted or ground mounted, directed downward, and shielded away from adjacent land uses. Building security lighting would be used at all entry/exits and would remain on from dusk to dawn, but would be designed to prevent light trespass onto adjacent properties.

Overall, the Project would not conflict with any applicable land use plan, policy, or regulation. Impacts would be less than significant and no mitigation measures are required.

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<sup>49</sup> *The Project does not include the placement of existing utilities underground.*

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

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

As discussed in Question 4(f) above, no such plans presently exist which govern any portion of the Project Site. Furthermore, the Project Site is located in a developed area of the City. Therefore, the Project would not have the potential to cause such effects and there would be no impact. No mitigation measures are required.

**Cumulative Impacts**

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6 [Related Projects]) with respect to the topics listed in the land use and planning analysis above, including community division, consistency with land use plans, and consistency with habitat conservation plans. The cumulative impacts land use study area is the extent of the related projects and the Community Plan area.

With respect to community division and habitat conservation plans, it is unknown whether or not any of the related projects or other development in the Community Plan area would divide an existing community or conflict with a habitat conservation plan. However, as the Project would have no impact with respect to community division and habitat conservation plans, it would not contribute to a cumulative impact.

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

**11. MINERAL RESOURCES**

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

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

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 Zone or other known or potential mineral resource area, and

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

The Project Site is developed and no oil wells are present. According to the Los Angeles City General Plan Safety Element Exhibit E, Oil Field and Oil Drilling Areas, the Project Site is not located within an oil field or oil drilling area.<sup>50</sup> The Project Site is not located in an Oil Drilling District. The Project would not affect ongoing extraction activities and there would be no impact on existing or future regionally important mineral extraction sites. The Project would not involve mineral extraction activities, nor are any such activities presently occurring on or in the vicinity of the Project Site. Therefore, no impact would occur and no mitigation measures are required.

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

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

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

There are no oil extraction operations and drilling or mining of mineral resources at the Project Site.<sup>51</sup> Therefore, development of the Project would not result in the loss of availability of a mineral resource that would be of value to the residents of the state or a locally-important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan. Therefore, no impact would occur and no mitigation measures are required.

**Cumulative Impacts**

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6 [Related Projects]) with respect to the topics listed in the mineral resources analysis above, including loss of availability of a known mineral resource or locally important mineral resource recovery site. The cumulative impacts mineral resources study area is the extent of the related projects.

It is unknown whether or not any of the related project sites contain mineral resources. However, as the Project would have no impact on mineral resources, it would not contribute to a cumulative impact.

<sup>50</sup> City of Los Angeles Department of City Planning, *Los Angeles City General Plan Safety Element, Exhibit E, Oil Field and Oil Drilling Areas, May 1994.*

<sup>51</sup> City of Los Angeles Department of City Planning, *Los Angeles City General Plan Conservation Element, Exhibit A, Mineral Resources, September 2001.*

Furthermore, no known mineral resources or extraction operations for such resources are in the Project vicinity. Therefore, there would be no cumulative impact on mineral resources.

## 12. NOISE

The following section summarizes and incorporates by reference the information provided in the *Environmental Noise Impact Analysis for the Woodley & San Fernando Mission Mixed-Use Project*, by Cadence Environmental Consultants, dated August 2016 (Noise Report), which is provided as Appendix G to this Initial Study.

### Fundamentals of Sound and Environmental Noise

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

Noise is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources, such as an occasional aircraft or train passing by to virtually continuous noise sources like traffic on a major highway.

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

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

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban

residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

When evaluating changes in 24-hour community noise levels, a difference of 3 dBA is a barely perceptible increase to most people. A 5 dBA increase is readily noticeable, while a difference of 10 dBA would be perceived as a doubling of loudness. Because decibels are logarithmic units, sound levels cannot be added or subtracted by ordinary arithmetic means. For example, if one source generates 50 dBA, two units would not generate 100 dBA; they would generate 53 dBA. A doubling of sound energy is needed to increase sound levels by 3 dBA. An increase of 5 dBA requires more than a tripling of sound energy.

Noise levels from a particular source decline as distance to the receptor increases. Other factors, such as the weather and reflecting or shielding, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically “hard” locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically “soft” locations (i.e., the area between the source and receptor is earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer homes is generally more than 30 dBA.

### **Fundamentals of Environmental Ground-borne Vibration**

Environmental vibration is sound radiated through the ground. Vibration can result from a source (e.g., train operations, motor vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby, creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as ground-borne vibration. Ground-borne vibration is measured as peak particle velocity (PPV) in inches per second. The general human response to different levels of ground-borne vibration velocity levels is described below in Table IV-10, Human Response to Levels of Ground-borne Vibration. Ground-borne vibration levels that could induce potential damage to buildings are identified in Table IV-11, Ground-borne Vibration Damage Potential Criteria.

**Table IV-10  
Human Response to Levels of Ground-Borne Vibration**

Human Response	Maximum PPV in Inches per Second	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.9	0.1
Severe	2	0.4

*Notes: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.*

*Source of table data: California Department of Transportation, 2004.*

Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration from traffic is rarely perceptible.

**Table IV-11  
Ground-Borne Vibration Damage Potential Criteria**

Structure and Condition	Maximum PPV in Inches per Second	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely Fragile Historic Buildings, Ruins, Ancient Monuments	0.12	0.08
Fragile Buildings	0.2	0.1
Historic and Some Old Buildings	0.5	0.25
Older Residential Structures	0.5	0.3
New Residential Structures	1	0.5
Modern Industrial/Commercial Buildings	2	0.5

*Notes: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.*

*Source of table data: California Department of Transportation, 2004.*

### Existing Ambient Noise Levels

Existing daytime noise levels were measured at four locations within the vicinity of the Project Site on August 30, 2016. The existing noise levels were measured using a Larson•Davis Model 820 sound level meter, which meets and exceeds the minimum industry performance requirements for "Type 1" standard instruments as defined in the American National Standards Institute (ANSI) S1.4. The sound level meter was programmed to measure using the "A" weighting scale and the "fast" detector response

as recommended by the California Department of Transportation (Caltrans). The sound level meter was calibrated immediately prior to the first measurement to a sound level of 114 dB with a Larson•Davis Precision Acoustic Calibrator Model CAL200. Each event occurred over a period of 10 minutes. The five measurement locations are described as follows:

- Location 1 - western side of Woodley Avenue north of San Fernando Mission Boulevard. Noise levels were measured at the edge of the Project Site parking lot. The primary source of noise at this location was traffic on Woodley Avenue. Secondary sources of noise included traffic on the Ronald Reagan Freeway (SR-118), construction at a home along the eastern side of Woodley Avenue, and cars in the Project Site parking lot. A total of 76 vehicles passed by this location during the 10-minute measurement period. Noise levels at this location would also be representative of the residential properties along the eastern side of Woodley Avenue.
- Location 2 - southern side of San Fernando Mission Boulevard east of Woodley Avenue. Noise levels were measured within the alley adjacent to the home at 16130 San Fernando Mission Boulevard. The primary source of noise at this location was traffic on San Fernando Mission Boulevard. Secondary sources of noise included cars in the adjacent market parking lot and leaves rustling in the wind. A total of 130 vehicles passed by this location during the 10-minute measurement period. Noise levels at this location would also be representative of the other residential properties along San Fernando Mission Boulevard east of Woodley Avenue.
- Location 3 - western side of Woodley Avenue south of San Fernando Mission Boulevard. Noise levels were measured within the landscape area adjacent to the LADWP substation. The primary source of noise at this location was traffic on Woodley Avenue. Secondary sources of noise included traffic on SR-118 and people talking. A total of 150 vehicles passed by this location during the 10-minute measurement period. Noise levels at this location would also be representative of the residential properties along Woodley Avenue south of San Fernando Mission Boulevard.
- Location 4 - southern side of San Fernando Mission Boulevard west of Woodley Avenue. Noise levels were measured within the alley adjacent to the home at 162200 San Fernando Mission Boulevard. The primary source of noise at this location was traffic on San Fernando Mission Boulevard. A total of 209 vehicles passed by this location during the 10-minute measurement period. Noise levels at this location would also be representative of the other residential properties along southern side of San Fernando Mission Boulevard west of Woodley Avenue.
- Location 5 - western side of the proposed Project Site adjacent to the Bull Creek storm channel. The primary source of noise at this location was traffic on SR-118. Secondary sources of noise included activity at the batting cages at the site, cars own the Project Site parking lot, and dogs barking in the residential neighborhood to the west. Noise levels at this location would also be representative of the residential properties to the west of the Bull Creek storm channel.

The daytime noise levels measured at each of the locations are identified in Table IV-12, Existing Daytime Noise Levels.

**Table IV-12  
Existing Daytime Noise Levels**

Noise Measurement Location	Primary Noise Sources	Noise Level Statistics		
		L <sub>eq</sub>	L <sub>max</sub>	L <sub>min</sub>
1. Woodley Ave. north of SF Mission Bl.	Traffic on Woodley Avenue	63.5	75.9	52.3
2. SF Mission Bl. east of Woodley Ave.	Traffic on San Fernando Missions Bl.	65.0	84.2	55.2
3. Woodley Ave. south of SF Mission Bl.	Traffic on Woodley Avenue	67.0	83.0	55.5
4. SF Mission Bl. west of Woodley Ave.	Traffic on San Fernando Missions Bl.	67.9	77.5	60.7
5. western side of Project Site	Traffic on SR-118	63.7	72.8	61.0
<i>Noise level measurement results are provided in Appendix A of the Noise Report (Appendix G of this Initial Study).</i>				
<i>Source: Cadence Environmental Consultants, 2016.</i>				

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

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

#### **Construction-Related Impacts**

Construction of the Project is expected occur over a period of approximately 26 months with an anticipated start in the second quarter of 2017. Construction activities associated with the proposed project would require the use of heavy equipment for demolition and building construction. Noise from smaller power tools, generators, and other sources of noise would also be associated with construction of the proposed project. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the type and amount of equipment in operation and the location of the activity.

Section 41.40 of the LAMC regulates noise from demolition and construction activities. Specifically, Section 41.40 prohibits construction activity and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturday. All such activities are also prohibited on Sundays and all federal holidays.

Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. Specifically, any construction machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment may not generate a maximum noise level exceeding 75 dBA at a distance of 50 feet from the equipment.

However, the above noise limitation does not apply where compliance is technically infeasible (Section 112.05, LAMC). LAMC Section 112.05 defines technical infeasibility to mean that “said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.”

For the purpose of evaluating construction noise impacts, the City of Los Angeles L.A. CEQA Thresholds Guide (2006) defines sensitive uses as residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks. As such, the sensitive receptors that would be affected by project construction activities would be the existing residences and high school facilities in the immediate vicinity of the Project Site. According to the L.A. CEQA Thresholds Guide, a significant impact would occur if construction activities lasting more than 10 days in a three month period would increase the ambient noise levels by 5 dBA or more at any off-site noise-sensitive location.

The Federal Highway Administration has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. These data are presented in Table IV-13 for the types of equipment that are expected to be used at the Project Site based on industry standard practices and observations of other similar construction sites by Cadence staff.

**Table IV-13**  
**Typical Construction Equipment Noise Levels**

<b>Equipment</b>	<b>L<sub>max</sub> Noise Limit at 50 Feet</b>
Earthmoving	
Backhoe	80
Bulldozer	85
Dump Truck	84
Front End Loader	80
Scraper	85
Tractor	84
Materials Handling	
Concrete Mixer Truck	85
Concrete Pump Truck	82
Crane	85
Impact Equipment	
Compactor	80
Jackhammer	85
Pneumatic Tools	85
Other Equipment	
Compressors	80
Concrete Saws	90
Gradall Forklift	85

**Table IV-13  
Typical Construction Equipment Noise Levels**

<b>Equipment</b>	<b>L<sub>max</sub> Noise Limit at 50 Feet</b>
Pickup Truck	55
Vacuum Street Sweeper	80
Welder/Torch	73
<i>Notes: Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.</i>	
<i>Source of table data: Federal Highway Administration, 2006.</i>	

The Federal Highway Administration has also compiled data regarding the noise generating characteristics of typical construction activities. These data, which represent composite construction noise, are presented in Table IV-14. As with noise generated by individual construction equipment, these noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance.

**Table IV-14  
Typical Outdoor Construction Noise Levels**

<b>Construction Phase</b>	<b>L<sub>eq</sub> Noise Levels at 50 Feet with Mufflers</b>
Excavation/Grading	86
Foundations	77
Structural	83
Finishing	86
<i>Source of table data: City of Los Angeles, 2006.</i>	

As shown in Table IV-14, daytime composite construction noise levels associated with the proposed project could range from 77 to 86 dBA L<sub>eq</sub> at a distance of 50 from the construction activities. Similar noise levels would be expected to occur at the commercial use and school athletic fields adjacent to the Project Site. Noise levels at the nearest homes would be at least six dBA L<sub>eq</sub> lower than these numbers since they are located more than 100 feet from the Project Site. Noise levels at the nearest classrooms at John F. Kennedy High School would be at least 12 dBA L<sub>eq</sub> lower since they are located at least 200 feet from the Project Site. As shown previously in Table IV-12, existing ambient daytime noise levels average around 65 dBA L<sub>eq</sub> along Woodley Avenue north of San Fernando Mission Boulevard, around 68 dBA L<sub>eq</sub> along San Fernando Mission Boulevard west of Woodley Avenue, and 64 dBA L<sub>eq</sub> in the western part of the Project Site. Construction activities associated with the proposed project would increase daytime noise levels at the nearby residential and school areas by more than 5 dBA.

As noted above, compliance with the noise regulations under Section 41.40 of the LAMC, would reduce construction noise impacts to the maximum extent feasible. These regulations would not permit construction activities to occur during recognized sleep hours for nearby residences. Similar to other

construction activities throughout Los Angeles, these regulations would ensure that construction-related noise impacts would be less than significant.

### **Operational Impacts**

Future noise levels at the Project Site would continue to be dominated by vehicular traffic on Woodley Avenue and San Fernando Mission Boulevard. As discussed previously, existing ambient daytime noise levels along Woodley Avenue adjacent to the site average approximately 64 dBA  $L_{eq}$  while ambient daytime noise levels along San Fernando Mission Boulevard average approximately 68 dBA  $L_{eq}$ . As a general rule 24-hour CNEL noise levels are within about 2 dBA of the peak traffic noise  $L_{eq}$  under normal traffic conditions. This noise level would not exceed the city's 70.0 dBA CNEL exterior noise standard for new multi-family residential uses. As discussed previously, the exterior-to-interior reduction of newer residential buildings is generally more than 30 dBA. This is based on the situation in which new buildings must comply with California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires substantial building insulation and also reduces exterior to interior noise levels. Assuming a 30 dBA exterior to interior noise reduction for new residential buildings would provide an interior noise level of less than 45 dBA CNEL, which is the state's interior standard for new residential uses. In addition, the exterior courtyards of the proposed project would be shielded from roadway noise by the proposed buildings; thus providing a quiet exterior activity environment for project residents.

The City of Los Angeles has adopted a Noise Ordinance (Section 111 et seq. of the LAMC), which identifies noise standards for various sources, specific noise restrictions, exemptions, and variances for sources of noise within the city. The Noise Ordinance applies to all noise sources with the exception of any vehicle that is operated upon any public highway, street or right-of-way, or to the operation of any off-highway vehicle, to the extent that it is regulated in the State Vehicle Code, and all other sources of noise that are specifically exempted. The sources regulated by the City Noise Ordinance that would be applicable to the proposed project are as follows:

- Section 112.01 Radios, television sets, and similar devices.
- Section 112.02 Air conditioning, refrigeration, heating, pumping, and filtering equipment.
- Section 112.04 Powered equipment intended for repetitive use in residential areas and other machinery, equipment, and devices.
- Section 112.05 Maximum noise level of powered equipment or powered hand tools.
- Section 113.01 Rubbish and trash collection.
- Section 114.02 Motor driven vehicles.
- Section 114.06 Vehicle theft alarm systems.
- Section 114.07 Audible status indicator (for vehicle theft alarms systems).
- Section 115.02 Prohibitions and regulations (for amplified sound).
- Section 114.01 Loud, unnecessary and unusual noise.

These regulations ensure that sources of noise at a property do not cause excessive noise levels at nearby residences.

It should be noted that the football and athletics stadium for John. F. Kennedy High School is located to the immediate north of the Project Site and the visiting team bleachers are along the northern site boundary. Residents of the Project Site would be exposed to noise levels when activities occur at the stadium, particularly during football games. The loudspeakers for the visiting team bleachers are located on light standards and directed towards the bleachers and the Project Site. However, as a separate governmental agency, the Los Angeles Unified School District is not subject to the Noise Ordinance standards of the City of Los Angeles.

Based on this information, operation of the proposed project would not expose persons to or generate noise levels in excess of standards established by the City of Los Angeles and the impact of the proposed project would be less than significant.

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

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

**Construction-Related Impacts**

Demolition and construction activities that would occur at the Project Site have the potential to generate low levels of ground-borne vibration. The buildings adjacent to the Project Site consist of newer residential and commercial structures of more modern wood, steel, and concrete construction. Based on the criteria identified previously in Table IV-11, a significant structural ground-borne vibration impact could occur if the adjacent residential buildings are exposed to vibration levels of 0.3 inches per second PPV. The potential for nearby residents to be annoyed by ground-borne vibration would be significant if vibration levels reach 0.10 inches per second PPV.

Table IV-15 identifies various vibration velocity levels for the types of construction equipment that would operate at the Project Site during construction. Based on the information presented in this table, vibration levels could reach as high as approximately 0.089 inches per second PPV within 25 feet of an operating large bulldozer. The maximum vibration level of 0.089 inches per second PPV would be below the thresholds of significance for both potential building damage and human annoyance. The nearest existing building to the proposed construction area is the Taco Bell restaurant at the northwestern corner of Woodley Avenue and San Fernando Mission Boulevard. This building would be exposed to a maximum vibration level of 0.089 inches per second PPV since it is about 25 feet from the project construction area. The nearest homes are located at least 110 feet from the Project Site and would be exposed to even lower vibration levels. Therefore, the potential impacts associated with construction vibration would be less than significant.

**Table IV-15  
Vibration Levels for Typical Construction Equipment**

Equipment	Reference PPV at 25 Feet
Large Bulldozer	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003
<i>Source of table data: Jones &amp; Stokes, 2004.</i>	

### Operational Impacts

The proposed project does not include uses that are expected to generate measurable levels of ground-borne vibration during operation of the proposed project. Therefore, the greatest regular source of project-related ground-borne vibration would be from trucks making deliveries to the Project Site and garbage trucks picking-up project-related refuse material. The vibration levels associated with these trucks would be less than the levels associated with large construction equipment. Therefore, the operational impacts associated with ground-borne vibration would be less than significant at nearby sensitive uses.

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

**Less Than Significant Impact.** Based upon the criteria established in the City of Los Angeles L.A. CEQA Thresholds Guide (2006), the Project would have a significant operational noise impact if the Project would increase the ambient noise levels by 3 dBA CNEL at the property line of residential uses where the resulting noise level would be at least 70 dBA CNEL, or any 5 dBA or greater increase. As discussed previously, the existing ambient daytime noise levels at the Project Site and surrounding residential area are in the mid-50 to 60 dBA  $L_{eq}$  range and, as such, would not approach 70 dBA CNEL. Therefore, the 5 dBA threshold of significance would be applicable to the Project. The 5 dBA threshold of significance would also apply to the commercial uses located along Woodley Avenue and San Fernando Mission Boulevard.

Locations in the vicinity of the Project Site would experience a slight change in noise resulting from the reduced traffic generated by the proposed project and the increased activity at the Project Site. According to the Technical Traffic Evaluation prepared for the proposed project, the Project would generate approximately 6,246 vehicle trips per day with 328 trips occurring during the AM peak traffic hour and 577 trips during the PM peak traffic hour. These numbers are less than the 8,249 daily trips, 377 AM peak hour trips, and 783 PM peak hour trips generated by the existing uses at the site. However, there would be slight changes in the access patterns of vehicles entering and existing the site.

The changes in future peak hour noise levels along the roadway segments evaluated in the Technical Traffic Evaluation are identified in Table IV-16. As shown, the traffic generated by the proposed project would increase local noise levels by a maximum of 0.2 dBA  $L_{eq}$  during the AM peak hour, which would be imperceptible to most people and would not exceed the applicable thresholds of significance for the affected existing land uses. During the PM peak hour, the roadway noise levels would be slightly lower than the existing noise levels. This would be a less than significant impact.

**Table IV-16  
Project Peak Hour Roadway Noise Impacts**

Roadway	Roadway Segment	Noise Levels in dBA L <sub>eq</sub>				Significant Impact?
		Existing Traffic Volumes	Existing + Project Traffic	Increase	Significance Threshold	
<i>AM Peak Traffic Hour</i>						
San Fernando Mission	west of Woodley	594	603	0.1	5.0	No
	east of Woodley	649	659	0.1	5.0	No
Woodley Avenue	north of SF Mission	580	605	0.2	5.0	No
	south of SF Mission	719	719	0.0	5.0	No
<i>PM Peak Traffic Hour</i>						
San Fernando Mission	west of Woodley	1,032	1,020	-0.1	5.0	No
	east of Woodley	1,033	1,016	-0.1	5.0	No
Woodley Avenue	north of SF Mission	776	704	-0.4	5.0	No
	south of SF Mission	1,015	996	-0.1	5.0	No
<p><i>Notes: For locations where the resulting noise level would exceed the 70 dBA “normally unacceptable” level for residential uses, the significance threshold established by the L.A. CEQA Thresholds Guide is a 3.0 dBA increase. For all other locations, the significance threshold is 5.0 dBA.</i></p> <p><i>Calculation data and results are provided in Appendix B of the Noise Report (Appendix G to this Initial Study).</i></p> <p><i>Source: Cadence Environmental Consultants, 2016.</i></p>						

With regard to noise levels generated at the Project Site, the proposed project would result in the replacement of the existing commercial buildings, surface parking lots, and batting cages with new residential and commercial buildings with surface and subterranean parking. Noise levels associated with vehicle activity within the site would be similar to the existing conditions at the site. Noise levels associated with the residential buildings are largely restricted to indoor areas (unless a window is open) and the parking areas. As such, the operational noise levels at the Project Site would be similar to the existing noise levels at the site and the surrounding residential and commercial areas, and the operational noise impacts of the proposed project would be less than significant.

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

**Less Than Significant Impact.** As discussed previously, noise levels during demolition and construction of the proposed project may potentially reach as high as 80 dBA L<sub>eq</sub> at the nearest sensitive receptors. When these peak construction noise levels are compared against the existing ambient noise levels of approximately 65 dBA L<sub>eq</sub> along Woodley Avenue north of San Fernando Mission Boulevard, 68 dBA L<sub>eq</sub> along San Fernando Mission Boulevard west of Woodley Avenue, and 64 dBA L<sub>eq</sub> in the western part of the Project Site, an increase in daytime noise levels by more than 5 dBA would occur at the nearby sensitive uses due to their direct proximity to the Project Site. As such, a substantial temporary or periodic increase in ambient noise levels would occur at these nearby sensitive uses during construction of the proposed project.

Although the proposed project would potentially generate high noise levels during the construction period as a result of heavy machinery and equipment use, compliance with the noise regulations under Section 41.40 of the LAMC would ensure that nearby sensitive receptors are not exposed to excessive noise levels during construction. Therefore, with compliance with the noise regulations in Section 41.40 of the LAMC, which would not permit construction activities to occur during recognized sleep hours for residences, construction noise impacts would be reduced to a less than significant level.

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

**Less Than Significant Impact.** Although the Project Site is subject to occasional over flights from jet and propeller aircraft, it is not located within the noise impact area of a public airport land use plan or within two miles of a public use airport. No impact would occur.

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

**No Impact.** This question would apply to a project only if the Project Site were located in the vicinity of a private airstrip and would subject area residents and workers to substantial noise levels from aircraft operations. The Project Site is not located in the vicinity of a private airstrip. Therefore, no impact would occur and no mitigation measures are required.

### **Cumulative Impacts**

Development of the Project in conjunction with other related projects would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in the already urbanized Granada Hills – Knollwood Community Plan Area of the City of Los Angeles. The Technical Traffic Evaluation for the proposed project identifies three related projects within the vicinity of the proposed Project Site.<sup>52</sup> The nearest related project is located over one-half mile to the east at 15530 San Fernando Mission Boulevard.

### ***Construction-Related Cumulative Impacts***

The project applicant has no control over the timing or sequencing of the related projects that have been identified within the proposed project study area. Therefore, any quantitative analysis that assumes multiple, concurrent construction projects would be entirely speculative. Construction-period noise and ground-borne vibration for the proposed project and each related project (that has not yet been built) would be localized. As discussed above, the nearest related project is located over one-half mile to the east at 15530 San Fernando Mission Boulevard. That project is located on the eastern side of the 405 Freeway and is far enough away that construction activities at that location would have no noise effect and no ground-borne vibration effect on the sensitive residential and commercial uses in close proximity to the proposed Project Site. Therefore, no cumulative construction-related noise impacts would occur in the immediate vicinity of the Project Site.

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<sup>52</sup> *Overland Traffic Consultants, 2016.*

### Operational Cumulative Noise Impacts

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed project and related projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the difference between existing traffic volumes and future traffic volumes with the proposed project and cumulative development. The increases in roadway noise levels associated with cumulative development are identified in Table IV-17 for the roadway segments and peak hours where the proposed project would have a measurable increase in noise levels (reference Table IV-16). As shown, the traffic generated by the proposed project and cumulative development would increase local noise levels by a maximum of 0.5 dBA  $L_{eq}$ , which would be imperceptible to most people and would not exceed the City of Los Angeles thresholds of significance. Therefore, this cumulative impact would be less than significant.

As with the localized construction-related noise impacts, all of the other related projects are located far enough away that on-site equipment at those locations would have no noise effect on the sensitive residential uses in close proximity to the proposed Project Site. On-site equipment at the proposed Project Site would similarly have no noise effect on any sensitive uses in close proximity to the related project sites. Therefore, the proposed project would not contribute to cumulative noise impact associated with stationary and on-site operational noise sources.

**Table IV-17**  
**Cumulative Peak Hour Roadway Noise Impacts**

Roadway	Roadway Segment	Noise Levels in dBA $L_{eq}$				Significant Impact?
		Existing Traffic Volumes	Existing + Project Traffic	Increase	Significance Threshold	
<b>AM Peak Traffic Hour</b>						
San Fernando Mission	west of Woodley	594	666	0.5	5.0	No
	east of Woodley	649	733	0.5	5.0	No
Woodley Avenue	north of SF Mission	580	643	0.4	5.0	No
	south of SF Mission	719	766	0.3	5.0	No
<b>PM Peak Traffic Hour</b>						
San Fernando Mission	west of Woodley	1,032	1,157	0.5	5.0	No
	east of Woodley	1,033	1,162	0.5	5.0	No
Woodley Avenue	north of SF Mission	776	755	-0.1	5.0	No
	south of SF Mission	1,015	1,062	0.2	5.0	No
<p><i>Notes: For locations where the resulting noise level would exceed the 70 dBA “normally unacceptable” level for residential uses, the significance threshold established by the L.A. CEQA Thresholds Guide is a 3.0 dBA increase. For all other locations, the significance threshold is 5.0 dBA. Calculation data and results are provided in Appendix B of the Noise Report (Appendix G to this Initial Study).</i></p> <p><i>Source: Cadence Environmental Consultants, 2016.</i></p>						

### 13. POPULATION AND HOUSING

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

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

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

#### Construction Impacts

The Project would involve the construction of 440 residential units and approximately 64,650 square feet of commercial retail in three buildings. Construction would result in increased employment opportunities in the construction industry. However, it is not likely that construction workers would relocate their households as a result of their employment associated with construction of the Project. The construction industry differs from other employment sectors in that many construction workers are highly specialized and move from job site to job site as dictated by the demand for their skills, and they remain at a job site for only the timeframe in which their specific skills are needed to complete a particular phase of the construction process. Furthermore, it is likely that the construction workers employed for the construction of the Project would be taken from the labor pool currently residing in the City. Therefore, the construction workers would not likely relocate their homes as a result of employment on the Project. Impacts on population and housing due to construction activities would be less than significant and no mitigation measures are required.

#### Operational Impacts

The Project would involve the construction of 440 residential units and approximately 64,650 square feet of commercial retail in three buildings. Based on the most recent City estimates for the Granada Hills – Knollwood Community Plan Area, the average household size for multi-family dwelling units in the area is 2.44 residents per unit.<sup>53</sup> The Project would include 440 multi-family residential units, which could house approximately 1,073.6 residents (440 x 2.44).

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<sup>53</sup> *Los Angeles Department of City Planning, Demographic Research Unit, Population & Housing Data by Community Plan Area: Granada Hills - Knollwood Community Plan Area, 2009 Population Estimates, website: <http://planning.lacity.org/DRU/LocI/LocRpt.cfm?geo=CP&sgo=CT>, accessed: August 2016.*

SCAG's 2014 population estimates for the City were 3,904,657 residents.<sup>54</sup> Moreover, SCAG estimates the population of the City will increase to 3,991,700 residents by 2020 and 4,320,600 residents by 2035, a 2.2 percent and 8.2 percent increase from the 2014 estimate, respectively.<sup>55</sup>

The addition of approximately 1,074 residents represents a 0.02 percent increase of SCAG's estimated population in the City by 2020, and 0.02 percent of the estimated population in the City by 2035. This increase would not be considered a substantial increase for the area and is within the anticipated SCAG forecast for population. As such, population growth associated with the Project would be less than significant and no mitigation measures are required.

It is estimated that the commercial portion of the Project would generate approximately 175 employees based on the LAUSD rate of 0.00271 employees per square foot of Neighborhood Shopping Center.<sup>56</sup> While new employment opportunities would be created with the Project, it is anticipated that most of the expected employees would be drawn from the existing labor force in the region and would not require the need to relocate or place a demand for housing in the area. This increase would be within the parameters of SCAG's forecast of 82,500 additional jobs in the City of Los Angeles between 2008 and 2020. Therefore, projected employment growth associated with the Project would be less than significant.

Furthermore, the Project does not include the extension of roads or other infrastructure, which could induce population growth. Therefore, the impact would be less than significant and no mitigation measures are required.

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

**No Impact.** A significant impact may occur if a project would result in the displacement of existing housing, necessitating construction of replacement housing elsewhere. There is no existing housing on the Project Site; therefore, development of the Project would not displace any existing housing and would not require construction of replacement housing. No impact would occur and no mitigation measures are required.

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

**No Impact.** A significant impact could occur if a project would result in the displacement of existing residents, necessitating the construction of replacement housing elsewhere. No people currently reside on the Project Site. Therefore, no people would be displaced by the Project. No impact would occur and no mitigation measures are required.

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<sup>54</sup> Southern California Association of Governments, *Local Profiles Report 2015, Profile of the City of Los Angeles*, website: <http://www.scag.ca.gov/Documents/LosAngeles.pdf>, page 3, accessed: August 2016.

<sup>55</sup> Southern California Association of Governments, *2012-2035 Regional Transportation Plan/Sustainable Communities Strategies, Growth Forecast Appendix, Adopted April 2012*, website: [http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP\\_GrowthForecast.pdf](http://rtpscs.scag.ca.gov/Documents/2012/final/SR/2012fRTP_GrowthForecast.pdf), accessed: August 2016.

<sup>56</sup> Based on a rate of 0.00479 employees per square foot. Source: Los Angeles Unified School District, *Residential Development School Fee Justification Study*, March 2014.

## Cumulative Impacts

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6 [Related Projects]) with respect to the topics listed in the population and housing analysis above, including growth inducement, and housing and population displacement.

Employment, housing, and population projections contained in the SCAG forecasts are based upon land uses designated in the General Plan. The related projects identified in Section II.6 (Related Projects) of this Initial Study and other potential development projects that may occur throughout the City of Los Angeles subregion are expected to be largely consistent with their respective General Plan land use designations. Furthermore, SCAG periodically updates its projections for the various subregions that comprise the SCAG region, which allows these projections to be revised to reflect land use and planning changes that have occurred since previous updates. Accordingly, the effects of cumulative employment growth associated with the Project and other development within the City of Los Angeles subregion will be accommodated in SCAG forecasts over time and the Project would not contribute to a cumulatively considerable effect with respect to employment, housing, and population growth. Therefore, cumulative impacts would be less than significant.

## 14. PUBLIC SERVICES

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

### a) Fire protection?

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

## Project Design Features

The Project would implement the following project design features (PDF) to minimize the potential for impacts during operation. The PDFs would be incorporated into the Project and are considered a part of the Project for purposes of the impact analysis.

- PDF 14-1** The Project shall comply with all State and local building codes relative to fire protection, safety, and suppression. Specifically, the Project design shall incorporate the standards and requirements as set forth by Title 24, the City of Los Angeles Safety Element, the LAMC Fire Code, and any additional code

requirements established by the LAFD relative to fire prevention, safety, suppression, and emergency access and response.

**PDF 14-2**

The Project applicant shall submit a plot plan for approval of access and hydrants by the LAFD prior to the issuance of a building permit by the City. The plot plan shall include fire prevention and access features to the satisfaction of the LAFD, including the following standard requirements:

- Access for Fire Department apparatus and personnel to and into all structures shall be required.
- Any required Fire Annunciator panel or Fire Control Room shall be located within 50 feet visual line of site of the main entrance stairwell or to the satisfaction of the LAFD.
- Any required fire hydrants to be installed shall be fully operational and accepted by the LAFD prior to any building occupation.
- All water systems and roadways are to be improved to the satisfaction of the LAFD prior to any building occupation.
- All structures shall be fully sprinklered pursuant to LAMC Section 57.09.07(A).
- No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
- No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along the path of travel.

The fire station nearest to the Project Site is Fire Station 75, which is located approximately 1.1 miles to the east at 15345 San Fernando Mission Boulevard, Los Angeles, CA 91345. This fire station is located within the recommended response distance.

The adequacy of fire protection is also based upon the required fire flow, equipment access, and LAFD's safety requirements regarding needs and service for the area. The required fire flow necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard. Pursuant to LAMC Section 57.09.06, City-established fire flow requirements vary from 2,000 gallons per minute (gpm) in low-density residential areas to 12,000 gpm in high-density commercial or industrial areas. In any instance, a minimum residual water pressure of 20 pounds per square inch (PSI) is to remain in the water system while the required gpm is flowing.<sup>57</sup> According to LAMC Section 57.09.06, the fire flow requirement for the Project is 4,000 gpm from four adjacent fire hydrants flowing simultaneously.<sup>58</sup> The adequacy of existing water pressure and availability in the Project area with respect to required fire flow would be confirmed by LAFD during the plan check review process. The final fire flow required for the Project would be established by the LAFD during its review of the Project plot plan, prior to the issuance of a building permit by the City. The plot plan would be required to

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<sup>57</sup> LAMC, Chapter 5, Public Safety and Protection, Division 9, Access, Hydrants, and Fire Flow, Section 57.09.06.

<sup>58</sup> *Ibid.*

identify the minimum fire flow requirements and the location of fire hydrants. Additional fire hydrants may be required, depending on the building design and LAFD requirements. Such improvements would be conducted as part of the Project either on-site or off-site within the right-of-way under the City's B-Permit process. Construction activities to install any new pipes or pumping infrastructure would be temporary and in short duration and would not result in any significant environmental impacts. Approval of this plot plan, and implementation of the project design features, would ensure the impact on fire protection would be less than significant and no mitigation measures are required.

### **Cumulative Impacts**

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6, [Related Projects]) with respect to the fire protection analysis above. The cumulative impacts fire protection study area is the extent of the related projects and the service area of Fire Station 75.

Development of the Project in combination with the related projects would cumulatively increase the demand for fire services. Over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs, including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, LAFD's resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded fire station would be funded via existing mechanisms (e.g., property and sales taxes) to which the Project and related projects would contribute. Moreover, all of the cumulative development would be reviewed by the LAFD in order to ensure adequate fire flow capabilities and adequate emergency access. It is unknown whether or not any of the related projects would require new or expanded fire stations. If there were a fire protection impact due to the combined impacts of the related projects, the Project would not make a cumulatively considerable contribution to the impact for the reasons described above. Considering this, the cumulative impact would be less than significant.

### **b) Police protection?**

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

- The population increase resulting from the proposed project, based on the net increase of residential units or square footage of non-residential floor area;
- The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and
- Whether the project includes security and/or design features that would reduce the demand for police services.

## Project Design Features

The Project would implement the following project design features (PDF) to minimize the potential for impacts during operation. The PDFs would be incorporated into the Project and are considered a part of the Project for purposes of the impact analysis.

**PDF 14-3** The Project shall comply with the design guidelines outlined in the LAPD Design Out Crime Guidelines, which recommend using natural surveillance to maximize visibility, natural access control that restricts or encourages appropriate site and building access, and territorial reinforcement to define ownership and separate public and private space. Specifically, the Project would:

- Install security industry standard security lighting at recommended locations including parking structures, pathway options, and curbside queuing areas;
- Install closed-circuit television at select locations including (but not limited to) entry and exit points, loading docks, public plazas and parking areas;
- Provide adequate lighting of parking structures, elevators, and lobbies to reduce areas of concealment;
- Provide lighting of building entries, pedestrian walkways, and public open spaces to provide pedestrian orientation and to clearly identify a secure route between parking areas and points of entry into buildings;
- Design public spaces to be easily patrolled and accessed by safety personnel;
- Design entrances to, and exits from buildings, open spaces around buildings, and pedestrian walkways to be open and in view of surrounding sites; and
- Limit visually obstructed and infrequently accessed “dead zones.”

**PDF 14-4** Prior to the issuance of a certificate of occupancy for each construction phase and ongoing during operations, the Applicant or its successor shall develop an Emergency Procedures Plan to address emergency concerns and practices. The plan shall be subject to review by LAPD.

The Project Site is serviced by the Devonshire Community Police Station, which is located approximately 3.6 miles southeast of the Project Site at 10250 Etiwanda Avenue, Northridge, CA 91325. The Project Site is located in Reporting District 1717.

## Construction Impacts

Construction sites, if not properly managed, have the potential to attract criminal activity (such as trespassing, theft, and vandalism) and can become a distraction for local law enforcement from more pressing matters that require their attention. However, the Project would employ construction safety features including erecting temporary fencing around the construction site to discourage trespassers

and deter any potential criminal activity. Therefore, the impact would be less than significant and no mitigation measures are required.

### **Operational Impacts**

Operation of the Project would result in an increase of population within the Project Site, thereby, generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons is anticipated to increase as a result of the increased on-site activity and increased traffic on adjacent streets. Such calls are typical of problems experienced in nearby neighborhoods and do not represent unique law enforcement issues specific to the Project. Design features that deter crime, including adequate and strategically positioned functional lighting to enhance public safety, minimizing visually obstructed and infrequently accessed “dead zones,” and limiting public access to properly patrolled public areas, reduce the demand for police services. The design of the Project would also include crime prevention features, such as nighttime security lighting, secured parking facilities, and on-site security service. With implementation of these design features, in coordination with the LAPD, the Project would result in a less-than-significant operational impact on police protection services.

### **Cumulative Impacts**

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6 [Related Projects]) with respect to the police protection analysis above. The cumulative impacts police protection study area is the extent of the related projects and the service area of the Devonshire Community Police Station.

It is anticipated that the Project in combination with the related projects would increase the demand for police services. This cumulative increase in demand for police services would increase demand for additional LAPD staffing, equipment, and facilities over time. Similar to the Project, the related projects served by the LAPD would implement safety and security features according to LAPD recommendations. The LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs, including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City’s regular budgeting efforts, the LAPD’s resource needs would be identified and monies allocated according to the priorities at the time. Any new or expanded police station would be funded via existing mechanisms (e.g., property and sales taxes) to which the Project and related projects would contribute. It is unknown whether or not any of the related projects would require new or expanded police stations. If there were a police protection impact due to the combined impacts of the related projects, the Project would not make a cumulatively considerable contribution to the impact for the reasons described above. Nonetheless, the cumulative impact would be less than significant.

### **c) Schools?**

**Less Than Significant Impact.** A significant impact may occur if a project includes substantial employment or population growth, which could generate demand for school facilities that exceeds the capacity of the schools serving the project site. The Project is in an area that is currently served by several Los Angeles Unified School District (LAUSD) public schools, as well as several private schools and after-school programs.

The LAUSD jurisdiction encompasses an area of 720 square miles and serves approximately 640,000 students and operates over 900 schools and 187 public charter schools.<sup>59</sup> The LAUSD is divided into seven local districts and the Project Site is located within Local District Northwest. The Project Site is currently served by Northridge Academy Senior High, Valley Academy of Arts and Sciences, George K Porter Middle School, Danube Avenue Elementary, and John F Kennedy Senior High.<sup>60</sup>

As shown in Table IV-18, Estimated Project Student Generation, below, based on 2014 LAUSD student generation rates for residential and commercial land uses, the Project would generate an increase of approximately 347 students.

**Table IV-18**  
**Estimated Project Student Generation**

Land Use	Size	Generation Rate	Total Students
Neighborhood Commercial	64,650 sf	0.2247 students per employee <sup>a</sup>	39
Residential	440 du	0.7 students per household	308
<b>Total</b>			<b>347</b>
<sup>a</sup> It is estimated that the commercial portion of the Project would generate approximately 175 employees based on the LAUSD rate of 0.00271 employees per square foot of Neighborhood Shopping Center. Source: Los Angeles Unified School District, Residential Development School Fee Justification Study, March 2014.			

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. Development fees are required to be paid pursuant to development conditions of approval. Pursuant to SB 50, the payment of these school fee amounts provided for in Government Code Sections 65995, 65995.5, and 65995.7 would constitute full and complete mitigation for school facilities. That is to say, SB 50 states that the exclusive method of mitigating the impact of school facilities according to CEQA is to pay the maximum school fees and that such fees are "deemed to provide full and complete school facilities mitigation" related to the adequacy of school facilities when considering approval or the establishment of conditions for the approval of a development project (Government Code 65996[a] and [b]).

Pursuant to California Government Code Section 65995.5-7, the LAUSD has Level 1 Fees on commercial development at a rate of \$0.54 per square foot of new commercial construction within the boundaries of the LAUSD.<sup>61</sup> Accordingly, project applicant(s) are required to pay school fees to LAUSD to offset the impact of additional student enrollment at schools serving the project area.

Pursuant to State law, payment of the school fees established by the LAUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees, would, by law, mitigate the Project's indirect impacts on any schools. Therefore, the public schools servicing the Project Site can

<sup>59</sup> Los Angeles Unified School District website: <http://achieve.lausd.net/about>, accessed: August 30, 2016.

<sup>60</sup> Los Angeles Unified School District website: <http://rsi.lausd.net/ResidentSchoolIdentifier/>, accessed: August 30, 2016.

<sup>61</sup> 2014 Developer Fee Justification Study, Los Angeles Unified School District, March 2014. These rates are subject to change.

accommodate the future students generated by the Project. Therefore, impacts on the schools identified to serve the Project would be less than significant.

### **Cumulative Impacts**

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6 [Related Projects]) with respect to the schools analysis above. The cumulative impacts school study area is the extent of the related projects and the attendance boundaries of the LAUSD schools that serve the Project Site (i.e., Northridge Academy Senior High, Valley Academy of Arts and Sciences, George K Porter Middle School, Danube Avenue Elementary, and John F Kennedy Senior High).

As discussed above, payment of developer impact fees in accordance with Senate Bill 50 and pursuant to Section 65995 of the California Government Code would ensure that the impacts of the Project on school facilities would be less than significant. Similar to the Project, the related projects would be required to pay school fees to the LAUSD. The payment of school fees would fully mitigate any potential impacts to school facilities. Therefore, the cumulative impact would be less than significant.

#### **d) Parks?**

**Less Than Significant Impact.** A significant impact to parks may occur if implementation of a project includes a new or physically altered park or creates the need for a new or physically altered park, the construction of which could cause substantial adverse physical impacts. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on recreation and parks shall be made considering the following factors:

- The net population increase resulting from a project;
- The demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and a project's proportional contribution to the demand; and
- Whether a project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. The parks nearest to the Project Site are listed in Table IV-19, Parks and Recreational Facilities.

The City's standard ratio of neighborhood and community parks to population is 4 acres per 1,000 people as set forth in the Public Recreation Plan. The Community Plan area currently provides approximately 2,456 acres of open space, or approximately 35 acres of open space and recreation per 1,000 people, well above the established standard.

**Table IV-19  
Parks and Recreational Facilities**

Park Name	Address	Distance (miles)
Van Norman Lakes Reservoir	15800 Rinaldi Street	<1.0
Granada Hills Pool	16730 Chatsworth Street	<1.0
Granada Hills Recreation Center (Petit Park)	16730 Chatsworth Street	<1.0
Andres Pico Adobe	10940 Sepulveda Boulevard	<2.0
Brand Park Community Center	15121 Brand Boulevard	<2.0
Brand Park	15174 San Fernando Mission Road	<2.0
Carey Ranch	Laurel Canyon Blvd. & Aztec Street	<2.0
<i>Source: City of Los Angeles Department of Recreation and Parks, Facility Map Locator, website: <a href="http://raponline.lacity.org/maplocator">http://raponline.lacity.org/maplocator</a>, accessed: August 2016.</i>		

The Project could result in an on-site population of approximately 1,074 residents. Even under the conservative assumption that all new residents of the Project come from outside of the project area, the Granada Hills - Knollwood area of the City would continue to exceed the City's standard of 4 acres of open space and recreation per 1,000 people.

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

### **Cumulative Impacts**

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6 [Related Projects]) with respect to the parks analysis above. The cumulative impacts parks study area is a two-mile radius from the Project Site, which includes the seven parks and recreational facilities listed above.

As discussed above, the Project would result in a less-than-significant impact on parks and recreational facilities. The related projects that involve the development of residences would be required to pay a Dwelling Unit Tax. The payment of fees would fully mitigate any potential impacts to park and recreational facilities. Therefore, the cumulative impact would be less than significant.

### **e) Other public facilities?**

**Less Than Significant Impact.** A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the project site, necessitating a new or physically altered library, the construction of which would have significant physical impacts on the environment. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on libraries shall be made considering the following factors:

- (a) The net population increase resulting from the project;
- (b) The demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to existing

library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and

- (c) Whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library).

Los Angeles Public Library (LAPL) provides library services to the City. The Granada Hills Branch Library, located at 10640 Petit Avenue, serves the project area.

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

On March 8, 2011, City voters approved ballot Measure L, which amends the City Charter to incrementally increase the amount the City is required to dedicate annually from its General Fund to LAPL to an amount equal to 0.03 percent of the assessed value of all property in the City, and incrementally increase LAPL's responsibility for its direct and indirect costs until it pays for all of its direct and indirect costs. The measure was intended to provide neighborhood public libraries with additional funding to help restore library service hours, purchase books, and support library programs, subject to audits, using existing funds with no new taxes. Beginning in fiscal year 2014-2015 and thereafter, LAPL was to be responsible for payment of all of its direct and indirect costs.

Library funding is now mandated under the City Charter to be funded from property taxes including those assessed against the Project, which would increase with the new development and be utilized for additional staff, books, computers, and other library materials. Therefore, impacts to library facilities would be less than significant and no mitigation measures are required.

### **Cumulative Impacts**

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6, [Related Projects]) with respect to the libraries analysis above. The cumulative impacts libraries study area is the extent of the related projects and the service area of the libraries that serve the Project Site (i.e., Granada Hills Branch Library).

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

## 15. RECREATION

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

**Less Than Significant Impact.** A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for park or recreational facilities that would exceed the capacity of existing parks and causes premature deterioration of the park facilities. As discussed previously, the Project would increase the residential population within the project area and, thus, would increase demand for public parkland based on the standard minimum parkland-to-population ratio identified above. Specifically, the Granada Hills – Knollwood Community Plan area currently provides approximately 2,456 acres of open space, or approximately 35 acres of open space and recreation per 1,000 people, well above the established standard. Therefore, even under the conservative assumption that all new residents of the Project come from outside of the project area, the Granada Hills - Knollwood area of the City would continue to exceed the City's standard of 4 acres of open space and recreation per 1,000 people. Because the Community Plan Area is well-served by open space and recreational facilities, additional use of the recreation facilities would not result in their deterioration to the point of being below the City's identified parkland-to-population ratio. Therefore, Project impacts would be less than significant with respect to the deterioration of park or recreational facilities.

- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**No Impact.** A significant impact may occur if a project includes the construction or expansion of park facilities, the construction of which would have a significant adverse effect on the environment. The Project does not include nor would it necessitate a park or recreational facility component, the construction of which could have an adverse environmental impact. Therefore, no impact would occur with respect to the construction or expansion of recreational facilities and no mitigation measures are required.

### **Cumulative Impacts**

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6 [Related Projects]) with respect to the recreational facilities analysis above. The cumulative impacts recreational facilities study area is a two-mile radius from the Project Site, which includes the three parks and recreational facilities listed above.

The related projects that involve the development of residences would potentially result in an increase in residents in the area. In the absence of the related projects incorporating project-specific mitigation, cumulative development would potentially contribute to lowering the City's existing parkland-to-population ratio. The related projects that involve the development of residences would be required to pay a Dwelling Unit Tax. The payment of fees would fully mitigate any potential impacts to park and recreational facilities. Therefore, the cumulative impact would be less than significant.

## 16. TRANSPORTATION/TRAFFIC

The following section summarizes and incorporates by reference the information provided in the *Technical Traffic Evaluation for the Proposed Mixed-Use Project at 11147 Woodley Avenue & 16201-16301 San Fernando Mission Boulevard*, prepared by Overland Traffic Consultants, in July 2016 (Traffic Memo). The Los Angeles Department of Transportation (LADOT) reviewed the technical traffic evaluation and issued a response on November 3, 2016. The Technical Traffic Evaluation and the LADOT response memo are provided as Appendix H to this Initial Study.

- a) **Would the project conflict with applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

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

The Project site is northwest of the intersection of San Fernando Mission Boulevard and Woodley Avenue with frontage along both streets but does not include the corner property. The existing 95,098 square foot commercial center includes a 35,000 square foot DMV office, 6,200 square feet of medical office, 12,410 square feet of restaurants (10,000 square foot Chuck E Cheese, 1,050 square foot Golden Wall Chinese, and 1,360 square foot House of Grill), a 1,250 square feet of fast food restaurant without drive through (Mighty Mouth Burgers), 19,257 square feet of retail and 1,274 square feet of used for religious services. The existing commercial center has two driveways on San Fernando Mission Boulevard and two driveways on Woodley Avenue.

The Project would construct 440 apartment units (264 one-bedroom units and 176 two-bedroom units), 16,050 square feet of commercial and a 46,800 square foot grocery store. The retail areas would be located along the Woodley Avenue street frontage. The grocery store would be located along the San Fernando Mission Boulevard frontage. The housing would be located with two levels over the retail along Woodley Avenue, three levels over the grocery store and four levels over the parking garage at the northwest corner of the property.

Vehicular access to the site is proposed from two driveways on San Fernando Mission Boulevard and two driveways on Woodley Avenue. One driveway on Woodley Avenue and one driveway on San Fernando Mission Boulevard will be located at the far west (San Fernando Mission Boulevard) and far the north (Woodley Avenue) end of the site to reduce conflicts with the San Fernando Mission Boulevard and Woodley Avenue intersection. Two loading bays will be provided along the western side of the grocery store building with a turnaround area provided for the trucks. Vehicle and bicycle parking will be provided to meet or exceed City of Los Angeles Municipal Code requirements.

The Project site does not include the corner property that has an existing fast-food restaurant (Taco Bell) located on it.

## Methodology

Project trip generation has been based upon industry standards of the Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition for the proposed apartments, grocery and retail Project and existing DMV office, medical office, restaurants, fast food without drive through and religious use.

The ITE trip generation does not take into account the surrounding community amenities interaction between the venues and proximity to major roadways. The proposed Project will provide both residential and retail components. It is likely that many of the site residents will make use of the retail provided in the Project. A conservative 5% internal trip reduction was incorporated into the analysis for the retail and grocery store components. The Project is along San Fernando Mission Boulevard and Woodley Avenue which carry traffic across the San Fernando Valley. It is likely that some of the patrons for the existing restaurants and retail and some of the future patrons of the retail and grocery store stop into the site on their way to or from another major destination point. Therefore, as permitted by LADOT 10% pass-by rate was incorporated into the proposed retail and 40% pass-by rate for the proposed grocery store. A 10% pass-by rate for the existing medical offices and restaurant, 40% pass-by rate for the existing retail and 50% pass-by rate for the existing fast food restaurant for the existing retail was incorporated into the analysis. These pass-by rates are typically not incorporated into the analysis of the adjacent intersection since turning movements may be required to access the site.

## Trip Generation

The Project trip generation after credit for existing uses, internal and pass-by reductions is provided in Table IV-20. There are fewer trips generated daily, during the AM Peak Hour and during the PM Peak Hour than is generated by the current commercial center. However, the direction of the AM Peak Hour trips shifts somewhat because the housing element of the project will have more drivers leaving during the AM Peak Hour whereas the current commercial center has more drivers arriving.

This level of trip generation indicates a need for a focused traffic analysis of nearby potentially impacted intersection according the Los Angeles Department of Transportation (LADOT) Traffic Study Guidelines, dated August 2014. The focused intersection analysis is provided in the following sections.

**Table IV-20  
Project Trip Generation**

Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
<b>Proposed Project</b>								
Apartments	440 du	2,926	224	45	179	273	177	96
Retail	16,245 sf	694	16	10	6	60	26	34
<i>Internal Trips</i>	5%	(35)	(1)	(1)	(0)	(3)	(1)	(2)
<i>Pass-By</i>	10%	(66)	(2)	(1)	(1)	(6)	(3)	(3)
<i>Subtotal Retail</i>		593	13	8	5	51	22	29
Grocery Store	46,800 sf	4,785	159	99	60	444	226	218
<i>Internal Trips</i>	5%	(239)	(8)	(5)	(3)	(22)	(11)	(11)
<i>Pass-By</i>	40%	(1,818)	(60)	(38)	(22)	(169)	(86)	(83)
<i>Subtotal Grocery</i>		2,727	91	56	53	253	129	124
<b>Subtotal Proposed Project</b>		<b>6,246</b>	<b>328</b>	<b>109</b>	<b>219</b>	<b>577</b>	<b>328</b>	<b>249</b>
<b>Removal of Existing</b>								
DMV Office	35,000 sf	5,811	344	179	165	598	305	293
Medical Office	6,200 sf	224	15	12	3	22	6	16
<i>Pass-By</i>	10%	(22)	(1)	(1)	(0)	(2)	(1)	(1)
<i>Subtotal Medical Office</i>		202	14	11	3	20	5	15
Restaurants <sup>a</sup>	12,410 sf	1,578	10	6	4	122	73	49
<i>Internal Trips</i>	10%	(158)	(1)	(1)	0	(12)	(7)	(5)
<i>Pass-By</i>	10%	(142)	(1)	(1)	0	(3)	(1)	(2)
<i>Subtotal Restaurants</i>		1,287	8	4	4	99	59	40
Fast Food Without Drive Thru <sup>b</sup>	1,250 sf	620	1	1	0	33	17	16
<i>Internal Trips</i>	10%	(62)	(0)	(0)	0	(3)	(2)	(1)
<i>Pass-By</i>	50%	(56)	(0)	(0)	(0)	(3)	(1)	(2)
<i>Subtotal Fast Food</i>		502	1	1	0	27	14	13
Retail	19,257 sf	822	18	11	7	71	34	37
<i>Internal Trips</i>	10%	(82)	(2)	(1)	(1)	(7)	(3)	(4)
<i>Pass-By</i>	40%	(296)	(7)	(4)	(3)	(26)	(12)	(13)
<i>Subtotal Retail</i>		444	9	6	3	39	19	20
Religious	1,274 sf	12	1	0	1	1	0	1
<b>Subtotal Existing</b>	<b>75,391 sf</b>	<b>8,249</b>	<b>377</b>	<b>201</b>	<b>176</b>	<b>783</b>	<b>401</b>	<b>382</b>
<b>NET Proposed Project</b>		<b>(2,003)</b>	<b>(49)</b>	<b>(92)</b>	<b>43</b>	<b>(206)</b>	<b>(73)</b>	<b>(133)</b>
<sup>a</sup> Not open for breakfast; includes 10,000 sf Chuck E. Cheese, 1,050 sf Golden Wall Chinese, and 1,360 sf House of Grill. Used High Turnover Rates for daily and PM; used Quality for AM. <sup>b</sup> Mighty Mouth Burgers – no AM service; used Quality Restaurant Rates for AM (see Appendix H – Traffic Memo).								
Source: Overland Traffic Consultants, July 2016.								

The project trips were distributed to the adjacent study intersection of San Fernando Mission Boulevard and Woodley Avenue. All four of the Project driveways can be used for ingress or egress to the all of the Project components. The majority of the residential trips are likely to use the driveway at the north end of the Project site off of Woodley Avenue because this one leads right in to their garage access point. A separate distribution was developed for the residential and commercial components of the Project in order to capture this activity. The existing commercial center has all four driveways available for all the uses on the site. In determining the net residential and commercial trips, the existing trips were split evenly. Table IV-21 displays the net residential and net commercial trips without pass-by reductions.

**Table IV-21**  
**Net Residential and Commercial Project Trips**

Location	Daily Traffic	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Residential w/o pass-by credit	(1,456)	30	(59)	89	(140)	(34)	(106)
Commercial w/o pass-by credit	823	(27)	(0)	(27)	66	28	38
<b>Combined without pass-by credit</b>	<b>633</b>	<b>(3)</b>	<b>(59)</b>	<b>62</b>	<b>(74)</b>	<b>(6)</b>	<b>(68)</b>

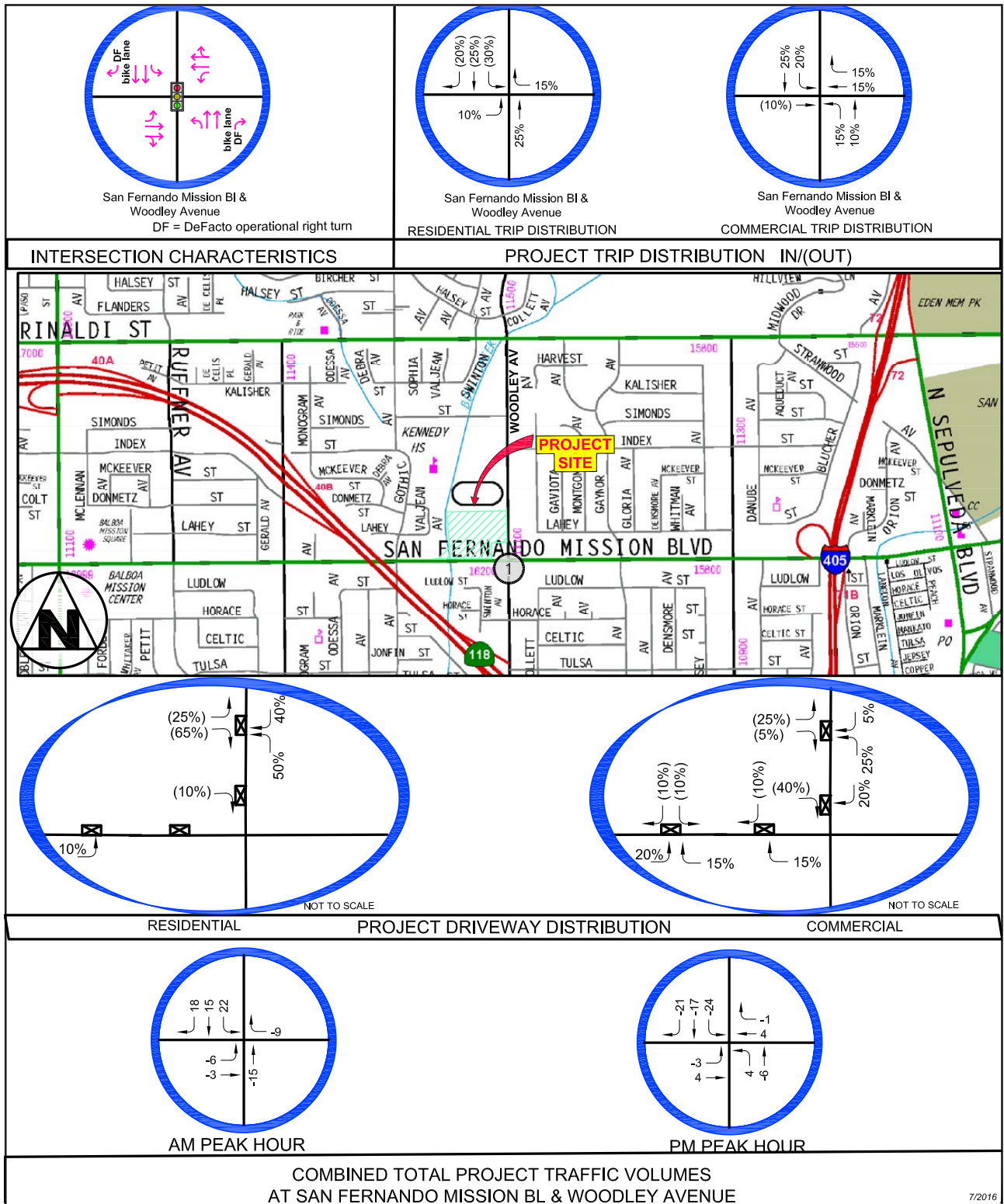
*Source: Overland Traffic Consultants, July 2016.*

Figure IV-3, Project Traffic Distribution Percentage & Project-Only Volumes (AM Peak / PM Peak Hours), shows the current study intersection characteristics, project trip distribution, estimated Project driveway distribution and Project trips at the study intersections.

#### **Operating Conditions at Intersections in the Area**

As per discussion with LADOT, traffic counts were conducted during the morning and afternoon peak hours on a typical school day with no holidays or inclement weather. Morning peak counts from 7 AM to 10 AM and evening peak counts from 3 PM to 6 PM were conducted at San Fernando Mission Boulevard and Woodley Avenue. This is the adjacent signalized intersection and the most likely to be significantly impacted by the Project related traffic.

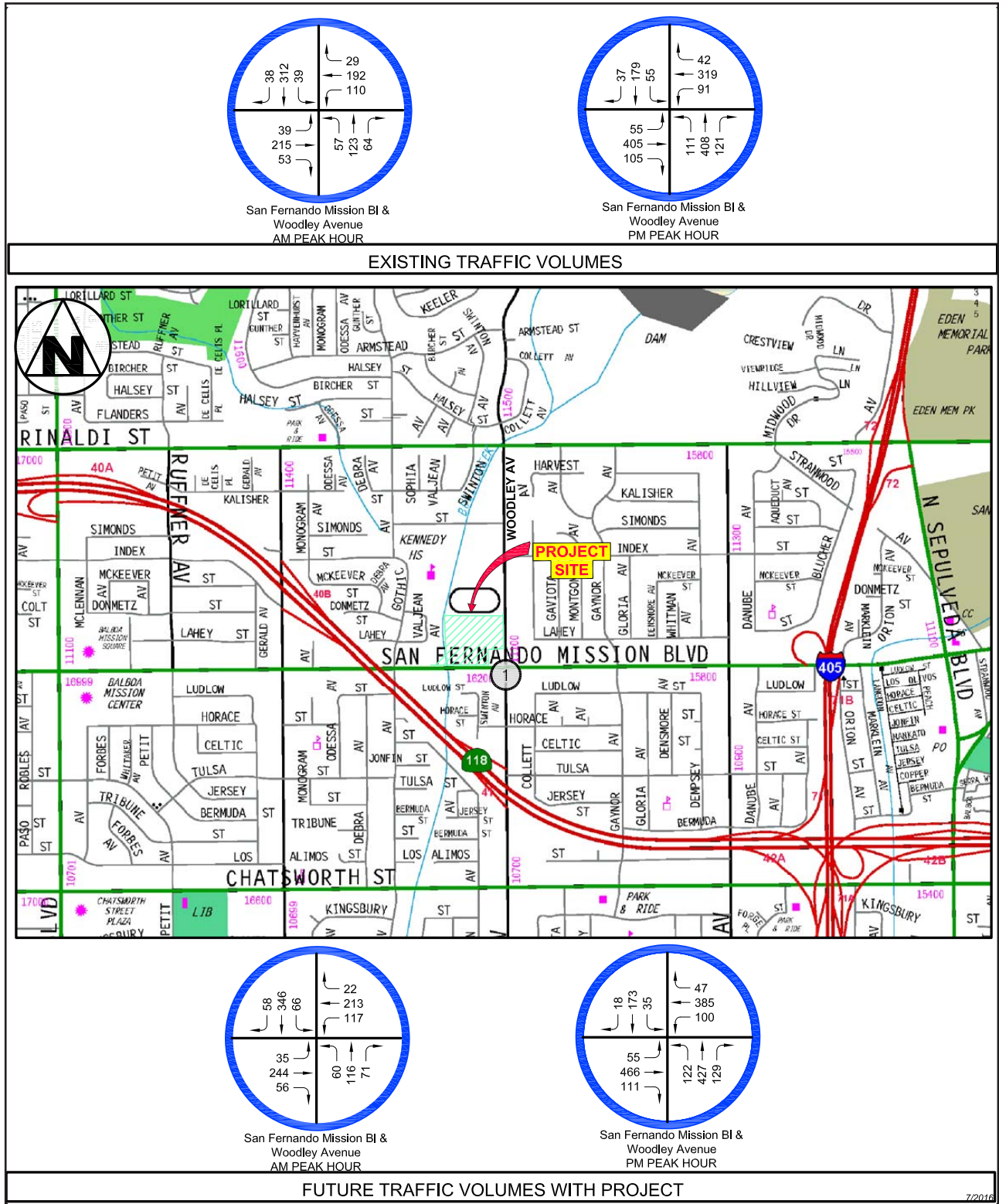
The traffic analysis at the signalized intersection was conducted using the Critical Movement Analysis (CMA) process as required by LADOT. The existing intersection lane configurations and traffic controls were used to determine the existing, existing + project, future without project and future with project traffic conditions. The existing traffic volumes are provided on Figure IV-4, Existing (2016) Traffic Volumes & Future (2019) Traffic Volumes with Project. Attachment C to the Traffic Memo provides the count data (see Appendix H to this Initial Study).



Source: Overland Traffic Consultants, Inc., July 2016.



Figure IV-3  
Project Traffic Distribution Percentage & Project-Only Volumes  
(AM Peak / PM Peak Hours)



Source: Overland Traffic Consultants, Inc., July 2016.

The CMA procedure uses a ratio of the intersection's full traffic volume to its capacity for rating an intersection's congestion level. The highest combinations of conflicting traffic volume (V) at an intersection are divided by the intersection capacity value. Intersection capacity (C) represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.

Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table IV-22.

**Table IV-22  
Level of Service (LOS) Definitions for Signalized Intersections**

<b>Level of Service</b>	<b>Definition</b>	<b>Intersection Capacity Utilization</b>
A	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.	0.000-0.600
B	Very GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	0.601 – 0.700
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	0.701 – 0.800
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	0.801 – 0.900
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	0.901 – 1.000
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 1.000

*Source: Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Board, 1980.*

Significant traffic impacts are identified by LADOT as indicated in Table IV-23 below.

**Table IV-23  
City of Los Angeles Intersection Impact Threshold Criteria**

<b>LOS</b>	<b>Final V/C</b>	<b>Project Related Increase in V/C</b>
C	>0.701-0.800	equal to or greater than 0.040
D	>0.801-0.900	equal to or greater than 0.020
E or F	>0.901	equal to or greater than 0.010
No significant impacts occur at LOS A or B because intersections operations are good and can accommodate additional traffic growth.		

The existing traffic was evaluated with new traffic volume counts collected for this analysis. The Existing + Project traffic was determined by adding the project traffic as shown in Figure IV-3 to the existing traffic volumes. A summary of this analysis is provided in Table IV-24.

**Table IV-24**  
**Existing and Existing + Project Summary Operating Conditions**

Intersection	Peak Hour	Existing		Existing + Project		Project Impact	Significant Impact?
		CMA	LOS	CMA	LOS		
San Fernando Mission Boulevard and Woodley Avenue	AM	0.205	A	0.209	A	+0.004	NO
	PM	0.303	A	0.287	A	-0.016	NO

*Source: Overland Traffic Consultants, July 2016.*

As shown in Table IV-24, no significant traffic impacts have been identified. The negative impact during the PM Peak Hour is created by the reduction of vehicle trips in the critical moves at the intersection during this time period. The presents improved traffic conditions in the future with the Project than currently exists.

Future Without Project traffic volumes were determined by adding ambient growth of 1% per year as required by LADOT in traffic studies for this area and traffic volumes from other planned development in the area to the existing counts. The Future With Project conditions were determined by adding the Project traffic volumes to the Future Without Project volumes. Appendix D to the Traffic Memo (see Appendix H to this Initial Study) provides detail information for the related including the address, type of project and trip generation of related projects.

Table IV-25 displays the results of the Future without Project and with Project analysis. As shown in Table IV-25, no significant traffic impacts have been identified. The negative impact during the PM Peak Hour is created by the reduction of vehicle trips in the critical moves at the intersection during this time period. The presents better traffic in the future with the Project than currently exists. The future with project traffic volumes are provided in Figure IV-4.

**Table IV-25**  
**Future Conditions Without and With Project Operating Conditions**

Intersection	Peak Hour	Existing		Existing + Project		Project Impact	Significant Impact?
		CMA	LOS	CMA	LOS		
San Fernando Mission Boulevard and Woodley Avenue	AM	0.230	A	0.233	A	+0.003	NO
	PM	0.342	A	0.325	A	-0.017	NO

*Source: Overland Traffic Consultants, July 2016.*

### Access & Circulation

Parking for the new development will be provided on surface lots behind the commercial and between the grocery store and the existing fast food restaurant on the corner that is not a part of the Project. Garage parking will be provided on the northwest corner of the site with the commercial and residential parking areas separated. Two loading bays will be provided along the west side of the grocery store. The site will be accessed from two driveways off of San Fernando Mission Boulevard and two driveways off of Woodley Avenue.

Along the Project frontage, the striping on San Fernando Mission Boulevard provides two lanes in each direction with an eastbound to northbound left turn pocket at Woodley Avenue that transitions to a two-way left turn lane westerly.

Along the Project frontage, the striping on Woodley Avenue provides two vehicle lanes and one bike lane in each direction with a southbound to eastbound left turn pocket at San Fernando Mission Boulevard that transitions to a two-way left turn lane northerly.

The Project driveways on San Fernando Mission Boulevard and Woodley Avenue that are closest to the intersection are proposed with right turn in and out only. The driveway on Woodley Avenue at the north end of the site, and the driveway on San Fernando Mission Boulevard at the west end of the site are proposed as full access driveways with right and left turns in and out of the site. These movements are facilitated by the current two-way left turns that can be restriped with left turn pockets or left in their current configurations.

The Project will not create any significant traffic impacts. The adjacent study intersection of San Fernando Mission Boulevard and Woodley Avenue would continue to experience the same LOS without or with the project. No LADOT impact thresholds are exceeded.

The immediate surrounding roadways may experience a minor increase in directional traffic but overall lower traffic volumes as a result of the project. The Project trips through the adjacent intersection studied during the peak periods decreases the volumes through the intersection. The LOS does not change nor does the change in traffic volume create any significant traffic impacts. The project is not expected to alter traffic in a substantive amount in relation to the surrounding roadway network to create any significant traffic impacts. Therefore, impacts would be less than significant and no mitigation measures are required.

**b) Would the project conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

**Less Than Significant Impact.** The *Congestion Management Program* (CMP) was adopted to monitor regional traffic growth and related transportation improvements. The CMP designated a transportation network including all state highways and some arterials within the County to be monitored by of local jurisdictions. If LOS standards deteriorate on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the program. Local jurisdictions found to be in nonconformance with the CMP risk the loss of state gas tax funding.

For purposes of the CMP LOS analysis, an increase in the freeway volume by 150 vehicles per hour during the am or pm peak hours in any direction requires further analysis. A substantial change in freeway segments is defined as an increase or decrease of 2% in the demand to capacity ratio when at LOS F. For purposes of CMP intersections, an increase of 50 vehicles or more during the am or pm peak requires further analysis.

The Project would not meet the criteria requiring a freeway impact analysis. Accordingly, no further analysis under the City's agreement with the Department of Transportation was required and no additional freeway or CMP analysis is necessary and no mitigation measures are required.

**c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

**No Impact.** This question would apply to the Project only if it were an aviation-related use. The Project does not include any aviation-related uses and would have no impact on any airport. It would also not require any modification to flight paths for the existing airports in the Los Angeles Basin. Therefore, no impact would occur and no mitigation measures are required.

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

**Potentially Significant Unless Mitigation Incorporated.** For the purpose of this Initial Study, a significant impact may occur if a project included new roadway design or introduced a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions.

Parking for the new development will be provided on surface lots behind the retail and the parking garage and between the market and the existing fast food restaurant on the corner that is not a part of the Project. Garage parking will be provided on the northwest corner of the site with the commercial and residential parking areas separated. Two loading bays will be provided along the west side of the grocery store. The site will be accessed from two driveways off of San Fernando Mission Boulevard and two driveways off of Woodley Avenue.

Along the Project frontage, the striping on San Fernando Mission Boulevard provides two lanes in each direction with an eastbound to northbound left turn pocket at Woodley Avenue which transitions to a two-way left turn lane westerly.

Along the Project frontage, the striping on Woodley Avenue provides two vehicle lanes and one bike lane in each direction with a southbound to eastbound left turn pocket at San Fernando Mission Boulevard which transitions to a two-way left turn lane northerly.

The Project driveways on San Fernando Mission Boulevard and Woodley Avenue that are closest to the intersection are proposed with right turn in and out only. The driveway on Woodley Avenue at the north end of the site, and the driveway on San Fernando Mission Boulevard at the west end of the site are proposed as full access driveways with right and left turns in and out of the site. These movements are facilitated by the current two-way left turns that can be restriped with left turn pockets or left in their current configurations.

Additionally, the Project driveways would conform to City design standards and would provide adequate sight distance, sidewalks, and pedestrian movement controls meeting the City's requirements to protect pedestrian safety. Therefore, no safety access impacts would occur.

No hazardous design features or uses would be introduced with the Project that would create significant hazards to the surrounding roadways; however, construction activities at the site may pose a temporary hazard for pedestrians, bicyclists, and vehicles. Thus, mitigation measure MM 16-1 is required to ensure safety measures are implemented during construction of the Project. Therefore, with implementation of mitigation measure MM 16-1, the potential impacts related to design hazards would be reduced to a less than significant level.

**Mitigation Measure**

- MM 16-1** The Applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times. Specifically, this measure shall include the following:
- Temporary pedestrian facilities shall be adjacent to the Project Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
  - Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
  - Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

**e) Would the project result in inadequate emergency access?**

**No Impact.** For the purpose of this Initial Study, a significant impact may occur if the project design would not provide emergency access meeting the requirements of the LAPD or the LAFD, or threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses. The Project would provide adequate emergency access in conformance with City requirements. Furthermore, the Applicant would consult with the LAPD and LAFD prior to Project construction. Therefore, there would be no impact related to emergency access and no mitigation measures are required.

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

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

**Public Transit**

The Project area, in general, is served by a number of bus lines and other public transportation facilities. Therefore, area-wide public transportation is currently available to employees and visitors of the Project, with the bus lines serving the Project vicinity provide transfers to and from a number of additional transit services throughout the area. Although bus use in the Project vicinity can be heavy during the peak commute periods, this nominal level of new rider demand in relation to the Project would not result in any significant transit-related impacts to the existing level of bus service.

### **Bicycle Facilities**

Per City of Los Angeles Bicycle Parking requirements, the Project is required to provide one short-term bicycle parking space (minimum of two spaces) for every 2,000 square feet of retail floor area and one long-term parking space (minimum of two spaces) for every 2,000 square feet of retail floor area; bicycle parking for the residential portion of the Project is required at a rate of one short term bicycle parking space per ten units and one long-term bicycle parking space per unit. For the proposed 440 residential units and 64,650 square feet of commercial space, the Project is required to provide a total of 76 short-term and 472 long-term bicycle parking spaces. The Project proposes to meet the bicycle parking spaces and related amenities required by the bicycle parking code.

### **Pedestrian Facilities**

Pedestrian facilities around the Project area include a mature network of sidewalks and crosswalks. The Project would be required to maintain or upgrade sidewalks to City standards.

### **Conclusion**

The Project would not require the disruption of public transportation services or the alteration of public transportation routes. Since the Project would not modify or conflict with any alternative transportation policies, plans, or programs, it would have no impact on such programs. Therefore, no impact would occur and no mitigation measures are required.

### **Cumulative Impacts**

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6 [Related Projects]) with respect to the topics listed in the traffic analysis above. The cumulative impacts traffic study area is similar to the study area for the Project traffic analysis.

With respect to construction traffic, it is unknown whether or not any of the related projects would have overlapping construction schedules with the Project. However, similar to the Project, the related projects would be required to submit formal construction staging and traffic control plans for review and approval by the City prior to the issuance of construction permits. The Work Area Traffic Control Plan would identify all traffic control measures, signs, delineators, and work instructions through the duration of construction activities. Assuming that the related projects would comply with this requirement, similar to the Project, the cumulative construction traffic impact would be less than significant.

Existing traffic, related project traffic, Project traffic, and a one percent per year ambient growth factor were added together to estimate future cumulative traffic volumes. As shown in Table IV-27, Future Conditions Without and With Project Operating Conditions, the future traffic volumes of the related projects and ambient growth would not result in significant impacts. Therefore, the cumulative traffic operational impact would be less than significant.

## 17. UTILITIES AND SERVICE SYSTEMS

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

**Less Than Significant Impact.** For the purpose of this Initial Study, a significant impact may occur if a project would discharge wastewater, whose content exceeds the regulatory limits established by the governing agency.

This question would typically apply to properties served by private sewage disposal systems, such as septic tanks. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes a NPDES permit that ensures compliance with wastewater treatment and discharge requirements.

The Los Angeles RWQCB enforces wastewater treatment and discharge requirements for properties in the project area. The Project would convey wastewater via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to one of four water reclamation and treatment plants: Hyperion, Terminal Island, Donald C. Tillman, and Los Angeles-Glendale. These treatment plants are public facilities and, therefore, are subject to the State's wastewater treatment requirements. As such, wastewater from the implementation of the Project would be treated according to the wastewater treatment requirements enforced by the Los Angeles RWQCB. Impacts would be less than significant and no mitigation measures are required.

### b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

**Less Than Significant Impact.** For the purpose of this Initial Study, a significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving a Project Site would be exceeded. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on water shall be made considering the following factors:

- The total estimated water demand for a project;
- Whether sufficient capacity exists in the water infrastructure that would serve a project, taking into account the anticipated conditions at project buildout;
- The amount by which a project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

## Project Design Features

The Project would implement the following project design features (PDFs) in accordance with Resolution No. 015,222 to reduce water consumption:

- PDF 17-1** The Applicant or its successor shall install new water meters as required.
- PDF 17-2** The Project shall include water conservation features in accordance with Title 24 of the California Code of Regulations (CCR).
- PDF 17-3** The Applicant or any applicable successor shall install plumbing and plumbing fixtures that meet the following requirements:
- Toilets. All toilets installed shall be high efficiency fixtures. The maximum flush volume for high efficiency toilets shall not exceed 1.1 gallons per flush (effective).
  - Urinals. All urinals installed shall be, at a minimum, high efficiency fixtures. The maximum flush volume of high efficiency urinals shall not exceed 0.125 gpf. Waterless urinals shall be utilized wherever possible.
- PDF 17-4** Faucets. All faucets in public restrooms must be self-closing. The flow rate for all indoor faucets shall be 2.2 gpm except as follows:
- The maximum flow rate for commercial use kitchen faucets shall be 1.8 gpm.
- PDF 17-5** The Applicant shall not use single pass cooling systems. Single-pass cooling systems are strictly prohibited for use in devices, processes, or equipment installed in commercial, industrial, or multi-family residential buildings. This prohibition shall not apply to devices, processes, or equipment installed for health or safety purposes that cannot operate safely otherwise.
- PDF 17-6** The Applicant or its successor shall use rotating sprinkler nozzles landscape irrigation with a maximum flow rate of 0.5 gpm;
- PDF 17-7** The Applicant or its successor shall use drought tolerant and native plants for 30 percent of total landscaping.
- PDF 17-8** The Applicant or its successor shall use drip/subsurface irrigation (Micro-Irrigation), weather-based irrigation controller, landscaping contouring to minimize precipitation runoff, micro-spray, water-conserving turf (if applicable), and zoned irrigation.

## Water Treatment Facilities and Existing Infrastructure

The City of Los Angeles Department of Water and Power (LADWP) currently supplies water to the Project Site. The LADWP is responsible for ensuring that water demand within the City is met and that State and federal water quality standards are achieved. The LADWP ensures the reliability and quality of its water supply through an extensive distribution system that includes more than 7,200 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Much of the water flows north to south, entering Los Angeles at the Los Angeles

Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd). The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and operates at between 75 and 90 percent capacity. Therefore, the LAAFP has a remaining capacity of treating approximately 50 to 150 mgd, depending on the season.

As previously discussed in Section II (Project Description), the Project would involve the construction of 440 residential units and approximately 64,650 square feet of commercial retail in three buildings. Project water use has been calculated and is presented below in Table IV-26, Estimated Average Daily Water Consumption. As shown therein, the Project would consume a total of approximately 62,955 gallons per day (gpd) or 70.52 acre-feet of water per year. Consequently, implementation of the Project is not expected to measurably reduce the LAAFP's capacity; therefore, no new or expanded water treatment facilities would be required. The Project would be within the growth projections of the LADWP and it is, therefore, anticipated that the LADWP would be able to meet the Project's water treatment demand.

**Table IV-26**  
**Estimated Average Daily Water Consumption**

Land Use	Size	Consumption Rate <sup>a</sup>	Total Consumption (gpd)
<b>Existing Uses</b>			
Commercial Use	94,098 sf	60 gpd / 1,000 sf	5,646
<b>Proposed Uses</b>			
Residential – Studio	142 du	90 gpd / du	12,780
Residential – One-Bedroom	153 du	132 gpd / du	20,196
Residential – Two-Bedroom	145 du	180 gpd / du	26,100
Commercial	64,650 sf	60 gpd / 1,000 sf	3,879
<b>Subtotal Project Water Consumption</b>			<b>62,955</b>
<b>Less Existing Water Consumption</b>			<b>5,646</b>
<b>NET Project Water Consumption</b>			<b>57,309</b>
<i>Notes: gpd = gallons per day du = dwelling unit sf = square feet</i>			
<i><sup>a</sup> City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, April 6, 2012.</i>			

In addition to supplying water for domestic uses, the LADWP also supplies water for fire protection services, in accordance with the Fire Code. As identified in Question 14(a) the LAFD requires a water flow of 4,000 gpm from four adjacent fire hydrants flowing simultaneously with a residual water pressure of 20 PSI. The existing water lines that currently serve the Project Site would serve the proposed Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the applicant or the LADWP. To the extent such upgrades result in a temporary disruption in service, proper notification to LADWP customers would take place. In the event that water main and other infrastructure upgrades are required, it would not be expected to create a significant impact to the physical environment because:

- (1) any disruption of service would be of a short-term nature,
- (2) replacement of the water mains would be within public rights-of-way, and
- (3) any foreseeable infrastructure improvements would be limited to the immediate project vicinity.

Therefore, potential impacts resulting from water infrastructure improvements, if any are required, would be less than significant and no mitigation measures are required.

Furthermore, compliance with the PDFs listed above, water conservation measures, and regulatory requirements such as Title 20 and 24 of the California Administrative Code, would reduce the projected water demand. Chapter XII of the LAMC comprises the City of Los Angeles Emergency Water Conservation Plan. The Emergency Water Conservation Plan stipulates conservation measures pertaining to water closets, showers, landscaping, maintenance activities, and other uses. At the state level, Title 24 of the California Administrative Code contains the California Building Standards, including the California Plumbing Code (Part 5), which promotes water conservation. Title 20 of the California Administrative Code addresses public utilities and energy, and includes appliance efficiency standards that promote conservation. Various sections of the Health and Safety Code also regulate water use. Overall, the Project's water demand is expected to comprise a small percentage of LADWP's existing water supplies. All in all, the Project's water demand is expected to comprise a small percentage of LADWP's existing water supplies. Therefore, the impact would be less than significant and no mitigation measures are required.

### Wastewater Treatment Facilities and Existing Infrastructure

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if:

- A project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or
- A project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

The Los Angeles Bureau of Sanitation provides sewer service to the Project area. The existing Project Site has sewer connections to the City's sewer system. Sewage from the Project Site is conveyed via sewer infrastructure to the one of the City's four treatment plants. LA Sanitation (LASAN) operates four water reclamation plants that serve over four million people within two service areas covering 600 square miles. Together, these plants have a combined capacity of 580 million gallons of recycled water per day. Wastewater generation has been calculated and is presented below in Table IV-27, Estimated Average Daily Wastewater Generation.

**Table IV-27**  
**Estimated Average Daily Wastewater Generation**

Land Use	Size	Generation Rate <sup>a</sup>	Total Generation (gpd)
<b>Existing Uses</b>			
Commercial Use	94,098 sf	50 gpd / 1,000 sf	4,705
<b>Proposed Uses</b>			
Residential – Studio	142 du	75 gpd / du	10,650
Residential – One-Bedroom	153 du	110 gpd / du	16,830
Residential – Two-Bedroom	145 du	150 gpd / du	21,750
Commercial	64,650 sf	50 gpd / 1,000 sf	3,233
<b>Subtotal Project Wastewater Generation</b>			<b>52,463</b>
<b>Less Existing Wastewater Generation</b>			<b>4,705</b>
<b>NET Project Wastewater Generation</b>			<b>47,758</b>
Notes: gpd = gallons per day du = dwelling unit sf = square feet			
<sup>a</sup> City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, April 6, 2012.			

The Project would generate approximately 52,463 gpd or 0.0524 mgd of wastewater. The addition of only 0.0524 mgd of wastewater to the LASAN treatment system is an insignificant fraction of the overall 580 mgd capacity. As such, with respect to the capacities of wastewater treatment facilities, impacts would be less than significant and no mitigation measures are required.

With respect to wastewater infrastructure, wastewater service is provided to the Project Site by existing sewer lines maintained by the Bureau of Sanitation. Sewer infrastructure in the vicinity of the Project Site includes existing 8-inch line from the site which runs to a 15-inch line in the Woodley Avenue right-of-way. As previously discussed, LADPW must determine if there is allotted sewer capacity available for the Project. If the LADPW determines that there is allotted sewer capacity available for the Project, then the Department of Building and Safety will accept the plans and specifications for plan check upon the payment of plan check fees. At the request of the Project Applicant, the Department of Building and Safety may accept the Project's plans and specifications for plan check even if the Project has been placed on the waiting list and a sewer permit has not yet been obtained from LADPW, with the understanding that the Project will not be able to connect to the City's wastewater system until capacity is available and a sewer permit issued. Therefore, wastewater capacity impacts would be less than significant.

**c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

**No Impact.** For the purpose of this Initial Study, a significant impact may occur if the volume of storm water runoff would increase to a level exceeding the capacity of the storm drain system serving a Project Site, resulting in the construction of new storm water drainage facilities.

As described in Question 9(c), the Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. The Project Site is nearly entirely covered with impermeable surfaces. Runoff from the Project Site is and would continue to be collected on the site and directed towards existing storm drains in the vicinity. Therefore, the Project would not create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems. No impact would occur and no mitigation measures are required.

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

**Less Than Significant Impact.** For the purpose of this Initial Study, a significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on water shall be made considering the following factors:

- The total estimated water demand for a project;
- Whether sufficient capacity exists in the water infrastructure that would serve a project, taking into account the anticipated conditions at project buildout;
- The amount by which a project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and

- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The City's water supply primarily comes from the Los Angeles Aqueducts, groundwater, State Water Project (supplied by the Metropolitan Water District of Southern California [MWD]), and from the Colorado River (supplied by MWD). MWD uses a land use based planning tool that allocates projected demographic data from SCAG into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's 2012-2035 RTP/SCS. These sources, along with recycled water, are expected to supply the City's water needs in the years to come. LADWP's 2015 Urban Water Management Plan (UWMP) projects a supply of 642,400 AF/Y in 2020, 676,900 AF/Y in 2025, and 709,500 AF/Y in 2040. With LADWP's current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to its customers through the 25-year planning period covered by the 2015 UWMP. Any shortfall in LADWP controlled supplies (e.g., groundwater, recycled, conservation, or aqueduct) is offset with MWD purchases to rise to the level of demand.<sup>62</sup>

As shown in IV-28, Estimated Average Daily Water Consumption, above, the Project would consume approximately 62,955 gallons per day (gpd) or 70.52 acre-feet of water per year. This amount represents approximately 0.010 percent of available 2020 supply, and approximately 0.009 percent of the projected 2040 supply. Thus, it is anticipated that the Project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet Project demands. Therefore, the Project would have a less than significant impact related to water demand.

- e) **Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**Less Than Significant Impact.** Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if:

- A project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or
- A project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

As stated in Question 17(b), the sewage flow from operation of the Project would ultimately be conveyed to one of four City treatment plants, which have sufficient capacity for the Project. Therefore, impacts would be less than significant and no mitigation measures are required.

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<sup>62</sup> City of Los Angeles Department of Water and Power, *Urban Water Management Plan 2015*, adopted June 7, 2016.

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

**Less Than Significant Impact.** For the purpose of this Initial Study, a significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors:

- Amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of a project, considering proposed design and operational features that could reduce typical waste generation rates;
- Need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and
- Whether a project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element or its updates, the Solid Waste Management Policy Plan, Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the Source Reduction and Recycling Element.

Solid waste generated within the City is disposed of at privately-owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential and commercial developments within the City. It is reasonably anticipated, then, that the Project Applicant would contract with a local commercial solid waste hauler following completion of the Project. As is typical for most solid waste haulers in the greater Los Angeles Area, the hauler would most likely separate and recycle all reusable material collected from the Project Site at a local materials recovery facility. The remaining solid waste would be disposed of at a variety of landfills, depending on with whom the hauler has contracts. Most commonly, the City is served by the Sunshine Canyon Landfill. This Class III landfill accepts non-hazardous solid waste including construction and demolition (C&D) waste. Chiquita Canyon Landfill is also a Class III landfill accepting non-hazardous solid waste including C&D waste that serves the area; however, this landfill currently has a 2-year life expectancy remaining based on 2014 average daily disposal. An expansion of this landfill is currently proposed, which would add an additional 43 years of use based on 2014 average daily disposal rates.<sup>63</sup> Moreover, as of 2014, Azusa Land Reclamation is the only permitted inert (i.e., unclassified and C&D waste which includes earth, rock, concrete rubble, asphalt paving fragments, etc.) in Los Angeles County that has a full solid waste facility permit.<sup>64</sup> Table IV-28, Current Landfill Capacity and Intake, details the permitted daily intake and estimated remaining capacity at these landfill currently.

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<sup>63</sup> *Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2014 Annual Report, published December 2015, website: <http://dpw.lacounty.gov/landing/wasteManagement.cfm>, accessed: June 2016.*

<sup>64</sup> *Ibid.*

**Table IV-28  
Current Landfill Capacity and Intake**

Landfill Facility	Permitted Daily Intake (tpd) <sup>a</sup>	2014 Average Daily Intake (tpd) <sup>a</sup>	Remaining Daily Permitting Capacity (tpd)	Estimated Total Remaining Permitting Capacity <sup>a</sup> (million tons)
<b>Class III Landfills</b>				
Sunshine Canyon	12,100	7,582	4,518	65
Chiquita Canyon <sup>b</sup>	6,000	3,558	2,442	2
<b>Total Remaining Intake</b>			<b>6,960</b>	<b>67</b>
<b>Inert Construction &amp; Demolition Waste-Accepting Landfill</b>				
Azusa Land Reclamation	6,500	1,012	5,488	60
Notes: tpd = tons per day				
<sup>a</sup> Los Angeles County Department of Public Works, Countywide Integrated Waste Management Plan, 2014 Annual Report, published December 2015, page 59 and Appendix E-2 Table 1, website: <a href="http://dpw.lacounty.gov/landing/wasteManagement.cfm">http://dpw.lacounty.gov/landing/wasteManagement.cfm</a> , accessed: April 2016.				
<sup>b</sup> An expansion of the Chiquita Canyon Landfill is currently proposed. The proposed expansion project includes lateral extension of the existing waste footprint from 257 acres to 400 acres, increase in maximum elevation from 1,430 feet to 1,573 feet, and increase in maximum daily disposal capacity from 6,000 tpd to 12,000 tpd, which would add an additional 43 years of use based on 2014 average daily disposal rates. On July 9, 2014, Los Angeles County Department of Regional Planning circulated the Chiquita Canyon Landfill Master Plan Revision Draft Environmental Impact Report (State Clearinghouse Number 2005081071) for public review. A Final Environmental Impact Report has not yet been published.				
Source (table): EcoTierra Consulting, 2016.				

### Construction Impacts

Implementation of the Project would generate construction and demolition (C&D) waste. C&D debris includes concrete, asphalt, wood, drywall, metals, concrete rubble, and other miscellaneous and composite materials. Table IV-29, Estimated Project Construction and Demolition Solid Waste, presents the Project's estimated C&D waste.

**Table IV-29  
Estimated Project Construction and Demolition Solid Waste**

Construction Activity	Size	Generation Rate <sup>a</sup>	Total Solid Waste Generated
Project Construction	497,623 sf	4.39 lbs/sf <sup>b</sup>	2,184,565 lbs (1,092 tons)
Demolition of Existing Uses	94,098 sf	158 lbs/sf	14,867,484 lbs (7,433 tons)
<b>Total:</b>			<b>17,052,049 lbs (8,526 tons)</b>
Notes: sf = square feet; lbs = pounds			
<sup>a</sup> Source: U.S. Environmental Protection Agency, Estimating 2003 Building-Related Construction and Demolition Material Amounts, March 2009, Table 2-1 (Residential Construction) and Table 2-4 (Nonresidential Demolition), pages 9, 14.			
<sup>b</sup> Conservatively assuming Project construction at the "residential construction" generation rate as the Project is primarily residential and this generation rate is greater than non-residential (4.34 lbs/sf).			
Source (table): EcoTierra Consulting, 2016.			

As shown in Table IV-29, the Project would generate approximately 17 million pounds or 8,526 tons of C&D debris. Demolition and site clearing would occur for approximately six weeks (35 construction days), thereby generating approximately 243.6 tons per day. Construction of the Project would comply

with the City's Citywide Construction and Demolition (C&D) Waste Recycling Ordinance. As such, construction waste would be removed from the Project Site by a City-permitted solid waste hauler and taken to a City-certified C&D processing facility. For purposes of analyzing the construction-related impacts, it is anticipated hauling trips of demolition debris would involve 18-wheel bottom-dump trucks with a 14-cubic-yard hauling capacity. All truck staging would either occur on site or at designated off-site locations and radioed into the site to be filled. Any haul route specified may be modified in compliance with City policies, provided the Los Angeles Department of Transportation (LADOT) and/or City of Los Angeles Bureau of Street Services approves any such modification.

Grading and excavation would occur for approximately four months (101 construction days), parking structure construction and paving for approximately six and a half months (155 construction days), and building construction and finishing would occur for approximately 28 months (664 construction days), thereby generating approximately 1.18 tons per day.

This forecasted solid waste generation is a conservative estimate as it assumes no reductions in solid waste generation would occur due to recycling. In order to help meet the landfill diversion goals, the City adopted the Citywide C&D Waste Recycling Ordinance (Ordinance No. 181,519). This ordinance, which became effective January 1, 2011, requires that all haulers and contractors responsible for handling C&D waste obtain a Private Solid Waste Hauler Permit from the Bureau of Sanitation prior to collecting, hauling, and transporting C&D waste. It requires that all C&D waste generated within City limits be taken to City certified C&D waste processors, where the waste would be recycled to the extent feasible. Moreover, there are 60 million tons of remaining capacity available in Los Angeles County for the disposal of inert waste. Some C&D waste may also be landfilled at the Class III landfill identified above. Thus, Project-generated C&D waste would represent a very small percentage of the waste disposal capacity in the region, and, as noted, the aggregate amount estimated in the above table would not all be landfilled in compliance with City's recycling requirements to the extent feasible. Therefore, solid waste impacts from C&D activities would be less than significant and no mitigation measures are required.

### Operational Impacts

The Project's estimated operational solid waste generation is presented in Table IV-30, Estimated Project Operational Solid Waste Generation.

**Table IV-30**  
**Estimated Average Daily Solid Waste Generation**

Land Use	Size	Generation Rate <sup>a</sup>	Total Generation (gpd)
<b>Existing Uses</b>			
Commercial Use	94,098 sf	0.005 lbs / sf	470
<b>Proposed Uses</b>			
Residential – Studio	440 du	4 lbs / du	1,760
Commercial	64,650 sf	0.005 lbs / sf	323
<b>Subtotal Project Solid Waste Generation</b>			<b>2,083</b>
<b>Less Existing Solid Waste Generation</b>			<b>470</b>
<b>NET Project Solid Waste Generation</b>			<b>1,613</b>
Notes: lbs = pounds du = dwelling unit sf = square feet			
<sup>a</sup> City of Los Angeles Bureau of Sanitation, "Solid Waste Generation," 1981.			

Waste generated in the City may also be diverted from landfills and recycled. In 2000, the City had a rate of diversion of approximately 58.8 percent.<sup>65</sup> More recently, the City achieved a landfill diversion rate of 76.4 percent in 2013, which represents the highest recycling rate out of the 10 largest U.S. cities.<sup>66</sup> This landfill diversion rate exceeds the 75 percent diversion mandate by 2020 set forth in AB 374.<sup>67</sup> The Bureau of Sanitation's Solid Resources Citywide Recycling Division (SRCRD) develops and implements source reduction, recycling, and re-use programs in the City.<sup>68</sup> The SRCRD provides technical assistance to public and private recyclers, manages the collection and disposal programs for Household Hazardous Waste, and helps create markets for recycled materials.<sup>69</sup> Thus, at the City's 2013 diversion rate of 76.4 percent, the Project's net total of 1,613 pounds per day of solid waste would likely result in approximately 1,232 pounds being recycled and the remaining 381 pounds (0.19 tons) would be landfilled per day. As such, there is adequate landfill capacity for the Project's operational demand (see Table IV-30, above). Furthermore, AB 341 requires multi-family residential developments with five units or more to provide for recycling services on site. Therefore, solid waste impacts from operation of the Project would be less than significant and no mitigation measures are required.

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

**Less Than Significant Impact.** A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Project would generate solid waste that is typical of a mixed-use commercial and residential project and would be consistent with all federal, state, and local statutes and regulations regarding proper disposal. Additionally, the amount of solid waste that would be generated by the Project would be further reduced through source reduction and recycling programs (as required by AB 939). The Project would not conflict with solid waste policies or objectives that are required by law, statute, or regulation. Therefore, the impact would be less than significant and no mitigation measures are required.

## Cumulative Impacts

### Water

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6 [Related Projects]) with respect to the topics listed in the water utilities analysis above, including water treatment facilities, infrastructure, and water supplies. The cumulative impacts water utilities study area is the LADWP service area.

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<sup>65</sup> Los Angeles Bureau of Sanitation, *AB 939 Year 2000 Report*, page ES-1, website: [http://www.lacitysan.org/solid\\_resources/pdfs/ab939y2000.pdf/](http://www.lacitysan.org/solid_resources/pdfs/ab939y2000.pdf/), accessed: April 2016.

<sup>66</sup> Los Angeles Bureau of Sanitation, *Solid Resources, Recycling*, website: [http://lacitysan.org/solid\\_resources/recycling/](http://lacitysan.org/solid_resources/recycling/), accessed: April 2016.

<sup>67</sup> California Department of Resources and Recycling, *California's 75 Percent Initiative*, website: <http://www.calrecycle.ca.gov/75percent/>, accessed: April 2016.

<sup>68</sup> Los Angeles Bureau of Sanitation, *Solid Resources, Construction and Demolition Recycling Guide*, website: [http://www.lacitysan.org/solid\\_resources/recycling/c&d.htm](http://www.lacitysan.org/solid_resources/recycling/c&d.htm), accessed: April 2016.

<sup>69</sup> *Ibid.*

Implementation of the Project in combination with the related projects, along with other projects within the service area of LADWP, would generate demand for additional water supplies. In terms of the City's overall water supply condition, the water demand for any project that is consistent with the City's General Plan has been taken into account in the adopted Urban Water Management Plan (UWMP). In conjunction with The City of Los Angeles Water Supply Action Plan,<sup>70</sup> the UWMP anticipates that the future water supplies would be sufficient to meeting existing and planned growth in the City to the year 2030 under wet and dry year scenarios. The Project would be consistent with the General Plan and, therefore, has been taken into account in the UWMP. It is unknown whether or not the related projects or other development in the LADWP service area has been taken into account in the UWMP. Nonetheless, it can be assumed that any related projects that are not included in the UWMP would be required to identify water supplies prior to project approval. Therefore, the cumulative impact would be less than significant.

With respect to water treatment facilities, the remaining daily capacity of the LAAFP is 150 mgd. Therefore, it is anticipated that the LAAFP would have adequate capacity to the additional water demanded by the Project and the related projects. A less-than-significant cumulative impact would occur.

With respect to water infrastructure, the potential need for the related projects to upgrade water lines to accommodate their water needs is site-specific and there is little, if any, cumulative relationship between the development of the Project and the related projects. As discussed above, the Project would have a less-than-significant impact on water infrastructure. Any upgrades to the related projects' water infrastructure would be required to be implemented by the applicants those projects. Therefore, the cumulative impact would be less than significant.

### **Wastewater**

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6 [Related Projects]) with respect to the topics listed in the wastewater analysis above, including wastewater treatment requirements, facilities, and capacities.

Implementation of the Project in combination with the related projects and other projects within the service area of LASAN would generate additional wastewater that would be treated at one of the four wastewater treatment plants. The City has adopted an Integrated Resources Plan that shows that the plants will be able to accommodate growth within its service area to the year 2030. For purposes of this cumulative impacts analysis, it is assumed that the Integrated Resources Plan takes into account all current and future projects, including the related projects within the LASAN service area. Therefore, the cumulative impact on wastewater treatment facilities and capacities would be less than significant.

With respect to sewer lines, the potential need for the related projects to upgrade sewer lines to accommodate their wastewater needs is site-specific and there is little, if any, cumulative relationship between the development of the Project and the related projects. Similar to the Project, the City will require detailed gauging and evaluation of the related projects' wastewater connection point at the time of connection to the system. If deficiencies are identified at that time, the applicants of the related

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<sup>70</sup> Los Angeles Department of Water and Power, *Developing A Local Water Supply*, website: [https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-inourcommunity/a-ioc-goinggreen/a-ioc-gg-developingalocalwatersupply?\\_afrcWindowId=sl2t88mxt\\_30&\\_afrcLoop=30303913862000&\\_afrcWindowMode=0&\\_adf.ctrl-state=sl2t88mxt\\_33](https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-inourcommunity/a-ioc-goinggreen/a-ioc-gg-developingalocalwatersupply?_afrcWindowId=sl2t88mxt_30&_afrcLoop=30303913862000&_afrcWindowMode=0&_adf.ctrl-state=sl2t88mxt_33), accessed: April 2016.

projects would be required, at their own cost, to build secondary sewer lines to a connection point in the sewer system with sufficient capacity, in accordance with standard City procedures. Therefore, the cumulative impact would be less than significant.

### ***Solid Waste***

The focus of this cumulative impacts analysis is on the combined impact of the Project and the three related projects (see Section II.6 [Related Projects]) with respect to the topics listed in the solid waste analysis above, including landfill capacity and compliance with solid waste statutes and regulations.

Implementation of the Project in combination with the related projects and other projects within the Southern California region that are serviced by area landfills will increase regional demands on landfill capacities. Construction of the Project and related projects generate C&D waste, resulting in a cumulative increase in the demand for inert (unclassified) landfill capacity. Given the requirements of the Citywide C&D Debris Recycling Ordinance (Ordinance No. 181,519), which requires all mixed C&D waste generated within City limits be taken to a City-certified C&D waste processor, it is anticipated that future cumulative development would also implement similar measures to divert C&D waste from landfills. Furthermore, as described above, the inert landfills do not face capacity issues, as 62.34 million tons of capacity remain for such waste in Los Angeles County, and thus, these landfills would be expected to have sufficient capacity to accommodate cumulative demand. Therefore, cumulative impacts from the C&D waste would be less than significant and no mitigation measures are required.

With respect to operational solid waste, similar to the Project, the related projects would be required (by AB 939) to reduce the amount of solid waste generated through source reduction and recycling programs. With the mandatory reduction of solid waste, it is likely that the related projects would result in a significant impact on local landfills. Therefore, the cumulative operational solid waste impact would be less than significant.

## **18. MANDATORY FINDINGS OF SIGNIFICANCE**

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**No Impact.** For the purpose of this analysis, a significant impact could occur if a project would have an identified potentially significant impact for any of the above issues, as discussed in the preceding sections.

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

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

**Less Than Significant Impact.** For the purpose of this analysis, a significant impact could occur if the Project, in conjunction with other projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together.

As concluded throughout this Initial Study, the cumulative impact related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, and utilities would be less than significant. No mitigation measures are required.

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

**Less Than Significant Impact.** For the purpose of this analysis, a significant impact may occur if the project has the potential to result in significant impacts, as discussed in the preceding sections. The analysis contained in this Initial Study concludes that the Project would result in less-than-significant impacts after implementation of mitigation measures. Therefore, this impact would be less than significant and no additional mitigation measures are required.

## V. PREPARERS OF THE INITIAL STUDY AND PERSONS CONSULTED

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## VI. ACRONYMS & ABBREVIATIONS

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AB	Assembly Bill
ACMs	Asbestos-containing materials
AQMP	Air Quality Management Plan
ATCS	Adaptive Traffic Control System
ATSAC	Automated Traffic Surveillance Control
Basin	South Coast Air Basin
BAU	Business-as-usual
BMPs	Best Management Practices
BTEX	Benzene, toluene, ethylbenzene, and xylenes
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Controls Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CCR	California Code of Regulations
CE	Commuter Express
CEQA	California Environmental Quality Act
CH <sub>4</sub>	Methane
City	City of Los Angeles, California
CMA	Critical Movement Analysis
CMP	Los Angeles County Congestion Management Plan
CNEL	Community Noise Equivalent Level
CO	Carbon monoxide
CO <sub>2</sub>	Carbon dioxide
CO <sub>2</sub> e	Carbon dioxide equivalents
Community Plan	Granada Hills - Knollwood Community Plan

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dba	A-weighted decibels
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
ESCP	Erosion and Sediment Control Plan
FAR	Floor Area Ratio
FTA	Federal Transit Administration
General Plan	City of Los Angeles General Plan
GHG(s)	Greenhouse gas(es)
gpd	Gallons per day
gpm	Gallons per minute
Green LA Plan	Green LA: An Action Plan to Lead the Nation in Fighting Global Warming
H <sub>2</sub> O	Water vapor
HFCs	Hydrofluorocarbons
HTP	Hyperion Treatment Plant
HVAC	Heating, ventilation, and air conditioning
in/sec	Inches per second
ITE	Institute of Transportation Engineers
LAAFP	Los Angeles Aqueduct Filtration Plant
LACC	Los Angeles County Code
LADBS	City of Los Angeles Department of Building and Safety
LADOT	City of Los Angeles Department of Transportation
LADWP	City of Los Angeles Department of Water and Power
LAFD	City of Los Angeles Fire Department
LAMC	City of Los Angeles Municipal Code
LAPD	City of Los Angeles Police Department
LAPL	City of Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board
LBP	Lead-based paint
LID	Low Impact Development

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LAUSD	Los Angeles Unified School District
lbs	Pounds
LCFS	Low Carbon Fuel Standards
LOS	Level of Service
LST	Localized Significance Threshold
Metro	Los Angeles County Metropolitan Transportation Authority
mgd	Million gallons per day
MPOs	Metropolitan Planning Organizations
MRZ-2	Mineral Resource Zone 2
MS4	Municipal Separate Storm Sewer System
MTCO <sub>2</sub> e	Metric tons of carbon dioxide equivalent
N <sub>2</sub> O	Nitrous oxide
NO <sub>2</sub>	Nitrogen dioxide
NO <sub>x</sub>	Nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O <sub>3</sub>	Ozone
PCFs	Perfluorocarbons
PM <sub>2.5</sub>	Fine Particulate Matter
PM <sub>10</sub>	Particulate Matter
ppm	Parts per million
PPV	Peak particle velocity
PSI	Pounds per square inch
RCP	Regional Comprehensive Plan
REC	Recognized environmental condition
RMS	Root mean square
ROG	Reactive organic gases
ROWD	Report of Waste Discharge
RPS	Renewable Portfolio Standard
RTP	Regional Transportation Plan

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RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
Scoping Plan	California Air Resources Board's Assembly Bill 32 Scoping Plan
SCS	Sustainable Communities Strategy
sf	Square feet
SF <sub>6</sub>	Sulfur hexafluoride
SO <sub>x</sub>	Sulfur oxides
Specific Plan	Granada Hills Specific Plan
SRA	Source Receptor Area
SUSMP	Standard Urban Stormwater Mitigation Plan
SWRCB	State Water Resources Control Board
TPHg	Total petroleum hydrocarbons gasoline
USEPA	United States Environmental Protection Agency
UWMP	Urban Water Management Plan
V/C	Volume-to-capacity
VdB	Velocity in decibels
VMT	Vehicle miles traveled
VOC	Volatile organic compounds
WSO	Water Service Organization



**APPLICATIONS:**

**APPEAL APPLICATION**

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

**1. APPELLANT BODY/CASE INFORMATION**

Appellant Body:

- Area Planning Commission
- City Planning Commission
- City Council
- Director of Planning

Regarding Case Number: DIR-2016-3076-DRB-SPP-DB-SPR; (Related: ENV-2016-3077-MND; VTT-74392-CN)

Project Address: 11147-11155 Woodley Ave. and 16201-16301 W. San Fernando Mission Blvd.

Final Date to Appeal: 09/12/2017

- Type of Appeal:
- Appeal by Applicant/Owner
  - Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved
  - Appeal from a determination made by the Department of Building and Safety

**2. APPELLANT INFORMATION**

Appellant's name (print): Jim Summers

Company: ----

Mailing Address: c/o Coldwell Banker Greater Valleys; 10324 Balboa Blvd., 1st Floor

City: Granada Hills State: CA Zip: 91344

Telephone: (818) 321-6259 E-mail: jimsummers@realtor.com

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?
  - Self
  - Other: Granada Hills Residents, & Business Assoc.; Granada Hills Alliance
- Is the appeal being filed to support the original applicant's position?
  - Yes
  - No

**3. REPRESENTATIVE/AGENT INFORMATION**

Representative/Agent name (if applicable): Mark Sellers (not yet retained)

Company: Jackson Tidus Law

Mailing Address: 2815 Townsgate Road, Suite 200

City: Westlake State: CA Zip: 92361

Telephone: (805) 418-1914 E-mail: msellers@jacksontidus.law

**4. JUSTIFICATION/REASON FOR APPEAL**

Is the entire decision, or only parts of it being appealed?  Entire  Part  
 Are specific conditions of approval being appealed?  Yes  No

If Yes, list the condition number(s) here: \_\_\_\_\_

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- Specifically the points at issue
- How you are aggrieved by the decision
- Why you believe the decision-maker erred or abused their discretion

**5. APPLICANT'S AFFIDAVIT**

I certify that the statements contained in this application are complete and true:

Appellant Signature: James J. Sumner Date: 09/12/2017

**6. FILING REQUIREMENTS/ADDITIONAL INFORMATION**

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
  - Appeal Application (form CP-7769)
  - Justification/Reason for Appeal
  - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
  - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: <u>\$89</u>	Reviewed & Accepted by (DSC Planner): <u>Daniel Skolnick</u>	Date: <u>9/12/17</u>
Receipt No: <u>0201450202</u>	Deemed Complete by (Project Planner): <u>Daniel Skolnick</u>	Date: <u>9/12/17</u>
<input checked="" type="checkbox"/> Determination authority notified		<input type="checkbox"/> Original receipt and BTC receipt (if original applicant)

*22 Pages of Justifications*

## Reasons for Appeal of Case No. DIR-2016-3076-DRB-SPP-DB-SPR

(Related ENV-2016-3077-MND and VTT-7432)

1. Entitlement Conditions: The Qualifying-conditions that were with the parcels were not carried forward in the Zone Change, as agreed to in the Granada Hills-Knollwood Community Plan meetings with representatives from the community.
2. The applicant has not stated any hardships of why the parcels should be developed at so intense a level relative to the surrounding neighborhoods.
3. The height was limited to 28' (30') according to the Q-conditions. It seems inappropriate and in disregard to safety factors due to seismic activity (the property is located within 1000' of a total 118 Freeway collapse and directly south of John F. Kennedy High School in which the rebuild after the 1994 earthquake was limited to 2 stories in height.
4. The proposed project should have a street setback of 15 feet to match the rest of Granada Hills commercial zones.
5. The far west parcel should be used for Open Space until adequate geological tests are evaluated. Bull Creek has existed for hundreds, perhaps thousands of years – no soil test have been ever been done on this area, that have come to the public's knowledge. The liquefaction of appears to be a concern, noting that no building structures have been constructed immediately east of Bull Creek from San Fernando Mission Blvd. to north of Rinaldi.
6. The proposed amount of parking stalls needs to be expanded to meet demands of the area. The area has a need for additional parking as it is for businesses on the immediate east side of the proposed project's location. With the initial establishment of the Dept. of Motor Vehicles as a tenant at the location in 2015, out-of-area vehicles were located 2-3 blocks deep into the surrounding neighborhood. This may be solved by having the underground parking go one more level deep, if seismic and geological tests and evaluation support this improvement. Bicycle stalls to replace any vehicular parking stalls is inadequate, as the location is isolated and the traffic intense especially at the times of JFK High School starts and ends.

## Reasons for Appeal of Case No. DIR-2016-3076-DRB-SPP-DB-SPR

7. The environmental conditions, especially for tetrachloroethylene (PCE) and other potential toxins, should be tested and evaluated before breaking ground. PCEs should be entirely excavated and removed due to its known toxic effects. Bull Creek flows to the Los Angeles River, with L.A. River beautification projects it seems like going backwards in terms of pollutants to our waterways, if this is not fully evaluated. There is also concern of an underground stream running north to south across the location, the underground level of the aquifers should be evaluated as well as the stability of the soils.
8. In regards to toxic effects, in addition to the Greenhouse Gases and emissions, the gas and unknown pollutant levels emitted from the Aliso Canyon Gas Facility should also be taken into account – our nation's largest natural gas leak. The site is still leaking and the operators of the site have not made public the contents of those pollutants – it's not just methane.
9. On November 16, 2016, the Granada Hills Design Review Board voted 5-0 on the proposed project, with many reasons of concern. It was surprising that at the DRB meeting, that size was said to not be part of design. The DRB stated that the project did not meet the purposes and intent of the GH Specific Plan due to parking, intensity of the project, height. Why the DRB's recommendation was transferred to City Planning is a mystery.
10. Indemnification: If the City of Los Angeles is held harmless for future problems, it would seem prudent that the City does its due diligence in giving the applicant exemptions or a lower level thresholds in matters pertaining to the Environmental Impact Report. Knowingly passing on a concern and responsibility to the builder of an item that likely can cause deleterious effects to individuals and the neighborhood seems like an unacceptable level of irresponsibility. It is the City's prime job to protect the health and welfare of its citizens.
11. The partial loss of a commercially zoned acreage is a detriment to the area, commercial areas should be retained to provide jobs for the area and reduce long commutes.
12. The area is very low density, mostly single-family homes. The General Plan states that the low density residential character of the Community be preserved, and that single-family residential neighborhoods be protected from encroachment by other types of uses.
13. The SCAG estimates of the population increases for Los Angeles in 2030, was based on projections from the year 1990 and 2000. The population has not increased anywhere near that projected amount. The Hollywood overbuilding projects have made this evident.

## Reasons for Appeal of Case No. DIR-2016-3076-DRB-SPP-DB-SPR

14. Although appropriate for other areas, this design was taken from a Downtown project and area east of the San Diego Freeway with a much higher density – it's far too intense for the largely bedroom community of smalltown, suburban, very low density Granada Hills. No other residence area is Granada Hills is so tall and massive, not even close (within 40%). The density far exceeds that of the neighborhood by 3-5 times.
15. On February 7, 2017 at the Public Hearing on this project, neighbors and residents of Granada Hills gave over 3 hours of testimony on the proposed project, their testimony should not be wasted especially in terms of requiring a full EIR.
16. The Traffic Study is skewed, since it was taken when there was an area overflow of vehicles due to the opening of the DMV. New study to adequately acquire proper current traffic data should be done.
17. A complete EIR should also be required due to the scope and size of the project. Much smaller projects within 500-1000 feet of the project location required full EIRs, and they had a height of 1-2 stories. Although the densities of those nearby projects are much less intense, they were required to have EIRs. We wonder where the favoritism comes from and why.
18. The problem of most concern is the lack and incorrect of information from the developer, the applicant, the Granada Hills North Neighborhood Council and out elected City Councilman, Mitchell Englander in presenting and commenting on this project to the Community. City Ethics has cited that the GH North Neighborhood Council and Councilman have been lobbied by the developers, also donations have been given, many of us feel these types of influence should be disclosed to the public before any decision making is done.
19. The "down-zoning" from C2-1VL with Q-conditions to C1-1VL (without Q-conditions) should never have been allowed, the Q-conditions were promised to remain (especially height). The subarea is 1025. We want to know when this was changed, why, and by whom.
20. The Bonus Density requests by the applicant have been removed and we do not want to see them applied after the appeal decision is made. The project is not in a Transportation Corridor, it has only one bus stop, and not one of the streets the community stated for multi-housing or mixed-use (like Devonshire St. or Balboa Blvd).
21. If adequate information and answers to all of our (the public) questions were answered there would be no appeal to this project and it would be safe and in conformity with the intent and purpose of Granada Hills-Knollwood Community and Specific Plan.
22. The closed-doors meetings between the "Community Leaders" should have been open or at least minutes or notes of the meeting published.

## Reasons for Appeal of Case No. DIR-2016-3076-DRB-SPP-DB-SPR

23. We recently received a copy of the Development Sessions Case Management #CM 2016-0272, although we requested it over 6 months ago. In looking at the attorney's website, [www.linerlaw.com](http://www.linerlaw.com), it was surprising to see, under Land Use and Development page, "Our top priority is finding a winning path, and working closely with clients and consultant teams; we know the solution is not always legal."
24. The neighbors have been misinformed, such as that there could have been 880 units legally built as our Councilman Englander has stated under the previous zoning, "By-Right" with the previous zoning – this was false with Q-condition intact. There has been bullying of the public by our public official and representatives in stating that if this project does not go through as modified the applicant will build something bigger and the threat of the community having to deal with an over \$100,000 lawsuit if they did not agree. They were greatly discouraged to file an appeal, even though an appeal is the last opportunity for neighbors to convey their concerns to OUR City before litigation.

This Appeal is made with the intent to have a development that fits our neighborhood and is safe, as well as conforming to the Granada Hills-Knollwood Community and Specific Plans. We wish to avoid a long legal proceedings that was encountered a similar Land Use case, "Kohls", APCNV-2006-5084 and related cases (see attached Case No: BS 114824). This previous case cost the applicant and the City of Los Angeles, not to mention the neighbors, undue stress and financial costs, that were needless.

Respectfully,



Jim Summers

Date: Sept. 12, 2017

4/22 05

February 7, 2017

Deputy Advisory Agency  
Heather Bleemers, Department of City Planning

Re: DIR-2016-3026-DRB-SPP-DB-SPR, VTT 74392-CN, ENV-2016-3077-MND

Before anything submitted into the record, it is good and proper, that for a DENSITY BONUS under **Gov. Code §65915** - the city shall grant the concession or incentive requested by the applicant unless the city finds, based upon substantial evidence, that the concession or incentive would have a specific adverse impact upon public health and safety or the physical environment. Therefore, it is logical, wise and prudent to address all impacts under an EIR before granting those concessions or incentives.

In addition, the fair argument standard creates a "low threshold" for requiring an environmental impact report (EIR) as part of California Environmental Quality Act (CEQA) review, reflecting a legislative preference for resolving doubts in favor of environmental review. **Pub. Resources Code, § 21151. Latinos Unidos de Napa v. City of Napa, (2013) 221 Cal. App. 4th 192.**

This should be no secret to developers, planners, and **especially our elected officials** that have the entire taxpayer-supported Departments of Los Angeles City resources to draw the correct information from. Therefore, it's either ignorance (not knowing about CEQA); laziness/a lack of due diligence (not finding out what there is to know), or a lack of representation of the people/ and or, to put it bluntly, corruption (going against the peoples' needs and desires in favor of big money). It's not just in Granada Hills, this greed permeates everywhere across Los Angeles City, L.A. County, California and across our nation.

Most commercial real estate developers know this, there was a Globe St. article recently about this that advised developers to have a full EIR completed and present it to the community members to avoid lengthy and unnecessary lawsuits.

It's not that hard to find, if you know where to look: Google "Fair Argument Standard"  
**<http://www.ucop.edu/ceqa-handbook/glossary.html>**

**Discretionary Project:** A project which requires the exercise of judgment or deliberation when the public agency or body decides to approve or disapprove a particular activity, as distinguished from situations where the public agency or body merely has to determine whether there has been conformity with applicable statutes, ordinances, or regulations. (**CEQA Guidelines Section 15357**)

**Environmental Impact Report (EIR):** A detailed statement prepared under CEQA describing and analyzing the significant environmental effects of a project and discussing ways to mitigate or avoid the effects.

**Exceptions to the Exemptions:** A Categorical Exemption does not apply in the following situations: 1) a reasonable possibility exists that the activity may have a significant environmental impact because of unusual circumstances; 2) the cumulative impacts of the project would be considerable and therefore significant; 3) the project occurs within specified sensitive environments, 4) a project affects scenic resources within official state scenic highways, 5) a project is located on a toxic site that is listed by the California Environmental Protection Agency, or 6) a project causes substantial adverse changes in a significant historic resource. (**CEQA Guidelines Section 15300.2**)

**Fairly Argued:** The term used as a legal standard for reviewing the appropriateness of a Negative Declaration vs. an EIR. Courts have held that a Negative Declaration is inappropriate if it can be "fairly argued" that the project may cause significant environmental impacts. The "fair argument" standard creates a low threshold for requiring preparation of an EIR. (See UC CEQA Handbook 2.1.7 for discussion of "fair argument" versus "substantial evidence.")

**Findings:** Findings required by CEQA are the conclusions made regarding the significance of a project in light of its environmental impacts. A Statement of Overriding Considerations does not obviate the need to make other required CEQA findings....

**General Rule:** The general rule is that CEQA applies only to project that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. (See **CEQA Guidelines Section 15061(b)(3)**).

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It can be fairly argued that there are other points for consideration regarding the need for an EIR, here are some of them:

- The proposed site, Granada Hills Plaza, is in Granada Hills, and should not be compared with properties east of the 405 Freeway that have much greater densities.
- The population graph, given by the developers to the public has old and inflated figures based on projections from 1990. This type of misinformation is what put a halt to the Hollywood proposed projects.

- There was an unknown elimination of the height Q-condition for the proposed site. This needs to be explained, the Community worked more than 10 years to update the Granada Hills Community Plan and Specific Plan. Q-conditions for height seem to have been eliminated in Porter Ranch and possibly other areas of CD 12. By doing so, it takes away restrictions making the proposed projects being compatible with the surrounding area. This also happened 10 years ago with another proposed commercial project in Granada Hills at the northwest corner of Zelzah Avenue and Chatsworth Street.
- Hazard wastes and toxic materials at the site should be more deeply investigated and thresholds observed, a full clean-up can be a reasonable mitigation measure. The PCEs emitted from the Dry Cleaners is of particular concern. This is beyond the scope of our neighborhood stakeholders – we will have assistance from Food & Water Watch, if there is an appeal.
- With today's need to save resources in California, and setting an example for the nation, the project should be certified as LEED Gold, Platinum level would be more convincing.

The project, as proposed, is very likely to have numerous specific adverse impacts upon public health and safety or the physical environment. A complete EIR, by an independent third party is unquestionably required per CEQA. No negotiations, nor backdoor deals, should be made on behalf of the stakeholders until a full EIR is completed and given to the public, with a reasonable time for evaluation.

“And there is a very grave danger that an announced need for increased security (housing) will be seized upon by those anxious to expand its meaning to the very limits of official censorship and concealment.” JFK *The President and the Press* April 27, 1961.

Respectfully,



Jim Summers

Granada Hills Resident and Registered Voter

**CITY OF LOS ANGELES**  
 DEVELOPMENT SERVICES CASE MANAGEMENT  
 (DSCM)  
 201 N Figueroa St., Suite 1030  
 Los Angeles, CA 90012  
 Tel: 213-482-6864 Fax: 213-482-6874  
 Email: [DevelopmentServices.CM@lacity.org](mailto:DevelopmentServices.CM@lacity.org)



FOR OFFICE USE ONLY

CM John / RN / Carl / Tamar  
 PRELIMINARY PLAN REVIEW:  
 BLDG/ZONING     D.A.D.     ELECTRICAL  
 BLDG/FIRE     MECH     SIGNS  
 LAND/SUBDIV     PLUMBING     GREEN  
 DWP     SPRINKLERS   

Major

## S E R V I C E R E Q U E S T F O R M

### INSTRUCTIONS:

- For **FOOD/RESTAURANT** projects, please complete a **Restaurant and Hospitality Express Program** service request form by visiting the RHEP webpage <http://ladbs.org/services/special-assistance/restaurant-and-hospitality-program>.
- Please see the **DSCM Description of Services Matrix** to see if your project qualifies for DSCM services.
- Completed application forms may be submitted online at the LADBS DSCM webpage at <http://ladbs.org/services/special-assistance/dscm>, via email at [DevelopmentServices.CM@lacity.org](mailto:DevelopmentServices.CM@lacity.org), or fax at 213-482-6874.

### A. APPLICANT INFORMATION

First Name: KYNDRA	Last Name: CASPER	Date: 06/01/16
Relationship to Project: <input type="checkbox"/> Owner <input type="checkbox"/> Architect <input type="checkbox"/> Contractor <input checked="" type="checkbox"/> Agent for Owner <input type="checkbox"/> Engineer <input type="checkbox"/> Other:	Phone No.: (213) 694-3141	
Email Address: <a href="mailto:kcasper@linerlaw.com">kcasper@linerlaw.com</a>	Fax No:	
Referred By: (if any) <input type="checkbox"/> Planning Public Counter (Senior to Sign and Print Name): <input type="checkbox"/> Others Name: Dept: Phone No.:	<input type="checkbox"/> The Small Business Source Center <input type="checkbox"/> Great Streets Program	

### B. PROJECT INFORMATION (Please complete ALL boxes)

Project Address: 11147 Woodley Avenue / 16201-16301 San Fernando Mission Blvd	Project Name: TBD		
Project Valuation: TBD	No. of Stories: 4	No. of Dwelling Units: 440 units	Non-Residential Floor Area (New or Add'l Square Footage): 62,960 sf

Project Description:  
 A mixed-use project with 440 units (a mix of 129 studios, 175 1-bedroom, and 136 2-bedroom) and 62,960 sf of ground-floor commercial retail. The project aims to provide 946 parking spaces and a total of 548 bike spaces.

Please provide additional information regarding your project by answering **ALL** of the following questions. Detailed and specific information will help us better understand your project and determine the most suitable service available.

- Please check the appropriate Project Type (check all that applies):  
 New Construction     Addition to Existing Building     Alter/Repair     Tenant Improvement     Change of Use
- Please check the appropriate Proposed Use for your project (check all that applies):  
 SFD/Duplex     Apartment     Affordable Housing     Charter School     Restaurant  
 Commercial     Industrial     Mixed Use Residential / Commercial     Other:

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.

Attachment to Case Management Form  
11147 Woodley Avenue / 16201-16301 San Fernando Mission Blvd

Planning:

1. Confirm entitlements: Site Plan Review, Project Permit Compliance, DRB per the specific plan, Density Bonus with incentives for additional height and additional FAR
2. Given the location of the project site adjacent to a lot zoned P-1VL and PF-1 the request for the on-menu height incentive is in conformance with LAMC Section 12.22.A.25 (f) 5 (iii).
3. Per the Granada Hills Specific Plan, confirm the Building setbacks along the street frontages of Woodley Ave and San Fernando Mission Blvd are maximum of 5 FT (18 inches minimum landscape at base of building). 15 FT setback is permitted when utilized for outdoor service area, public plaza, courtyard, arcade. Confirm the rear and side yard setbacks are to conform to the C1 yard regulations of the LAMC.
4. Shall we calculate the open space provided for the entire site? Or do we need to calculate it per building?
5. The long-term bicycle parking stalls are required to be located closest to the ground floor, which would be the first level of the basement parking in Building 2. We are dedicating this level to Commercial Parking however the northern set of elevators will arrive in a Long term bike parking locker room, which exits to the exterior & also to the commercial parking level. Please confirm that we are allowed to provide residential bike parking in the location shown on the commercial parking level.
6. Please confirm that the Balconies can project 3' into the setback?
7. Please provide any planning requirements regarding electric vehicle parking.

Bureau of Engineering and Department of Transportation:

1. Discuss dedication requirements
2. Discuss curb cut requirements
3. Discuss sidewalk improvements
4. Discuss any required traffic improvements
5. Sewer capacity

LADWP:

1. What is the current power and water capacity
2. Application time and process

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- Advising on **SAMS'** \$300-million Los Angeles Air Force Base Redevelopment Project in El Segundo and Hawthorne, California
- Representing **Forest City Enterprises** in its \$110-million Blossom Plaza transit-oriented development in Chinatown
- Representing **Millennium Partners** in all aspects of land use entitlement and CEQA review and compliance

Our Real Estate and Land Use Group represents clients ranging from institutional and entrepreneurial owners and developers to high-net worth individuals in buying, selling, developing, financing and leasing all types of real estate properties. Our lawyers have represented clients in connection with many of the largest mixed-use properties in Los Angeles, including handling land use and development for the massive \$1 billion Crossroads of the World redevelopment project in Hollywood as well as a 2-million square foot mixed-use asset in the Arts District of downtown Los Angeles.

We work with our clients throughout all stages of a transaction, with experience in:

- Complex financing
- Leasing
- Purchase and sale
- Joint ventures
- Land use and entitlement
- Environmental and CEQA compliance
- Project management
- Obtaining public investment
- Lobbying and government advocacy

*From: www.linerlaw.com*

The group's clients include Atlas Capital Group, LLC, California State Teachers' Retirement System, Crossroads Associates, Hazens Investment, Lowe Enterprises, NSB Associates, Harridge Development Group, LLC, Bodega Latina Corporation (dba El Super), Los Angeles County Employees Retirement Association, Champion Real Estate Company and Clarion Partners.

## Land Use & Development

Liner LLP's Land Use attorneys set themselves apart by creating a collaborative environment with clients and every player in the project life cycle. We bring the highest quality legal work to the table, and we also bring our business acumen, teamwork attitude, and outside-the-box thinking. Our top priority is finding a winning path, and working closely with clients and consultant teams; we know the solution is not always legal. Our highly respected team is engaged in issues that local communities, elected officials, and civic leaders confront on a daily basis. Volunteering our time on boards and with civic organizations provides us with the insights needed to "see the big picture" and develop a tailored approach to managing risks and maximizing success.

Focus Areas:

- Project Management
- Land Use & Project Entitlements
- Public Private Partnerships (P3)
- California Environmental Quality Act (CEQA)
- Government Advocacy

## Real Estate

For projects ranging from a single property to portfolios valued in the billions, our lawyers facilitate real estate transactions and protect our clients' interests, whether they are investors, developers, tenants, lenders, or borrowers. By combining sound business sense and a solid grasp of the market, we have negotiated and drafted leases that now cover hundreds of millions of square feet of industrial, office, and retail space across the nation.

- Litigation
- Real Estate & Land Use
- Business Transactions & Restructurings
- Home
- Team
- Focus
- Press
- Foundation
- Los Angeles

1100 Glendon Avenue, 14th Floor  
Los Angeles, CA 90024.3518  
310.500.3500

- -
- -

633 W. 5th Street, 32nd Floor  
US Bank Tower

*ll  
ll*

*10/22/05*

154532

ORDINANCE NO. \_\_\_\_\_

An Ordinance amending Section 12, 04 of the Los Angeles Municipal Code by amending the Zoning Map.

THE PEOPLE OF THE CITY OF LOS. ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the Zone Map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the Zoning Map shall be as follows:

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CONDITION

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Sec. 2. Pursuant to Section 12.32 J of the Los Angeles Municipal Code, the following limitations are hereby imposed upon the use of that property shown in Section 1 hereof which is subject to the "Q" Qualified classification.

1. That no structure built on the subject site shall exceed two stories in height including parking levels or more than 30 feet above the natural grade.
2. That all structures shall observe a minimum setback of 15 feet from San Fernando Mission Boulevard.
3. The adjacent parking area, in the ownership of the applicant, shall be repaved and repaired in substantial conformance with Exhibit "A-1".
4. A parking area and driveway plan shall be submitted to the West Valley District Office of the Department of Transportation for approval and a copy of such approval attached to the file.
5. That all signs on the shopping center shall be of an identifying nature only, and shall not be of a flashing or animated type and shall be arranged so as not to be a distraction to adjacent residential areas.

Sec. 3 The City Clerk shall certify to the passage of this ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was introduced at the meeting of the Council of the City of Los Angeles of SEP 30 1980 and was passed at its meeting of OCT 7-1980

REX E. LAYTON, City Clerk,

By Edward W. Ackman  
Deputy

Approved OCT 10 1980

Tom Bradley  
Mayor.

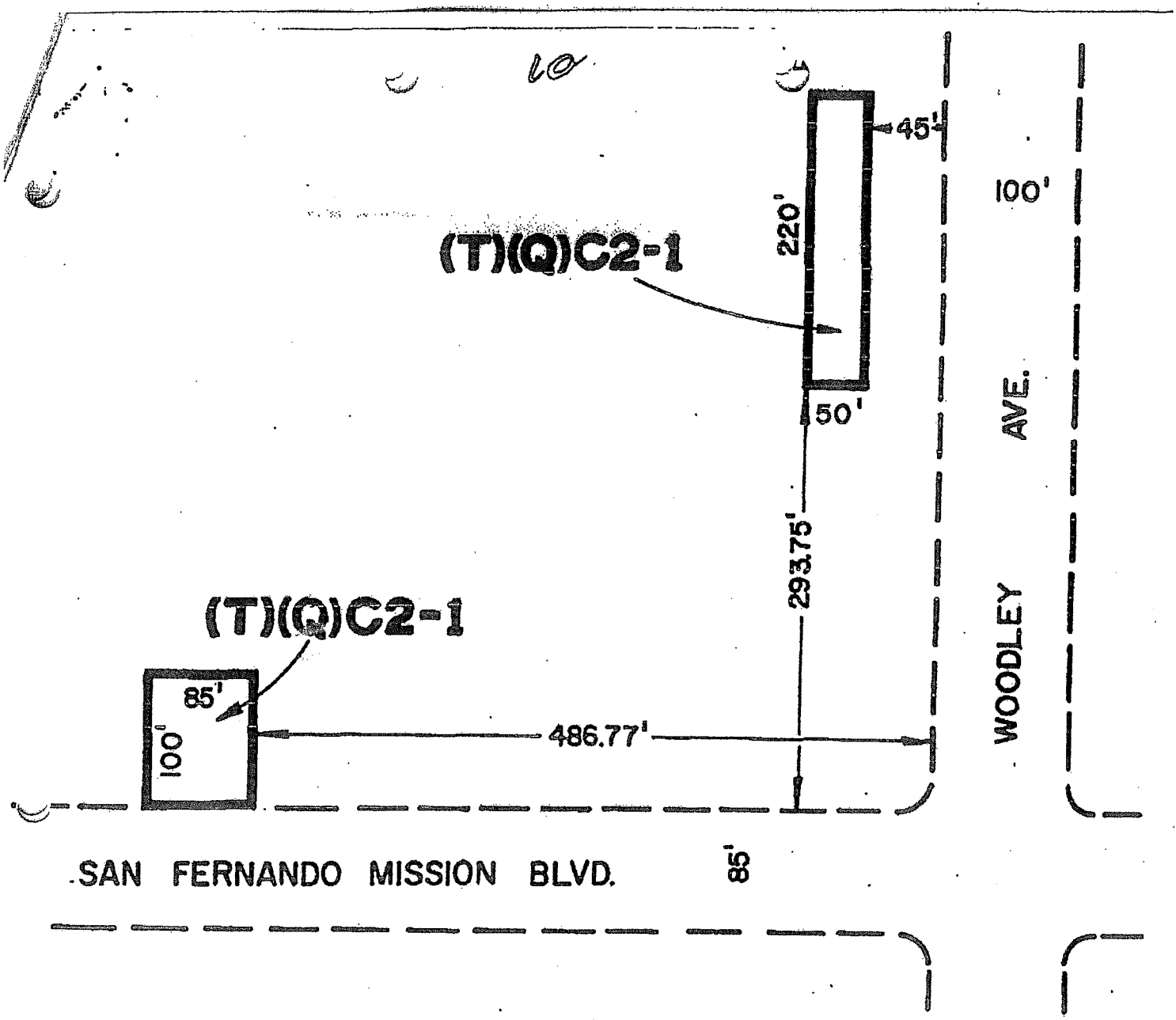
File No. \_\_\_\_\_

Kayman  
Secretary

File No. 80-3861  
City Clerk Form 23

Q75

13/20 05



(T)(Q)C2-1

(T)(Q)C2-1

SAN FERNANDO MISSION BLVD.

100'

WOODLEY AVE.

WOODLEY AVE.



0 100 200  
SCALE IN FEET

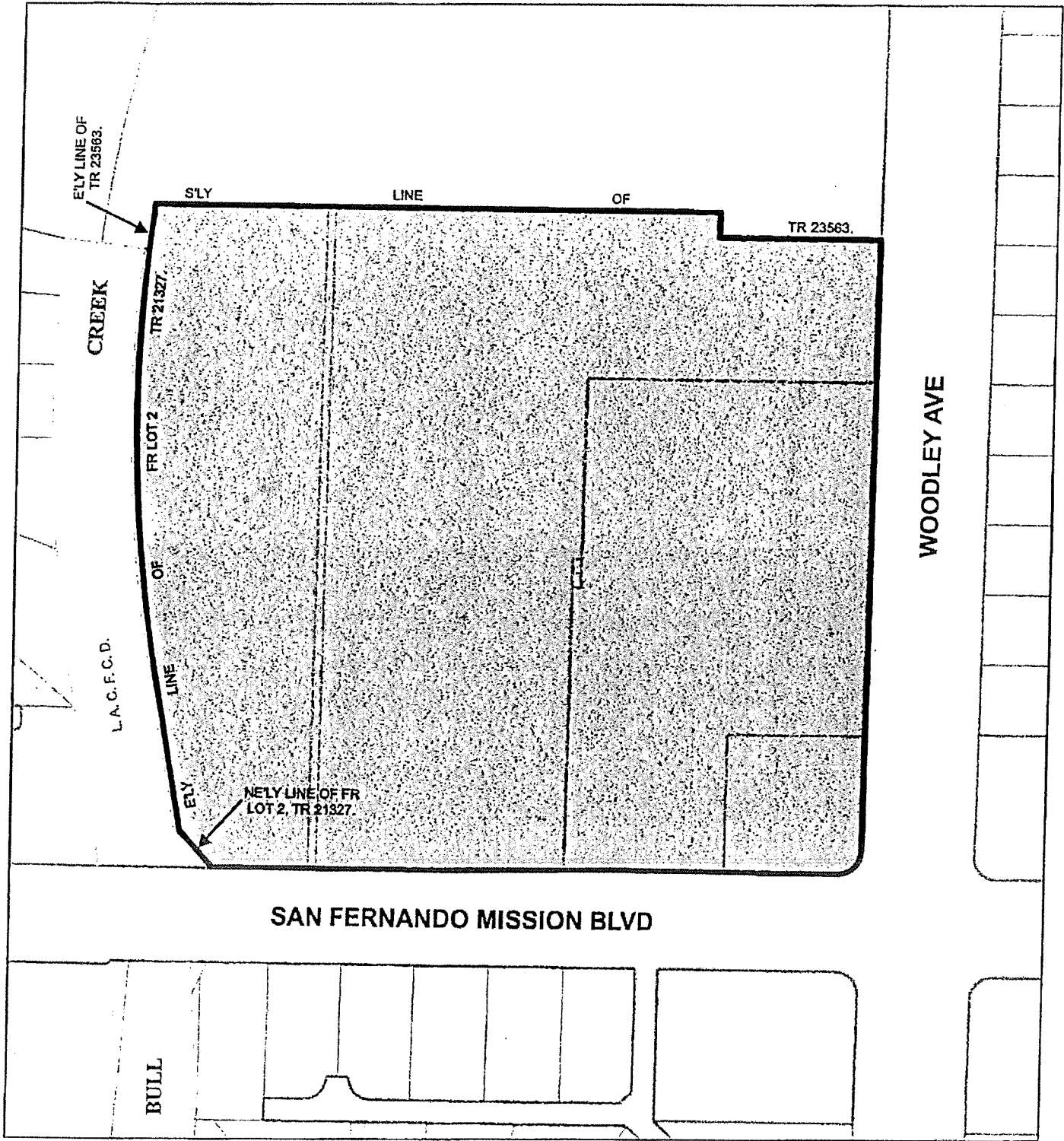
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7-7-80

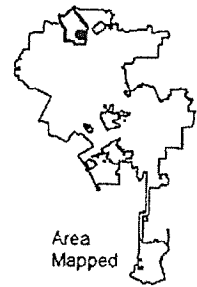
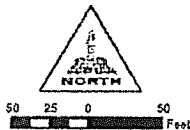
Q 4/5

14/22  
85



GRANADA HILLS COMMUNITY PLAN AREA  
 SUBAREA 1025

 **C1-1VL**



C.M. 210 B 137, 210 B 141    CPC-2006-5568-CPU

AE/10/07

010914

Q 5/5

15/22 05

**Opposition to:  
CEQA adoption of Mitigated Negative Declaration and associated Mitigation  
Monitoring Program.**

**Request a full Environmental Impact Report (EIR) because of the following concerns:**

***PCE Contamination*** – City indemnification clause may be challenged if project does not have a complete environmental report (EIR):

1. Several data failures were encountered during the preparation of the environmental report.
2. The owner questionnaire was not returned to CE and the LAFD and LACHD have not yet responded to request for record.

***Geotechnical evaluation*** – soil drilling to a depth of 40 feet on the east side of the property. No known test holes were drilled on the west portion of the property to evaluate land stability. (attached drilling map)

Evaluation of the western portion of land by Bull Creek is necessary for an accurate assessment to be made.

***City Services:***

Incomplete data on waste water disposal. Do adequate services exist and or is there a substantial cost to the community.

***Earthquake faults:***

Bull Creek investigation to find faults has not been performed. To avoid potential hazard and associated liability it is important that a full environmental report (EIR) be performed.

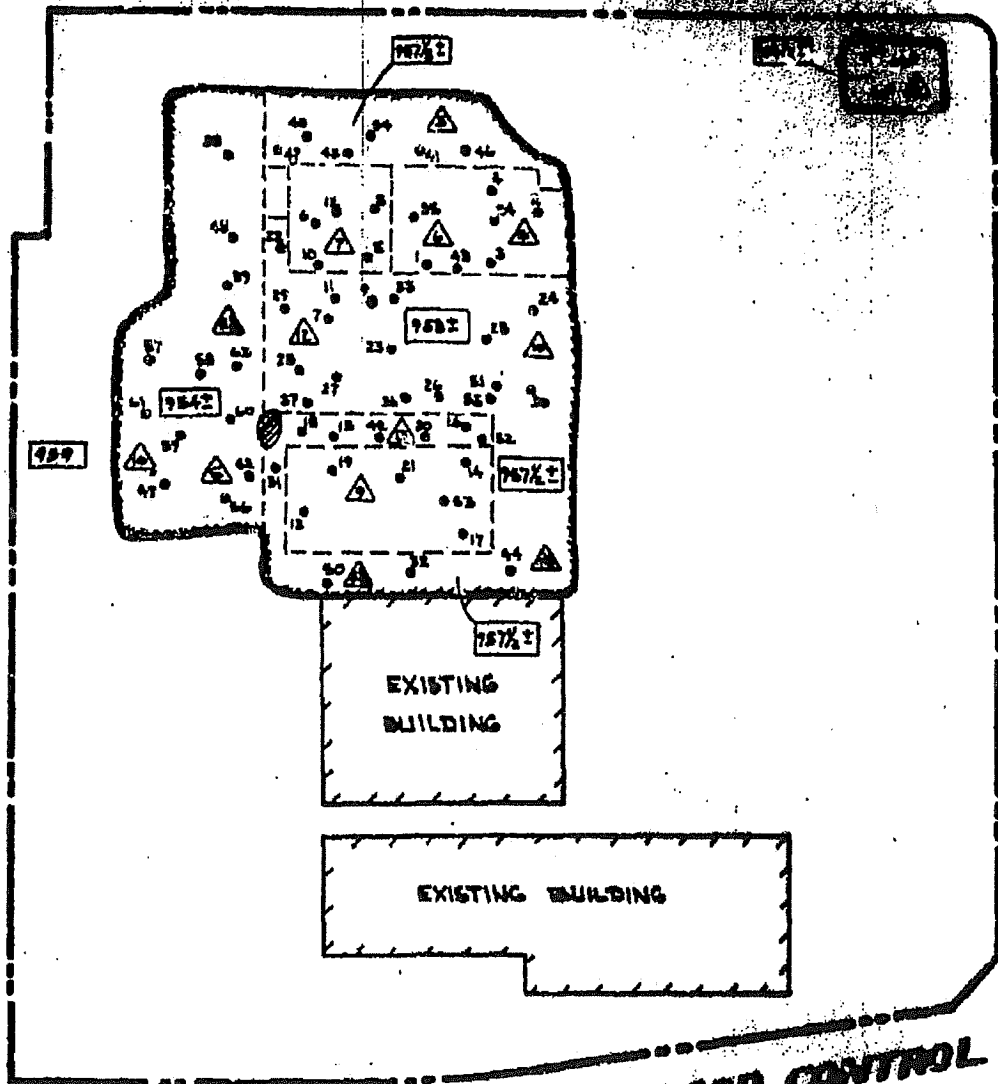
CSQA 1/2

16/22 05

# LOCATION OF DENSITY TESTS

WOOLEY

AVENUE



SAN FERNANDO MISSION BOULEVARD

BULL CREEK COUNTY FLOOD CONTROL

## LEGEND

- LOCATION AND NUMBER OF DENSITY TEST
- △ DEPTH OF FILL
- LIMIT OF FILL
- 954 ELEVATION
- APPROX. AREA WHERE MANHOLE EXISTS (NOT TO BE GRADED)

SCALE: 1" = 100'

16201 SAN FERNANDO MISSION BLVD.  
GRANADA HILLS, CALIFORNIA

FOUNDATION ENGINEERING COMPANY

11100700228


CEAA 1/2


17/22  
05




## Developers Spend Big Bucks on Lobbyists to Influence L.A. Politicians

In City Hall (<http://2preservela.org/category/news/city-hall/>), Corruption (<http://2preservela.org/category/news/corruption/>), News (<http://2preservela.org/category/news/>) by Patrick Range McDonald / August 29, 2017

 (<http://www.facebook.com/sharer.php?u=http%3A%2F%2Fpreservela.org%2Fdevelopers-spend-big-bucks-lobbyists-influence-la-politicians%2F&t=Developers%20Spend%20Big%20Bucks%20on%20Lobbyists%20to%20Influence%20L.A.%20Politicians>)

 (<http://twitter.com/share?text=Developers%20Spend%20Big%20Bucks%20on%20Lobbyists%20to%20Influence%20L.A.%20Politicians&url=http%3A%2F%2Fpreservela.org%2Fdevelopers-spend-big-bucks-lobbyists-influence-la-politicians%2F>)

 (<mailto:?subject=Developers%20Spend%20Big%20Bucks%20on%20Lobbyists%20to%20Influence%20L.A.%20Politicians&body=http%3A%2F%2Fpreservela.org%2Fdevelopers-spend-big-bucks-lobbyists-influence-la-politicians%2F>)

A new city Ethics Commission report reveals that developers continue to shell out eye-popping cash for lobbyists to influence L.A. politicians and bureaucrats (<http://ethics.lacity.org/pdf/lobbying/QRSummaries/2017-Q1.pdf>). In the first quarter of 2017, seven developers landed on the city's Top 10 list for highest paying clients of lobbyists.

Since 2000, developers and other real estate power players have forked over at least \$6.4 million in campaign contributions to L.A. politicians. Developers have also spent millions on lobbyists to woo City Council members and city agencies (<http://2preservela.org/los-angeles-lobbyists-53-million-high-priced-hired-guns/>).

That king-sized cash helps developers gain insider access and win political favors (<http://2preservela.org/developers-spend-million-la-city-hall-lobbyists-break-rules/>), such as attaining zoning entitlements for luxury-housing mega-projects. With so much developer money in play at City Hall, residents and activists are constantly put at a disadvantage when fighting luxury development that gentrifies neighborhoods, gridlocks streets and ruins neighborhood character.

OFFICE  
1/2

18/2208

According to an Ethics Commission report released earlier this month, the seven developers on the Top 10 list are Seaview Investors LLC (\$267,337 spent on lobbyists), City Century LLC (\$220,000), Lightstone (\$185,273), Lowe Enterprises (\$150,107), Monteverdi LLC (\$119,829), Harridge Development Group (\$118,906) and Trammell Crow (\$111,264).

Seaview Investors and the other developers spent a whopping total of \$1.17 million on politically connected lobbyists in the first quarter of 2017.

The Ethics Commission also reported that lobbying firms such as Urban Solutions, Englander Knabe and Allen and Manatt Phelps and Phillips, among others, raised thousands of dollars in campaign contributions for City Council members Curren Price Jr. (Council District 9), Gil Cedillo (CD 1), Paul Koretz (CD 5), Paul Krekorian (CD 2), Monica Rodriguez (CD 7) and Marqueece Harris-Dawson (CD 8).

Price and Harris-Dawson sit on the powerful Planning and Land Use Management (PLUM) Committee, which considers zoning entitlements for luxury mega-projects. If PLUM gives the green light, it's virtually guaranteed that the City Council and mayor will deliver the final approval.

In recent years, the City Council and Mayor Eric Garcetti have engaged in what's known as "spot zoning." (<http://2preservela.org/asst-us-attorney-brandon-fox-california-attorney-general-kamala-harris-must-probe-spot-zoning-corruption-los-angeles/>) a troubling practice that's part of City Hall's pay-to-play culture (<http://2preservela.org/pay-to-play-los-angeles-developers-control-what-la-becomes/>).

Spot zoning occurs when L.A. politicians ignore existing zoning rules that protect neighborhoods from runaway luxury development and its negative impacts on communities, and then deliver entitlements such as a zone or height district change to a developer.

In Koreatown, for example, developer Michael Hakim needed a General Plan amendment and height district change from L.A. politicians to build a 27-story luxury-housing tower in the middle of a working-class neighborhood (<http://2preservela.org/koreatown-skyscraper-eric-garcetti/>) that's not zoned for such a mega-project. Despite community resistance, the City Council and Garcetti gave Hakim the spot-zoning favors.

Koreatown activists have since sued the city of L.A. over Hakim's luxury-housing mega-project. Longtime activist and attorney Grace Yoo noted a press conference, "If this project is built, it will have a domino effect on the rest of the area. All of these mom-and-pop apartment buildings will be swept up by developers. The working families living in them will be evicted, and the developers will put up luxury housing."

To grease the wheels at City Hall, Hakim shelled out \$3,900 in campaign contributions and \$41,400 in lobbyist fees. Despite what L.A. politicians say, campaign cash and high-priced lobbyists get results for luxury-housing developers. The rest of us suffer the consequences.

L.A. residents and community activists, however, have been applying pressure on City Hall politicians to be more transparent in their business, to end spot-zoning and to diminish the influence of developer money through campaign finance reform. You can lend your voice to these causes by sending an email to Mayor Eric Garcetti (<https://www.lamayor.org/talk-us>) and City Council President Herb Wesson (<http://herbwesson.com/contact/>).

ADCCG  
2/2

19/2205

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2 **JERI L. BURGE**, Assistant City Attorney (SBN 102630)  
3 **TERRY KAUFMANN-MACIAS**, Deputy City Attorney (SBN 137182)  
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5 701 City Hall East  
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7 Los Angeles, California 90012  
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10 E-mail: [basia.jankowski@lacity.org](mailto:basia.jankowski@lacity.org)

11 Attorneys for Respondents  
12 **CITY OF LOS ANGELES;**  
13 **CITY OF LOS ANGELES CITY COUNCIL**

14 **SUPERIOR COURT OF THE STATE OF CALIFORNIA**  
15 **FOR THE COUNTY OF LOS ANGELES**

16 BILL J. KIAPOS and GERTRUDE KIAPOS, )  
17 JIM SUMMERS; OLD GRANADA HILLS )  
18 RESIDENTS' GROUP, a California non-profit )  
19 corporation; and the GRANADA HILL )  
20 ALLIANCE FOR SMART GROWTH, a non- )  
21 profit association, )

22 Petitioners.

23 vs.

24 CITY OF LOS ANGELES; a charter city; )  
25 CITY COUNCIL OF THE CITY LOS )  
26 ANGELES; in their representative capacity )  
27 only, and DOES 1-25, )

28 Respondents.

29 \_\_\_\_\_ )  
30 FW CA – GRANADA VILLAGE, LLC, a )  
31 California Limited Liability Company, )  
32 REGENCY CENTERS CORPORATION, a )  
33 corporation; and ROES 1 to 25. )

34 Real Parties In Interest. )

CASE NO.: BS 114824  
Assigned to the Hon. David P. Yaffe  
Dept. 86  
ADMINISTRATIVE RECORD  
VOLUMES 25 OF 25

20/22 08

ORIGINAL



APPLICATIONS

APPEAL APPLICATION

This application is to be used for any appeals authorized by the Los Angeles Municipal Code (LAMC) for discretionary actions administered by the Department of City Planning.

1. APPELLANT BODY/CASE INFORMATION

Appellant Body:

Area Planning Commission  City Planning Commission  City Council  Director of Planning

Regarding Case Number: VTT-74392

Project Address: 16201-16301 W. San Fernando Mission Blvd. and 11147-11155 Woodley Avenue

Final Date to Appeal: 09/07/2017

Type of Appeal:
 Appeal by Applicant/Owner
 Appeal by a person, other than the Applicant/Owner, claiming to be aggrieved
 Appeal from a determination made by the Department of Building and Safety

2. APPELLANT INFORMATION

Appellant's name (print): Jim Summers

Company: -----

Mailing Address: Coldwell Banker Greater Valleys, 10324 Balboa Blvd.

City: Granada Hills State: CA Zip: 91344

Telephone: (818) 321-6259 E-mail: jimsummers@realtor.com

- Is the appeal being filed on your behalf or on behalf of another party, organization or company?
 Self  Other: Granada Hills Residents and Business Association (GH R&B)
Is the appeal being filed to support the original applicant's position?  Yes  No

3. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): Mitchell M. Tsai, Esq.

Company: Mitchell M. Tsai, Attorney at Law

Mailing Address: 350 West Colorado Blvd., Suite 225

City: Pasadena State: CA Zip: 91105

Telephone: (626) 381-9248 E-mail: mitch@mitchtsailaw.com

Handwritten notes: 4-7-17, 9-7-17, 2/10/19, 1 of 39, Star

## Appeal Application List – DIR-2016-3076-DRB-SPP-DB-SPR

Appeal Application	2 pages
Determination Letter	20 pages
Reasons for Appeal	4 pages
Letter to Heather Beemers	3 pages
Service Request Form	2 pages
Webpage from Liner Law LLP	1 page
Q-conditions	5 pages
Opposition to MND	2 pages
Lobbying Article	2 pages
Previous Litigation	1 page
Appeal Application (VTT-74392)	1 page
Table of Contents	1 page
Total	44 pages

22/2203

# ORIGINAL



## APPLICATIONS:

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  - Yes
  - No

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Telephone: (626) 381-9248 E-mail: mitch@mitchtsailaw.com

*J.S.*  
9-7-17  
Pg. 1 of 39  
*Star*

**4. JUSTIFICATION/REASON FOR APPEAL**

Is the entire decision, or only parts of it being appealed?  Entire  Part

Are specific conditions of approval being appealed?  Yes  No

If Yes, list the condition number(s) here: \_\_\_\_\_

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- The reason for the appeal
- Specifically the points at issue
- How you are aggrieved by the decision
- Why you believe the decision-maker erred or abused their discretion

**5. APPLICANT'S AFFIDAVIT**

I certify that the statements contained in this application are complete and true:

Appellant Signature: *James J. Summers*

Date: 09/07/2017

**6. FILING REQUIREMENTS/ADDITIONAL INFORMATION**

- Eight (8) sets of the following documents are required for each appeal filed (1 original and 7 duplicates):
  - Appeal Application (form CP-7769)
  - Justification/Reason for Appeal
  - Copies of Original Determination Letter
- A Filing Fee must be paid at the time of filing the appeal per LAMC Section 19.01 B.
  - Original applicants must provide a copy of the original application receipt(s) (required to calculate their 85% appeal filing fee).
- All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of the receipt.
- Appellants filing an appeal from a determination made by the Department of Building and Safety per LAMC 12.26 K are considered Original Applicants and must provide noticing per LAMC 12.26 K.7, pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt.
- A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.
- Appeals of Density Bonus cases can only be filed by adjacent owners or tenants (must have documentation).
- Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.
- A CEQA document can only be appealed if a non-elected decision-making body (ZA, APC, CPC, etc.) makes a determination for a project that is not further appealable. [CA Public Resources Code ' 21151 (c)].

This Section for City Planning Staff Use Only		
Base Fee: <i>\$89.00</i>	Reviewed & Accepted by (DSC Planner): <i>Steven Wechter &amp; J. Weddle</i>	Date: <i>9-7-17</i>
Receipt No: <i>0203448885</i>	Deemed Complete by (Project Planner):	Date:
<input checked="" type="checkbox"/> Determination authority notified	<input checked="" type="checkbox"/> Original receipt and BTC receipt (if original applicant) <i>N/A</i>	

*d. 7.8*

### Reasons for Appeal of VTT-74392

The main crux of our appeal is based on the newer C1-1VL zoning. When there was a zone change from C2-1VL to C1-1VL, the Qualifying-conditions were not included – as they should have been. The Q-conditions regulated how well the parcels fit into the neighborhood. The “Qs” limited the height to 30 feet and a maximum 3 stories (see attached). Retaining the Q-conditions was promised to the Community representatives of Granada Hills North Neighborhood Council, Granada Hills South Neighborhood Council, and the Old Granada Hills Residents Group that worked on the Community Plan for over 12 years. The bond of trust between elected officials, the Planning Department and the constituents of CD 12 and Los Angeles City should be created – L.A. is our town.

As it is now, without the Q-conditions, the density is not in line with the Granada Hills-Knollwood Community Plan, nor the Specific Plan regulating that particular property. The area is not blighted, if considered so, that’s only because of the tripling of rents to the anchor tenant and others.

The property is surrounded, more than 1,500 single level single family homes, and 4 newer, and much smaller multi-family residential developments. The newer multifamily nearby developments do comply with the GH Community Plan and Specific Plan.

Even with the new zoning, there should be a 15’ setback, according to R3 and R4 standards utilized, which also limits the intensity of the project. The lesser front setbacks suggested, are not in compliance with the Community Plan nor Granada Hills Specific Plan. It’s fine for populated urban areas, but out of place for the very low-density neighborhood surrounding the Granada Hills Plaza area.

The other major concern is that a full Environmental Impact report should be required for a project that size. The Stop the 440 group gave more than 3 hours of reasoning and examples of why a complete EIR is needed at the February 7, 2017 Public Hearing. With this appeal, a main concern is whether or not the project will be safe. Geological studies on soil stability should be emphasized especially along the western parcel, since it is adjacent to Bull Creek. Complete seismic studies are necessary in light of the nearby (within 1000’) of the 118 Highway collapse in due to the 1994 earthquake. It is also important to note that neighboring Kennedy High School was not allowed to build over two stories high, for to prevent possible collapse and destruction.

There are also soil liquefaction factors to take into account – that can’t be avoided, but possibly mitigated with more stable construction. Although the creek is now lined by cement, Bull Creek has been around for at least 200-300 years, per early maps of the area. There seems to us to be no reason not to have an EIR – it is tax deductible, insures safety and checks on conformity with City and community guidelines. It would have been completed long ago and ground could have been broken by now, if the developer would have done it from the start. This is what is generally suggested by experts in the field of commercial real estate – there was a Globe Street article in their August 2016 issue.

*J.T.S.*  
*Pg. 3 of 39*  
*RHW*  
*9-7-17*

In speaking with nearby residents and business owners, parking is a concern. They may be more concerned about this after the temporary DMV was established. Vehicles were parked 3 blocks and sometimes 4 blocks deep into the surrounding neighborhood. The traffic study was done at this time, so to skew the actual current number, "the project will create less traffic than now" – which is not at all true. If the developers could go down one more floor in underground parking, that would relieve many concerns for the residents and visitors to the site.

The amount of parking spaces is also in question. Providing numerous bicycle stalls to replace vehicular parking (ex. 120 to 96), may work well for developments in transportation corridor, but not here because it's about 2-3 miles for jobs other than in the center itself. Additionally, both Woodley Avenue and San Fernando Mission Blvd. are fairly busy streets. Even more so, these two streets are not the ones that the community planned for expansion – those were Devonshire St., Chatsworth St, and Balboa. There are no bike lanes, nor easy accessible transportation lines (see attached and we tragically have had 2 deaths of bicyclists in the past year or so – we don't want more needless deaths.

Hazardous and toxic waste materials at the site must be cleaned up to under the allowable threshold levels. This is especially true for PCEs emitted from the dry cleaners near Bull Creek. It would be more prudent and appreciated by the community if the test levels were known in advance (and not that costly for the developer). Excavation and offsite disposal of PCE impacted soils is the acceptable method, especially so near a water source (Bull Creek flows into our Los Angeles River).

Not only should there be a full EIR, but the City of Los Angeles should have a share of responsibility along with the developer in terms of indemnification – especially if the Advisory Agency gives the applicant any sort of waiver on a condition – particularly in respect to an EIR. The EIR is a part of due diligence pertaining to all parties involved.

Some bonds or assurance of financial responsibility should be considered. The Harridge Development group has at least one development project in the city of Los Angeles that work has stopped on. Let's make sure that when a project is started, it will lead to a safe and proper completion, and in a timely manner. This is good for the surrounding neighborhood as well as the applicant.

- Solutions:
- 1) More parking (go underground another level)
  - 2) Max units and height allowed per the Q-conditions
  - 3) A full EIR to be done prior to any construction

"And there is a very grave danger that an announced need for increased "housing " [in place of security] will be seized upon by those anxious to expand its meaning to the very limits of official censorship and concealment." John F. Kennedy, from *The President and the Press*, April 27, 1961.

J.F.S.  
Pg. 4 of 39  
R.H.W.  
9-7-17

**Reasons for opposition to:**

**Tract Map merger and subdivision of the subject property into one lot for condominium purposes.**

***California Government Code Section 66474.61***

The proposed map is not consistent with applicable general and specific plans as specified in (a) Section 65451

The design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.

***Ord. No. 144,365 Front, Side and Rear Yards. Commercial vs Residential***

Lot merger will allow for increased residential density by eliminating residential side yard set backs now required between parcels.

***Q Condition Ordinance 154532 Shall not exceed two stories in height with a minimum setback of 15 feet***

Existing Q Condition was inadvertently removed by City Planning when the Community Plan and Specific Plan were developed. Representations by City Planning that all Q Conditions would remain if they were more restrictive than standard code requirements. See Anna Vidal City Planning for details. (attached)

***Property zoned C1-1VL***

LMAC 12.21.1

Maximum number of stories is 3. Current project does not conform to LMAC 12.21.1 ~~without the use of a bonus density. Bonus density should not be used to build a high density project that is not consistent with the surrounding area.~~

*J.P.S.*  
Pg. 5/39  
P/ra  
9-7-17

**Opposition to:  
CEQA adoption of Mitigated Negative Declaration and associated Mitigation  
Monitoring Program.**

**Request a full Environmental Impact Report (EIR) because of the following  
concerns:**

***PCE Contamination*** – City indemnification clause may be challenged if project does not have a complete environmental report (EIR):

1. Several data failures were encountered during the preparation of the environmental report.
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***Geotechnical evaluation*** – soil drilling to a depth of 40 feet on the east side of the property. No known test holes were drilled on the west portion of the property to evaluate land stability. (attached drilling map)

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***City Services:***

Incomplete data on waste water disposal. Do adequate services exist and or is there a substantial cost to the community.

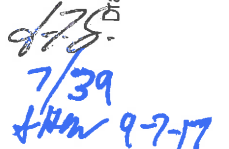
***Earthquake faults:***

Bull Creek investigation to find faults has not been performed. To avoid potential hazard and associated liability it is important that a full environmental report (EIR) be performed.

d. J. S.  
6/39  
RHW  
9-7-17

### Granada Hills-Knollwood Community Plan Area Proposed Recommendations by Subarea

Sub-Area	Existing General Plan Land Use Designation	Existing Zoning	Proposed General Plan Land Use Designation	Proposed Zoning	Acres	Existing FAR	Proposed FAR	Location	Proposed Change
830	Low Residential	QRD6-1, RD2-1	Low III Residential	RD6-1	17.17	3:1	3:1	On Crestview, Hill View, Viewridge: N of Rinaldi, S of Odyssey	Split existing Low General Plan Land Use designation into three: Low I, II, and III to limit type of single-family residential development and help preserve neighborhood character. Remove Q condition, as no longer applicable, and requirements per LAMC
840	Low & Low Medium II Residential	(Q) RD1.5-1, (Q) RD2-1	Low Medium II Residential	RD2-1	6.01	3:1	3:1	NW Blucher & Rinaldi	Remove dual General Plan Land Use and Zones, and Q conditions to provide multiple family opportunities
845	Limited Commercial	QC1-1VL, QP-1VL	Neighborhood Commercial	C1-1VL	0.44	1.5:1	1.5:1	NE corner of Rinaldi & Blucher	Removing Limited Commercial and parking zone, and old Q since the conditions are Code requirements.
850	Minimum Residential & Open Space	A2-1	Minimum Residential	A2-1	4.42	3:1	3:1	E of Blucher Ave N of Odyssey Dr	Remove dual General Plan Land Use
860	Very Low II Residential	RA-1	Very Low II Residential	RE11-1	4.55	3:1	0.40:1	S side of Rinaldi between Zeizah & White Oak	Change Zone to match existing General Plan Land Use and surrounding development to provide housing opportunities
890	Highway Oriented Commercial	C2-1VL	Community Commercial	C2-1VL	1.81	1.5:1	1.5:1	All commercial corners at Rinaldi and Balboa	Nomenclature change
980	Highway Oriented Commercial	(T)(Q)C2-1VL, C2-1VL, C4-1, C4-1VL, P-1VL	Community Commercial	(T)(Q)C2-1VL, C2-1VL, C4-1, C4-1VL	17.15	1.5:1	1.5:1	NW, NE, & SE corners of Balboa Blvd & San Fernando Mission Blvd (only one not is SW corner)	Nomenclature change and remove P zone to provide commercial opportunities


  
 7/39
   
 9-7-17

10

154532

ORDINANCE NO. \_\_\_\_\_

An Ordinance amending Section 12, 04 of the Los Angeles Municipal Code by amending the Zoning Map.

THE PEOPLE OF THE CITY OF LOS. ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the Zone Map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the Zoning Map shall be as follows:

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
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Sec. 2. Pursuant to Section 12.32 J of the Los Angeles Municipal Code, the following limitations are hereby imposed upon the use of that property shown in Section 1 hereof which is subject to the "Q" Qualified classification.

1. That no structure built on the subject site shall exceed two stories in height including parking levels or more than 30 feet above the natural grade.
2. That all structures shall observe a minimum setback of 15 feet from San Fernando Mission Boulevard.
3. The adjacent parking area, in the ownership of the applicant, shall be repaved and repaired in substantial conformance with Exhibit "A-1".
4. A parking area and driveway plan shall be submitted to the West Valley District Office of the Department of Transportation for approval and a copy of such approval attached to the file.
5. That all signs on the shopping center shall be of an identifying nature only, and shall not be of a flashing or animated type and shall be arranged so as not to be a distraction to adjacent residential areas.

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Sec. 3 The City Clerk shall certify to the passage of this ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was introduced at the meeting of the Council of the City of Los Angeles of SEP 30 1980 and was passed at its meeting of OCT 7 - 1980

REX E. LAYTON, City Clerk,

By Edward W. Oshlan  
Deputy

Approved OCT 10 1980

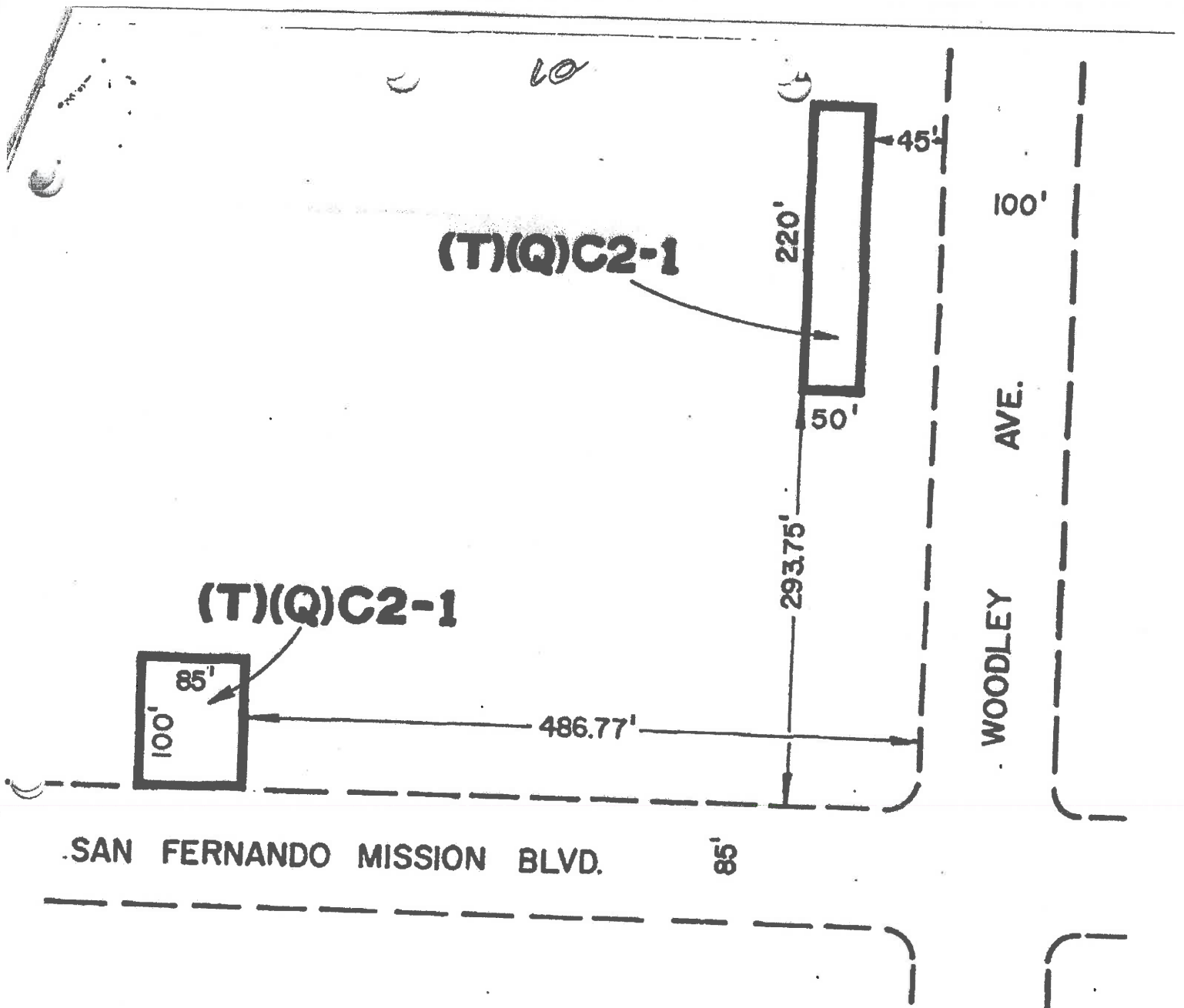
File No. \_\_\_\_\_

Tom Bradley  
Mayor.

Kayman  
Secretary

File No. 80-3861  
City Clerk Form 23

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SCALE IN FEET

SHEET NO 357	DM 7704	CPC 29025
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<b>TABLE 4.3-2: RELEVANT COMMUNITY PLANS GOALS, OBJECTIVES, AND POLICIES</b>	
<b>Goal/Objective/Policy</b>	<b>Goal/Objective/Policy Description</b>
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Objective 13-1	To comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.
Objective 14-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Objective 15-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
<b>GRANADA HILLS-KNOLLWOOD COMMUNITY PLAN</b>	
Circulation	Roadways within the Community shall be developed in accordance with standards and criteria contained in the Highways and Freeway Element of the General Plan and the City's Standard Street Dimensions except where environmental issues and planning practices warrant alternate consideration. Planning and development of bikeways to provide recreation and alternate means of transportation.
Public Transportation	Buses and other modes of public transportation should provide improved service within the local area and convenient access to other areas of the city.
<b>MISSION HILLS-PANORAMA CITY-NORTH HILLS COMMUNITY PLAN</b>	
Objective 2-3	To enhance the appearance of commercial districts. (Policy 2-3.3 Improve safety and aesthetics of parking areas in commercial areas.)
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Objective 13-1	To comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.
Objective 14-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Objective 14-2	To promote pedestrian-oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities
Objective 15-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
<b>RESEDA-WEST VAN NUYS COMMUNITY PLAN</b>	
Objective 2-3	To enhance the appearance of commercial districts. (Policy 2-3.2 Improve safety and aesthetics of parking areas in commercial areas.)
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
Objective 13-1	To comply with Citywide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.
Objective 14-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.
Objective 14-2	To promote pedestrian-oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities
Objective 15-1	To provide parking in appropriate locations in accord with Citywide standards and community needs.
<b>NORTH HOLLYWOOD-VALLEY VILLAGE COMMUNITY PLAN</b>	
Circulation	Highways and local streets shown on this Plan shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions Plan.
Objective 5	To provide a basis for the location and programming of public facilities services and utilities and to coordinate the phasing of public facilities with private development by: a. Providing neighborhood park and recreational facilities, including bicycle paths that utilize rights-of-way and other public lands where feasible.
<b>PALMS-MAR VISTA-DEL REY COMMUNITY PLAN</b>	
Objective 11-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length and reduce the number of vehicle trips.
Objective 12-1	To promote an adequate system of bikeways for commuter, school and recreational use.

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DEPARTMENT OF  
CITY PLANNING  
CITY PLANNING COMMISSION

DAVID H. J. AMBROZ  
PRESIDENT

RENEE DAKE WILSON  
VICE-PRESIDENT

CAROLINE CHOE  
RICHARD KATZ  
JOHN W. MACK  
SAMANTHA MILLMAN  
MARC MITCHELL  
VERONICA PADILLA-CAMPOS  
DANA M. PERLMAN

ROCKY WILES  
COMMISSION OFFICE MANAGER  
(213) 978-1300

CITY OF LOS ANGELES  
CALIFORNIA



ERIC GARCETTI  
MAYOR

EXECUTIVE OFFICES  
200 N. SPRING STREET, ROOM 525  
LOS ANGELES, CA 90012-4801

VINCENT P. BERTONI, AICP  
DIRECTOR  
(213) 978-1271

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LISA M. WEBBER, AICP  
DEPUTY DIRECTOR  
(213) 978-1274

JAN ZATORSKI  
DEPUTY DIRECTOR  
(213) 978-1273

<http://planning.lacity.org>

Decision Date: August 28, 2017

Appeal Period Ends: September 7, 2017

Gelb Enterprises(A)(O)  
17547 Ventura Boulevard  
Encino, CA 91316

Brad Rosenheim (R)  
Rosenheim & Associates, Inc.  
21600 Oxnard Street  
Woodland Hills, CA 91367

Psomas (E)  
555 South Flower Street, Suite 4300  
Los Angeles, CA 90071

RE: Vesting Tentative Tract Map No. 74392  
Address: 16201 – 16301 West San Fernando Mission  
Boulevard and 11147-11155 Woodley Avenue  
Related Case: DIR-2016-3076-DRB-SPP-DB-SPR  
Planning Area: Granada Hills-Knollwood  
Zone : C1-1VL  
Land Use Designation: Neighborhood Commercial  
D. M. : 210B141  
C. D. : 12-Englander  
CEQA : ENV-2016-3077-MND

In accordance with provisions of Los Angeles Municipal Code (LAMC) Section 17.03, the Advisory Agency approved Vesting Tentative Tract Map No. 74392-CN for the merger and resubdivision of the subject site into **two (2) lots for condominium purposes**, located at 11147-11155 North Woodley Avenue and 16201-16301 West San Fernando Mission Boulevard, as shown on revised map stamp-dated June 6, 2017, in the Granada Hills Community Plan Area. This unit density is based on the C1-1VL Zone. (The subdivider is hereby advised that the LAMC may not permit this maximum approved density. Therefore, verification should be obtained from the Department of Building and Safety, for legal interpretation of the Zoning Code as it applies to this particular property.) For an appointment with the Development Services Center call (213) 482-7077 or (818) 374-5050. The Advisory Agency's approval is subject to the following conditions:

**NOTE** on clearing conditions: When two or more agencies must clear a condition, subdivider should follow the sequence indicated in the condition. For the benefit of the applicant, subdivider shall maintain record of all conditions cleared, including all material supporting clearances and be prepared to present copies of the clearances to each reviewing agency as may be required by its staff at the time of its review.

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**NOTE TO PLAN CHECKER:** On February 7, 2017, the Deputy Advisory Agency considered Vesting Tentative Tract Map No. VTT-74392 for the merger and resubdivision of the subject property into one lot for condominium purposes, stamped map-dated August 18, 2016, in conjunction with the construction, use, and maintenance of a mixed-use development containing 440 dwelling units and 64,650 square feet of commercial uses. At the public hearing, the Deputy Advisory Agency moved to hold the decision under advisement due to project changes. On June 6, 2017, the applicant submitted a revised map for the merger and resubdivision of the subject site into two lots for condominium purposes, in conjunction with the development of 242 dwelling units and 40,000 square feet of commercial floor area. As such, Department Staff recirculated the revised map to the agencies. No new comments were received.

### BUREAU OF ENGINEERING - SPECIFIC CONDITIONS

*Bureau of Engineering approvals are conducted at the Land Development Group, located 201 N. Figueroa Street, Suite 200. Any questions regarding these conditions should be directed to Mr. Georgic Avanesian or by calling (213) 202-3484.*

1. That a 5.04-foot to seven-foot variable width strip of land be dedicated along San Fernando Mission Boulevard adjoining the subdivision to complete a 50-foot wide half right-of-way dedication in accordance with Avenue I Street Standards of LA Mobility Plan.
2. That existing public sewer easements within the tract property and as shown on the revised tentative map stamp dated June 6, 2017 be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code, and in addition, the following conditions be executed by the applicant and administered by the City Engineer:
  - a. That consents to the sewer easements being merged and waivers of any damages that may accrue as a result of such mergers be obtained from all property owners who might have certain rights in the area being merged.
  - b. That satisfactory arrangements be made with all public utility agencies maintaining existing facilities within the area being merged.
3. That any surcharge fee in conjunction with the merger requests be paid.
4. That all existing public sewers within the tract property be abandoned prior to the recordation of the final and any new sewer construction if necessary be constructed prior to the recordation of the final map satisfactory to the Valley District office.
5. That any fee deficit under Work Order No. EXT00703 expediting this project be paid.
6. That arrangement be made with the Los Angeles County Department of public Works prior to recordation of the final map for any necessary permits with respect to discharge into the Bull Creek Flood Channel.
7. That the tract be approved by the Los Angeles County Department of Public Works with respect to flood hazard, channel improvements, and alignment of the Bull Creek Flood Channel.
8. That all public easements within the tract be shown on the final map.

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**DEPARTMENT OF BUILDING AND SAFETY, GRADING DIVISION**

*Grading Division approvals are conducted at 201 North Figueroa Street, 3rd Floor, Counter 24. The approval of this Tract Map shall not be construed as having been based upon geological investigation such as will authorize the issuance of building permits on the subject property. Such permits will be issued only at such time as the Department of Building and Safety has received such topographic maps and geological reports as it deems necessary to justify the issuance of such building permits.*

9. The soils engineer shall review and approve the detailed plans prior to issuance of any permit. This approval shall be by signature on the plans which clearly indicates that the soils engineer has reviewed the plans prepared by the design engineer and that the plans included the recommendations contained in his report. (7006.1)
10. All recommendations of the report by AGI dated 05/29/2014 & 01/13/2015 signed by Juan A. Vidal, GE 861 and Bruce Smith, GE 2673, which in addition to or more restrictive than the conditions contained herein shall also be incorporated into the plans for the project. (7006.1)
11. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans. Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit. (7006.1)
12. A grading permit shall be obtained for all structural fill and retaining wall backfill. (106.1.2)
13. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density (D1556). Placement of gravel in lieu of compacted fill is allowed only if complying with Section 91.7011.3 of the Code. (7011.3)
14. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill. (1809.2)
15. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction. (7013.12)
16. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the State Construction Safety Orders enforced by the State Division of Industrial Safety. (3301.1)
17. Excavations shall not remove lateral support from a public way, adjacent property or an existing structure. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)
18. Prior to the issuance of any permit which authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation. (3307.1) Applicant

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19. The soils engineer shall review and approve the shoring plans prior to issuance of the permit. (3307.3.2)
20. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate all applicable surcharge loads for the design of the retaining walls and shoring.
21. Unsurcharged temporary excavations shall be trimmed back at a gradient not exceeding 1:1, as recommended.
22. Shoring shall be designed for a minimum EFP of 25 PCF; all surcharge loads shall be included into the design, as recommended.
23. Shoring shall be designed for a maximum lateral deflection of one-inch, provided there are no structures within a 1:1 plane projected up from the base of the excavation. Where a structure is within a 1:1 plane projected up from the base of the excavation, shoring shall be designed for a maximum lateral deflection of two-inch, or to a lower deflection determined by the consultant that does not present any potential hazard to the adjacent structure.
24. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.
25. All foundations shall derive entire support from native undisturbed soils, as recommended and shall be approved by the geologist and soils engineer by inspection.
26. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4) two-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top.
27. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2014-116 "Foundation Design for Expansive Soils" (1803.5.3).
28. Slabs placed on approved compacted fill shall be at least four inches thick and shall be reinforced with two-inch diameter (#4) reinforcing bars spaced maximum of 16 inches on center each way.
29. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane. The slabs shall be at least 32 inches thick and shall be reinforced with two-inch diameter (#4) reinforcing bars spaced maximum of 16 inches on center each way.
30. The seismic design shall be based on a Site Class D as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.
31. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Lateral Loads" starting on page 8 of the 05/29/2014 report. All surcharge loads shall be included into the design.
32. Retaining walls higher than six (6) feet shall be designed for lateral earth pressure due to earthquake motions as specified on page 2 of the 01/13/2015 report (1803.5.12).

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33. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted to the street in an acceptable manner and in a non-erosive device. (7013.11)
34. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soil report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record. (1805.4)
35. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector. (108.9)
36. Basement walls and floors shall be waterproofed/damp-proofed with an L.A. City approved "Below-grade" waterproofing/damp-proofing material with a research report number. (104.2.6)
37. Prefabricated drainage composites (Miradrain) (Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.
38. All roof and pad drainage shall be conducted to the street in an acceptable manner. (7013.10)
39. An on-site storm water infiltration system at the subject site shall not be implemented, as recommended.
40. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS. (7013.10)
41. The soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading. (7008 & 1705.6)
42. Prior to the pouring of concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. He shall post a notice on the job site for the LADBS Building Inspector and the Contractor stating that the work so inspected meets the conditions of the report, but that no concrete shall be poured until the City Building Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)
43. Prior to excavation, an initial inspection shall be called with LADBS Inspector at which time sequence of construction, [shoring, ABC slot cuts, underpinning, pile installation,] protection fences and dust and traffic control will be scheduled. (108.9.1)
44. Installation of shoring, underpinning, slot cutting excavations and/or pile installation shall be performed under the inspection and approval of the soils engineer and deputy grading inspector. (1705.6)
45. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. He shall post a notice on the job site for the City Grading Inspector and the Contractor stating that the soil inspected meets the conditions of the report, but that no fill shall be placed until the LADBS Grading Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall

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be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included. (7011.3)

#### DEPARTMENT OF BUILDING AND SAFETY, ZONING DIVISION

*Building and Safety approvals are conducted by appointment only. Contact Laura Duong at (213) 482-0434 to schedule an appointment. Any proposed structures or uses on the site have not been checked for Building or Zoning Code requirements. Plan check may be required before any construction, occupancy or change of use. Unless filed concurrently and included as part of the hearing notice with this subdivision, any additional deviations from the Los Angeles Municipal Code required by the Department of Building and Safety Office of the Zoning Engineer preliminary to the Zoning Engineer clearing the items on the report to the Advisory Agency, shall be separately filed through the City Planning Department Office of the Zoning Administrator.*

46. Prior to recordation of the final map, the Department of Building and Safety, Zoning Division shall certify that no Building or Zoning Code violations exist on the subject site. In addition, the following items shall be satisfied:
- a. Provide a copy of the Certificate of Compliance for Lot Line Adjustment AA-2014-4521-PMEX to establish the boundary of the tract. The Certificate of Compliance is required prior to obtaining the Zoning Clearance.
  - b. Provide a copy of DIR case DIR-2016-3076-DRB-SPP-DB-SPR. Show compliance with all the conditions/requirements of the DIR case as applicable.
  - c. Show all street dedication as required by Bureau of Engineering and provide net lot area after all dedication. "Area" requirements shall be re-checked as per net lot area after street dedication. Front requirement shall be required to comply with current code for the new zone as measured from new property lines after dedication.
  - d. The submitted Map does not comply with the maximum density (800 square feet of lot area/dwelling unit) requirement of the C1-1VL Zone (per Ord. 183955). 433 units are allowed based on the R3 Zone requirement and 440 units are proposed. Revise the Map to show compliance with the above requirements, comply with Density Bonus requirements, or obtain approval from the Department of City Planning.

NOTE TO PLAN CHECKER: The revised project is no longer seeking a Density Bonus and now consists of 102 townhome units and 140 apartment units, consistent with the density permitted per the underlying zone.

#### DEPARTMENT OF TRANSPORTATION

*Please contact DOT at (818)374-4699 for any questions regarding the following.*

47. Project driveway access and on-site circulation between parking areas shall conform to Section 321 of DOT Manual of Policies and Procedures. To avoid delays and untimely revisions, submit a site access and circulation plan to DOT Developer Services at 6262

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Van Nuys Blvd., Suite 320 before building layouts are finalized, with due regard to the following comments:

- a. The parking and driveway plan should show the adjacent public right of way and any existing curb cut, ramp, fixed object or substructure within 25 feet of a project driveway.
- b. Driveways should conform to Standard Plan S-440-4. The approach apron width "W", which excludes side slopes, should be 30 feet for two-way access at project driveways. The northerly driveway on Woodley Avenue does not meet this standard as currently proposed.
- c. If turn restrictions are required, signs in the public way shall be posted prior to occupancy.

### FIRE DEPARTMENT

*The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished BY APPOINTMENT ONLY, in order to assure that you receive service with a minimum amount of waiting please call (818) 374-4351. You should advise any consultant representing you of this requirement as well.*

48. Prior to the recordation of the final map, a suitable arrangement shall be made satisfactory to the Fire Department, binding the subdivider and all successors to the following:
  - a. Access for Fire Department apparatus and personnel to and into all structures shall be required.
  - b. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units
  - c. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
  - d. No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.
  - e. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; but, in no case greater than 150 feet horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend unto the roof.
  - f. Entrance to the main lobby shall be located off the address side of the building.
  - g. Any required Fire Annunciator panel or Fire Control Room shall be located within 50 feet visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

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- h. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.
- i. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- j. The width of private roadways for general access use and fire lanes shall not be less than 20 feet, and the fire lane must be clear to the sky.
- k. Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- l. Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square-foot.
- m. Submit plot plans indicating access road and turning area for Fire Department approval.
- n. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.
- o. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.
- p. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.
- q. Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.
- r. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.
- s. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.
- t. Site plans shall include all overhead utility lines adjacent to the site.
- u. Any roof elevation changes in excess of three feet may require the installation of ships ladders.
- v. The Fire Department may require additional roof access via parapet access roof ladders where buildings exceed 28 feet in height, and when overhead wires or other obstructions block aerial ladder access.

**Policy Exception:**

L.A.M.C. 57.09.03.B Exception:

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When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a two hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term "horizontal travel" refers to the actual path of travel to be taken by a person responding to an emergency in the building. This policy does not apply to single-family dwellings or to non-residential buildings.

#### LOS ANGELES UNIFIED SCHOOL DISTRICT (LAUSD)

49. Prior to the issuance of any demolition or grading permit or any other permit allowing site preparation and/or construction activities on the site, satisfactory arrangements shall be made with the Los Angeles Unified School District. (This condition may be cleared by a written communication from the LAUSD Transportation Branch attesting to the required coordination and/or the principals of the above referenced schools and to the satisfaction of the Advisory Agency).

#### DEPARTMENT OF WATER AND POWER

50. Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Water System Rules and requirements. Upon compliance with these conditions and requirements, LADWP's Water Services Organization will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1.(c).)

#### BUREAU OF STREET LIGHTING

51. No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; three (3) on San Fernando Mission Boulevard and three (3) on Woodley Avenue.

#### BUREAU OF SANITATION

52. Satisfactory arrangements shall be made with the Bureau of Sanitation, Wastewater Collection Systems Division for compliance with its sewer system review and requirements. Upon compliance with its conditions and requirements, the Bureau of Sanitation, Wastewater Collection Systems Division will forward the necessary clearances to the Bureau of Engineering. (This condition shall be deemed cleared at the time the City Engineer clears Condition No. S-1. (d).)

#### INFORMATION TECHNOLOGY AGENCY

53. That satisfactory arrangements be made in accordance with the requirements of the Information Technology Agency to assure that cable television facilities will be installed in the same manner as other required improvements. Refer to the LAMC Section 17.05-N. Written evidence of such arrangements must be submitted to the Information Technology Agency, 200 North Main Street, 12<sup>th</sup> Floor, Los Angeles, CA 90012, 213 922-8363.

#### DEPARTMENT OF RECREATION AND PARKS

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54. That the Quimby fee be based on the C1 Zone.

#### URBAN FORESTRY DIVISION

*All protected tree removals must be approved by the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077.*

55. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division upon completion of construction to expedite tree planting. All protected tree removals must be approved by the Board of Public Works.

#### DEPARTMENT OF CITY PLANNING-SITE SPECIFIC CONDITIONS

56. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
- a. A Certificate of Occupancy (temporary or final) for the building(s) in Vesting Tentative Tract No. VTT-74392-CN shall not be issued until after the final map has been recorded.
  - b. Limit the proposed development to a maximum of two lots as follows:
    - i. Lot 1 shall be limited to a maximum of 102 townhomes.
    - ii. Lot 2 shall consist of a maximum of two buildings with Building "B" containing up to 80 dwelling units and up to 20,500 square feet of commercial floor area and Building "A" containing a total of up to 60 dwelling units and up to 19,500 square feet of commercial space, approved under Case No. DIR-2016-3076-DRB-SPP-DB-SPR.
  - c. Vehicular and bicycle parking shall be provided pursuant to the Los Angeles Municipal Code.
  - d. That a solar access report shall be submitted to the satisfaction of the Advisory Agency prior to obtaining a grading permit.
  - e. That the subdivider considers the use of natural gas and/or solar energy and consults with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.
  - f. Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.
  - g. Copies of all recorded Covenant and Agreement(s) for all reciprocal private easements shall be submitted to the Planning Department for placement in the tract file.

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57. Prior to the issuance of the building permit or the recordation of the final map, a copy of Case No. DIR-2016-3076-DRB-SPP-DB-SPR shall be submitted to the satisfaction of the Advisory Agency.
58. Prior to the clearance of any tract map conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
59. **Indemnification and Reimbursement of Litigation Costs.** Applicant shall do all of the following:
- a. Defend and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
  - b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgment or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
  - c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
  - d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).
  - e. If the City determines it necessary to protect the City's interests, execute the indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.
  - f. The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event that Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all

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decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions include actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

#### DEPARTMENT OF CITY PLANNING-STANDARD CONDOMINIUM CONDITIONS

C-1. That approval of this tract constitutes approval of model home uses, including a sales office and off-street parking. If models are constructed under this tract approval, the following conditions shall apply:

1. Prior to recordation of the final map, the subdivider shall submit a plot plan for approval by the Division of Land Section of the Department of City Planning showing the location of the model dwellings, sales office and off-street parking. The sales office must be within one of the model buildings.
2. All other conditions applying to Model Dwellings under Section 12.22-A, 10 and 11 and Section 17.05-O of the LAMC shall be fully complied with satisfactory to the Department of Building and Safety.

C-2. Prior to the recordation of the final map, the subdivider shall pay or guarantee the payment of a park and recreation fee based on the latest fee rate schedule applicable. The amount of said fee to be established by the Advisory Agency in accordance with LAMC Section 17.12 and is to be paid and deposited in the trust accounts of the Park and Recreation Fund.

C-3. Prior to obtaining any grading or building permits before the recordation of the final map, a landscape plan, prepared by a licensed landscape architect, shall be submitted to and approved by the Advisory Agency in accordance with CP-6730.

In the event the subdivider decides not to request a permit before the recordation of the final map, a covenant and agreement satisfactory to the Advisory Agency guaranteeing the submission of such plan before obtaining any permit shall be recorded.

C-4. In order to expedite the development, the applicant may apply for a building permit for an apartment building. However, prior to issuance of a building permit for apartments, the registered civil engineer, architect or licensed land surveyor shall certify in a letter to the Advisory Agency that all applicable tract conditions affecting the physical design of the building and/or site, have been included into the building plans. Such letter is sufficient to clear this condition. In addition, all of the applicable tract conditions shall be stated in full on the building plans and a copy of the plans shall be reviewed and approved by the Advisory Agency prior to submittal to the Department of Building and Safety for a building permit.

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OR

If a building permit for apartments will not be requested, the project civil engineer, architect or licensed land surveyor must certify in a letter to the Advisory Agency that the applicant will not request a permit for apartments and intends to acquire a building permit for a condominium building(s). Such letter is sufficient to clear this condition.

**DEPARTMENT OF CITY PLANNING-ENVIRONMENTAL MITIGATION MEASURES**

60. Prior to recordation of the final map the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department requiring the subdivider to identify mitigation monitors who shall provide periodic status reports on the implementation of mitigation items required by Mitigation Condition No. 61 of the Tract's approval satisfactory to the Advisory Agency. The mitigation monitors shall be identified as to their areas of responsibility, and phase of intervention (pre-construction, construction, postconstruction/maintenance) to ensure continued implementation of the above mentioned mitigation items.
61. Prior to the recordation of the final map, the subdivider shall prepare and execute a Covenant and Agreement (Planning Department General Form CP-6770) in a manner satisfactory to the Planning Department, binding the subdivider and all successors to the following:
- MM-1. Tetrachloroethylene (PCE) remediation at 16233 San Fernando Mission Boulevard shall be continued until the Los Angeles County Fire Department – Site Mitigation Unit and other appropriate agencies determine that the site is suitable for construction and occupancy. Mitigation efforts associated with the PCE release may include individually or a combination of the following: continuation of the VES work; excavation and offsite disposal of the PCE impacted soil; or installation of an engineering control (sub-slab membrane) to reduce the potential for intrusion of PCE vapors to indoor air within future onsite structures, as determined by the Los Angeles County Fire Department – Site Mitigation Unit.
  - MM-2. Fluorescent light fixtures shall be inspected for PCB content labels prior to disposal and if found to contain PCB, shall be disposed of by a licensed contractor per PCB disposal requirements.
  - MM-3. A registered Cal/OSHA asbestos abatement contractor shall perform asbestos-related work and all disturbance and/or removal of asbestos containing material (ACM) or asbestos containing construction material (ACCM). Removal work shall be conducted in accordance with South Coast Air Quality Management District's Rule 1403 and Cal/OSHA requirements for removal work as well as other state and federal rules and regulations.
  - MM-4. Lead-based paint assessment of each existing structure on the project site shall be conducted prior to issuance of permits for any demolition/renovation activity involving a particular structure. Lead-based paint found in any buildings shall be removed and disposed of as a hazardous waste in accordance with all applicable regulations.

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**CONSTRUCTION REGULATORY COMPLIANCE MEASURES**

Construction of the proposed project shall comply with the following regulatory Compliance Measures:

- CM-1. That a sign be required on site clearly stating a contact/complaint telephone number that provides contact to a live voice, not a recording or voice mail, during all hours of construction, the construction site address, and the tract map number. **YOU ARE REQUIRED TO POST THE SIGN 7 DAYS BEFORE CONSTRUCTION IS TO BEGIN.**
- Locate the sign in a conspicuous place on the subject site or structure (if developed) so that the public can easily read it. The sign must be sturdily attached to a wooden post if it will be freestanding.
  - Regardless of who posts the site, it is always the responsibility of the applicant to assure that the notice is firmly attached, legible, and remains in that condition throughout the entire construction period.
  - If the case involves more than one street frontage, post a sign on each street frontage involved. If a site exceeds five (5) acres in size, a separate notice of posting will be required for each five (5) acres, or portion thereof. Each sign must be posted in a prominent location.
- CM-2. All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- CM-3. The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- CM-4. All loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- CM-5. All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- CM-6. 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.
- CM-7. General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- CM-8. The project shall comply with the City of Los Angeles Noise Ordinance Nos. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- CM-9. Construction and demolition shall be in conformance with the Noise Regulation, Ordinance No. 144,331 and with provisions of Section 41.40 Construction Noise of the LAMC, Section 41.40.
- CM-10. Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

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- CM-11. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- CM-12. The project sponsor shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which insure an acceptable interior noise environment.
- CM-13. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), construct diversion dikes to channel runoff around the site. Line channels with grass or roughened pavement to reduce runoff velocity.
- CM-14. Incorporate appropriate erosion control and drainage devices to the satisfaction of the Building and Safety Department shall be incorporated, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned. These will shield and bind the soil.
- CM-15. Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting.
- CM-16. All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non-recyclable materials/wastes must be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.
- CM-17. Clean up leaks, drips and spills immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- CM-18. Do not hose down pavement at material spills. Use dry cleanup methods whenever possible.
- CM-19. Cover and maintain dumpsters. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.
- CM-20. Use gravel approaches where truck traffic is frequent to reduce soil compaction and limit the tracking of sediment into streets.
- CM-21. Conduct all vehicle/equipment maintenance, repair, and washing away from storm drains. All major repairs are to be conducted off-site. Use drip pans or drop cloths to catch drips and spills.

**BUREAU OF ENGINEERING - STANDARD CONDITIONS**

- S-1. (a) That the sewerage facilities charge be deposited prior to recordation of the final map over all of the tract in conformance with Section 64.11.2 of the LAMC.
- (b) That survey boundary monuments be established in the field in a manner satisfactory to the City Engineer and located within the California Coordinate System prior to recordation of the final map. Any alternative measure approved by the City Engineer would require prior submission of complete field notes in support of the boundary survey.

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- (c) That satisfactory arrangements be made with both the Water System and the Power System of the Department of Water and Power with respect to water mains, fire hydrants, service connections and public utility easements.
  - (d) That any necessary sewer, street, drainage and street lighting easements be dedicated. In the event it is necessary to obtain off-site easements by separate instruments, records of the Bureau of Right-of-Way and Land shall verify that such easements have been obtained. The above requirements do not apply to easements of off-site sewers to be provided by the City.
  - (e) That drainage matters be taken care of satisfactory to the City Engineer.
  - (f) That satisfactory street, sewer and drainage plans and profiles as required, together with a lot grading plan of the tract and any necessary topography of adjoining areas be submitted to the City Engineer.
  - (g) That any required slope easements be dedicated by the final map.
  - (h) That each lot in the tract complies with the width and area requirements of the Zoning Ordinance.
  - (i) That one-foot future streets and/or alleys be shown along the outside of incomplete public dedications and across the termini of all dedications abutting unsubdivided property. The one-foot dedications on the map shall include a restriction against their use of access purposes until such time as they are accepted for public use.
  - (j) That any one-foot future street and/or alley adjoining the tract be dedicated for public use by the tract, or that a suitable resolution of acceptance be transmitted to the City Council with the final map.
  - (k) That no public street grade exceeds 15 percent.
  - (l) That any necessary additional street dedications be provided to comply with the Americans with Disabilities Act (ADA) of 1990.
- S-2. That the following provisions be accomplished in conformity with the improvements constructed herein:
- (a) Survey monuments shall be placed and permanently referenced to the satisfaction of the City Engineer. A set of approved field notes shall be furnished, or such work shall be suitably guaranteed, except where the setting of boundary monuments requires that other procedures be followed.
  - (b) Make satisfactory arrangements with the Department of Transportation with respect to street name, warning, regulatory and guide signs.
  - (c) All grading done on private property outside the tract boundaries in connection with public improvements shall be performed within dedicated slope easements or by grants of satisfactory rights of entry by the affected property owners.
  - (d) All improvements within public streets, private street, alleys and easements shall be constructed under permit in conformity with plans and specifications approved by the Bureau of Engineering.

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- (e) Any required bonded sewer fees shall be paid prior to recordation of the final map.
- S-3. That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
- (a) Construct on-site sewers to serve the tract as determined by the City Engineer.
  - (b) Construct any necessary drainage facilities.
  - (c) No street lighting improvements if no street widening per BOE improvement conditions. Otherwise relocate and upgrade street lights; three (3) on San Fernando Mission Boulevard and three (3) on Woodley Avenue.
  - (d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Maintenance. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Urban Forestry Division (213-485-5675) upon completion of construction to expedite tree planting.
  - (e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
  - (f) Construct access ramps for the handicapped as required by the City Engineer.
  - (g) Close any unused driveways satisfactory to the City Engineer.
  - (h) Construct any necessary additional street improvements to comply with the Americans with Disabilities Act (ADA) of 1990.
  - (i) That the following improvements be either constructed prior to recordation of the final map or that the construction be suitably guaranteed:
    - a. After submittal of hydrology and hydraulic calculations and drainage plans for review by the City Engineer prior to recordation of the final map, construction of public drainage facilities within suitable easements may be required satisfactory to the Valley District Engineering.
    - b. Improve San Fernando Mission Boulevard being dedicated and adjoining the subdivision by the construction of the following:
      - i. A concrete curb, a concrete gutter, and a five-foot (5') concrete sidewalk and landscaping of the parkway.
      - ii. Suitable surfacing to join the existing pavement and to complete a 35-foot half roadway.
      - iii. Any necessary removal and reconstruction of existing improvements.
      - iv. The necessary transitions to join the existing improvement.

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## NOTES:

The Advisory Agency approval is the maximum number of units permitted under the tract action. However the existing or proposed zoning may not permit this number of units.

Approval from Board of Public Works may be necessary before removal of any street trees in conjunction with the improvements in this tract map through Bureau of Street Services Urban Forestry Division.

Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power, Power System, to pay for removal, relocation, replacement or adjustment of power facilities due to this development. The subdivider must make arrangements for the underground installation of all new utility lines in conformance with LAMC Section 17.05N.

The final map must record within 36 months of this approval, unless a time extension is granted before the end of such period.

The Advisory Agency hereby finds that this tract conforms to the California Water Code, as required by the Subdivision Map Act.

The subdivider should consult the Department of Water and Power to obtain energy saving design features which can be incorporated into the final building plans for the subject development. As part of the Total Energy Management Program of the Department of Water and Power, this no-cost consultation service will be provided to the subdivider upon his request.

**FINDINGS OF FACT (CEQA)**

The Department of City Planning issued Mitigated Negative Declaration No. ENV-2016-3077-MND on November 21, 2016. The Department found that potential negative impact could occur from the project's implementation due to Hazards and Hazardous Materials.

The Deputy Advisory Agency certifies that Mitigated Negative Declaration No. ENV-2016-3077-MND reflects the independent judgment of the lead agency and determined that this project would not have a significant effect upon the environment provided the potential impacts identified above are mitigated to a less than significant level through implementation of Condition No. 61 of the Tract's approval. Other identified potential impacts not mitigated by these conditions are mandatorily subject to existing City ordinances, (Sewer Ordinance, Grading Ordinance, Flood Plain Management Specific Plan, Xeriscape Ordinance, Stormwater Ordinance, etc.) which are specifically intended to mitigate such potential impacts on all projects.

The project site, as well as the surrounding area are developed with structures and do not provide a natural habitat for either fish or wildlife. While the project site is adjacent to Bull Creek, the creek is channelized and is fully lined with concrete. South of Victory Boulevard, approximately 6.5 miles south the project site, the storm channel becomes a free flowing creek, without concrete lining, and joins the Los Angeles River in the Sepulveda Basin Recreation Area. The portion of the storm channel directly adjacent to the project site does not contain any trees, plants, or habitat. Therefore, the project would have no impact on sensitive biological species or habitat.

In accordance with Section 21081.6 of the Public Resources Code (AB 3180), the Deputy Advisory Agency has assured that the above identified mitigation measures will be implemented by adopting the attached Mitigation Monitoring Program of ENV-2016-3077-MND. The custodian of the documents or other material which constitute the record of proceedings upon which the Advisory Agency's decision is based are located with the City of Los Angeles, Planning Department, 200 North Spring Street, Room 750, Los Angeles, CA 90012.

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## FINDINGS OF FACT (SUBDIVISION MAP ACT)

In connection with the approval of Vesting Tentative Tract Map No. 74392-CN the Advisory Agency of the City of Los Angeles, pursuant to Sections 66473.1, 66474.60, .61 and .63 of the State of California Government Code (the Subdivision Map Act), makes the prescribed findings as follows:

- (a) THE PROPOSED MAP WILL BE/IS CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

Section 66411 of the Subdivision Map Act (Map Act) establishes that local agencies regulate and control the design of subdivisions. Chapter 2, Article I, of the Map Act establishes the general provisions for tentative, final and parcel maps. Section 17.15-B, 1 establishes that vesting maps provide the "plan of building envelope shall be submitted, showing the height, size, number of units and approximate location of buildings, driveways and any other proposed exterior garden walls.

The Vesting Tentative Tract Map was prepared by a Registered Professional Engineer and contains the required components, dimensions, areas, notes, legal description, ownership, applicant and site address information as required by the Los Angeles Municipal Code ("LAMC"). The Vesting map provides the building envelope, height, number of units, and approximate location of the building and driveways.

The Los Angeles Municipal Code (LAMC) implements the goals, objectives, and policies of the Community Plan through adopted zoning regulations. The Zoning Code regulates, but is not limited to, the maximum permitted density, height, and the subdivision of land. The adopted Granada Hills-Knollwood Community Plan designates the subject property for Neighborhood Commercial land uses corresponding to the C1, C2, CR, RAS3, and P zones. The property contains approximately 7.95 net acres (346,245 net square feet after required dedications) and is zoned C1-1VL, consistent with the site's land use designation, which allows a residential density at one dwelling unit per 800 square feet of lot area, or a maximum of 433 dwelling units. The proposed project would contain a total of 242 dwelling units, with no structure reaching more than 45 feet in height, consistent with the 45-foot height limit per the Specific Plan. The C1 Zone allows for mixed-use developments consistent with the R3 density limitations.

The property is subject to the requirements of the Granada Hills Specific Plan. The Granada Hills Specific Plan identifies the project site for commercial uses, referred to as "Sector A". While the Specific Plan is silent with regard to the subdivision of land, the Director of Planning's designee has approved concurrent Case No. DIR-2016-3076-DRB-SPP-DB-SPP, for compliance with Specific Plan. The proposed project conforms with the Land Use limitations for projects located in Sector A relating to residential uses being permitted so long as they are part of a mixed-use development. In addition, the project is consistent with the height limit of 45 feet. As such, the project is consistent with the applicable Specific Plan.

The Vesting Tract Map for the proposed development of a mixed-use building that is consistent with the height, setbacks, and density of the underlying zone, is allowable under the current adopted zone and the land use designation. Therefore, the proposed map is substantially consistent with the applicable General Plan affecting the project site and demonstrates compliance with Sections 17.01 and 17.05(C) of the Los Angeles Municipal Code.

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- (b) THE DESIGN AND IMPROVEMENT OF THE PROPOSED SUBDIVISION ARE CONSISTENT WITH APPLICABLE GENERAL AND SPECIFIC PLANS.

Pursuant to Section 66418 of the Subdivision Map Act, "design" of a map refers to street alignments, grades and widths; drainage and sanitary facilities and utilities, including alignments and grades thereof; location and size of all required easements and rights-of-way; fire roads and firebreaks; lot size and configuration; traffic access; grading; land to be dedicated for park or recreational purposes; and other such specific physical requirements in the plan and configuration of the entire subdivision as may be necessary to ensure consistency with, or implementation of, the general plan or any applicable specific plan. In addition, Section 66427 of the Subdivision Map Act expressly states that the "design and location of buildings are not part of the map review process for condominium, community apartment or stock cooperative projects."

Section 17.05-C of the LAMC enumerates design standards for Subdivisions and requires that each subdivision map be designed in conformance with the Street Design Standards and in conformance to the General Plan. Additionally, the Section establishes that density calculations include the areas for residential use and area designated for public uses, except for land set aside for street purposes. The proposed map provides the required components of a tentative tract map.

The design and layout of the Vesting Tract Map are consistent with the design standards established by the Subdivision Map Act and Division of Land Regulations of the Los Angeles Municipal Code. Several public agencies (including Department of Building and Safety, Bureau of Engineering, and Bureau of Sanitation) have reviewed the map and found the subdivision design satisfactory. These agencies have imposed improvement requirements and/or conditions of approval. Sewers are available and have been inspected and deemed adequate in accommodating the proposed project's sewerage needs.

The adopted Granada Hills-Knollwood Community Plan designates the property for Neighborhood Commercial land uses corresponding to the C1, C2, CR, RAS3, and P zones. The project site is zoned C1-1, consistent with the range of zones under the corresponding Neighborhood Commercial land use designation. San Fernando Mission Boulevard is a designated Avenue I dedicated to a width of 70 feet. The Bureau of Engineering is not requiring any dedications to either San Fernando Mission Boulevard or to Woodley Avenue.

The project site is subject to the requirements of the Granada Hills Specific Plan. Under concurrent Case No. DIR-2016-3076-DRB-SPP-DB-SPR, the Director of Planning determined that the project was compliant with the Specific Plan and approved the Site Plan Review for a project creating more than 50 dwelling units. Due to project revisions, the applicant is no longer requesting a Density Bonus.

Therefore, as conditioned, the design and improvements of the proposed project are consistent with the applicable General and Specific Plans.

- (c) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED TYPE OF DEVELOPMENT.

The site is currently developed with a multi-tenant commercial shopping center that will be demolished as part of the project. The project site is relatively flat and is surrounded by commercial, residential, and public facility land uses in an urban setting that is similar to other areas in the Granada Hills community. The site is not located in a slope stability

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study area, or a high erosion hazard area. As with all properties in the seismically active Southern California region, the project site is susceptible to ground shaking during a seismic event. Per the Los Angeles Municipal Code, 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.

Surrounding properties are within the C1-1VL, P-1VL, RS-1, (T)(Q)RD6-1, PF-1, OS-1 zones and are characterized by level topography and improved streets. Properties to the east of the subject site, across Woodley Avenue, are zoned RS-1 and C1-1VL and are improved with single-family dwellings, and restaurant, commercial, and office uses. The adjacent property at the southeast of the subject site is zoned C1-1VL Zone and is improved with a drive-thru restaurant. Properties to the south of the subject site, across San Fernando Mission Boulevard, are zoned C1-1VL, PF-1, RS-1, and (T)(Q)RD6-1 and are improved with restaurant and retail uses, a DWP facility, and single-family dwellings. The adjacent property to the west of subject site is zoned P-1VL and is improved with the Bull Creek channelized flood control channel. Properties to the west of the Bull Creek are zoned RS-1 and are improved with single-family dwellings. The adjacent property to the north is zoned PF-1 and is improved with the John F. Kennedy High School.

The Department of Building and Safety, Grading Division, has tentatively approved the tract map without conditions, subject to control of on-site drainage in a manner acceptable to that Department in accordance with the Grading Regulations, Section 91.3000 of the LAMC. The tract has been approved contingent upon the satisfaction of the Department of Building and Safety, Grading Division prior to the recordation of the map and issuance of any permits. As such, the project site is physically suitable for the proposed development.

(d) THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF DEVELOPMENT.

The General Plan identifies (through its Community and Specific Plans) geographic locations where planned and anticipated densities are permitted. Zoning applying to subject sites throughout the City are allocated based on the type of land use, physical suitability, and population growth that is expected to occur.

The C1 Zone allows for residential densities consistent with the R3 Zone, or one dwelling unit per 800 square feet of lot area. As such, the 346,245 square-foot site would allow for a by-right density of 432 dwelling units. The revised project is proposing a total of 242 dwelling units, consistent with the allowable density of the underlying zone.

Adjacent land uses include a mix of residential, commercial, and educational facilities. Surrounding properties are within the C1-1VL, P-1VL, RS-1, (T)(Q)RD6-1, PF-1, OS-1 zones and are characterized by level topography and improved streets. Properties to the east of the subject site, across Woodley Avenue, are zoned RS-1 and C1-1VL and are improved with single-family dwellings, and restaurant, commercial, and office uses. The adjacent property at the southeast of the subject site is zoned C1-1VL Zone and is improved with a drive-thru restaurant. Properties to the south of the subject site, across San Fernando Mission Boulevard, are zoned C1-1VL, PF-1, RS-1, and (T)(Q)RD6-1 and are improved with restaurant and retail uses, a DWP facility, and single-family dwellings. The adjacent property to the west of subject site is zoned P-1VL and is improved with the Bull Creek channelized flood control channel. Properties to the west of the Bull Creek are zoned RS-1 and are improved with single-family dwellings. The adjacent property to the north is zoned PF-1 and is improved with the John F. Kennedy High School. As such, the proposed site is physically suitable for the proposed density of the development.

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- (e) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

The environmental review conducted by the Department of City Planning (Case No. ENV-2016-3077-MND) established that the physical characteristics of the site and surrounding area is generally consistent with existing development and urban character of the surrounding community. The project site is developed with multiple commercial buildings and a surface parking lot. Additionally, the site is not subject to the Specific Plan for the Management of Flood Hazards (floodways, floodplains, mud prone areas, coastal high hazard and flood-related erosion hazard areas). There are no known physical impediments or hazards that would be materially detrimental to the public welfare or injurious to the property or improvements in the same zone or vicinity in which the property is located.

The project site, as well as the surrounding area are developed with structures and do not provide a natural habitat for either fish or wildlife. While the project site is adjacent to Bull Creek, the creek is channelized and is fully lined with concrete. South of Victory Boulevard, approximately 6.5 miles south the project site, the storm channel becomes a free flowing creek, without concrete lining, and joins the Los Angeles River in the Sepulveda Basin Recreation Area. In addition, at the northwesterly corner of the site, the channel travels under the abutting John F. Kennedy High School where it then becomes open to the sky starting at Simonds Street to the north of the High School. South of Victory Boulevard, approximately 6.5 miles south the project site, the storm channel becomes a free flowing creek, without concrete lining, and joins the Los Angeles River in the Sepulveda Basin Recreation Area. The portion of the storm channel directly adjacent to the project site does not contain any trees, plants, or habitat. Therefore, the project would have no impact on sensitive biological species or habitat.

The Initial Study prepared for the project identifies no potential adverse impacts on fish or wildlife resources as far as earth, air, water, plant life, animal life, and risk of upset is concerned. Furthermore, the project site, as well as the surrounding area is presently developed with structures and does not provide a natural habitat for either fish or wildlife.

- (f) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH PROBLEMS.

There appear to be no potential public health problems caused by the design or improvement of the proposed subdivision.

The development is required to be connected to the City's sanitary sewer system, where the sewage will be directed to the LA Hyperion Treatment Plant, which has been upgraded to meet Statewide ocean discharge standards. The Bureau of Engineering has reported that the proposed subdivision does not violate the existing California Water Code because the subdivision will be connected to the public sewer system and will have only a minor incremental impact on the quality of the effluent from the Hyperion Treatment Plant.

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9-7-17

- (g) THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

That existing public sewer easements within the tract property and as shown on the tentative map stamp dated June 6, 2017 be permitted to be merged with the remainder of the tract map pursuant to Section 66499.20.2 of the State Government Code. In addition, any needed public access for roads and utilities will be acquired by the City prior to recordation of the proposed tract.

- (h) THE DESIGN OF THE PROPOSED SUBDIVISION WILL PROVIDE, TO THE EXTENT FEASIBLE, FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES IN THE SUBDIVISION. (REF. SECTION 66473.1)

In assessing the feasibility of passive or natural heating or cooling opportunities in the proposed subdivision design, the applicant has prepared and submitted materials which consider the local climate, contours, configuration of the parcels to be subdivided and other design and improvement requirements.

Providing for passive or natural heating or cooling opportunities will not result in reducing allowable densities or the percentage of a lot which may be occupied by a building or structure under applicable planning and zoning in effect at the time the tentative map was filed. The lot layout of the subdivision has taken into consideration the maximizing of the north/south orientation. The topography of the site has been considered in the maximization of passive or natural heating and cooling opportunities.

In addition, prior to obtaining a building permit, the subdivider shall consider building construction techniques, such as overhanging eaves, location of windows, insulation, exhaust fans; planting of trees for shade purposes and the height of the buildings on the site in relation to adjacent development.

These findings shall apply to both the tentative and final maps for Vesting Tentative Tract Map No. 74392-CN.

Vincent P. Bertoni, AICP  
Advisory Agency



FERNANDO TOVAR  
Deputy Advisory Agency

FT:HB

Note: If you wish to file an appeal, it must be filed within 10 calendar days from the decision date as noted in this letter. For an appeal to be valid to the City Planning Commission, it must be accepted as complete by the City Planning Department and appeal fees paid, prior to expiration of the above 10-day time limit. Such appeal must be submitted on Master Appeal Form No. CP-7769 at the Department's Public Offices, located at:

*[Handwritten initials]*  
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**Downtown**

Figueroa Plaza  
201 North Figueroa Street,  
4th Floor.  
Los Angeles, CA 90012  
(213) 482-7077

**San Fernando Valley**

Marvin Braude San Fernando  
Valley Constituent Service  
Center  
6262 Van Nuys Boulevard,  
Room 251  
Van Nuys, CA 91401  
(818) 374-5050

**West Los Angeles**

West Los Angeles  
Development Services  
Center  
1828 Sawtelle Boulevard,  
2nd Floor  
Los Angeles, CA 90025  
(310) 231-2598

Forms are also available on-line at <http://cityplanning.lacity.org/>.

If you seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, the petition for writ of mandate pursuant to that section must be filed no later than the 90th day following the date on which the City's decision became final pursuant to California Code of Civil Procedure Section 1094.6. There may be other time limits which also affect your ability to seek judicial review.

If you have any questions, please call the Public Counter staff at the phone numbers listed above.

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**Reasons for opposition to:  
Tract Map merger and subdivision of the subject property into one lot for  
condominium purposes.**

***California Government Code Section 66474.61***

The proposed map is not consistent with applicable general and specific plans as specified in (a) Section 65451

The design or improvement of the proposed subdivision is not consistent with applicable general and specific plans.

***Ord. No. 144,365 Front, Side and Rear Yards. Commercial vs Residential***

Lot merger will allow for increased residential density by eliminating residential side yard set backs now required between parcels.

***Q Condition Ordinance 154532 Shall not exceed two stories in height with a minimum setback of 15 feet***

Existing Q Condition was inadvertently removed by City Planning when the Community Plan and Specific Plan were developed. Representations by City Planning that all Q Conditions would remain if they were more restrictive than standard code requirements. See Anna Vidal City Planning for details. (attached)

***Property zoned C1-!VL***

LMAC 12.21.1

Maximum number of stories is 3. Current project does not conform to LMAC 12.21.1 without the use of a bonus density. Bonus density should not be used to build a high density project that is not consistent with the surrounding area.

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154532

ORDINANCE NO. \_\_\_\_\_

An Ordinance amending Section 12, 04 of the Los Angeles Municipal Code by amending the Zoning Map.

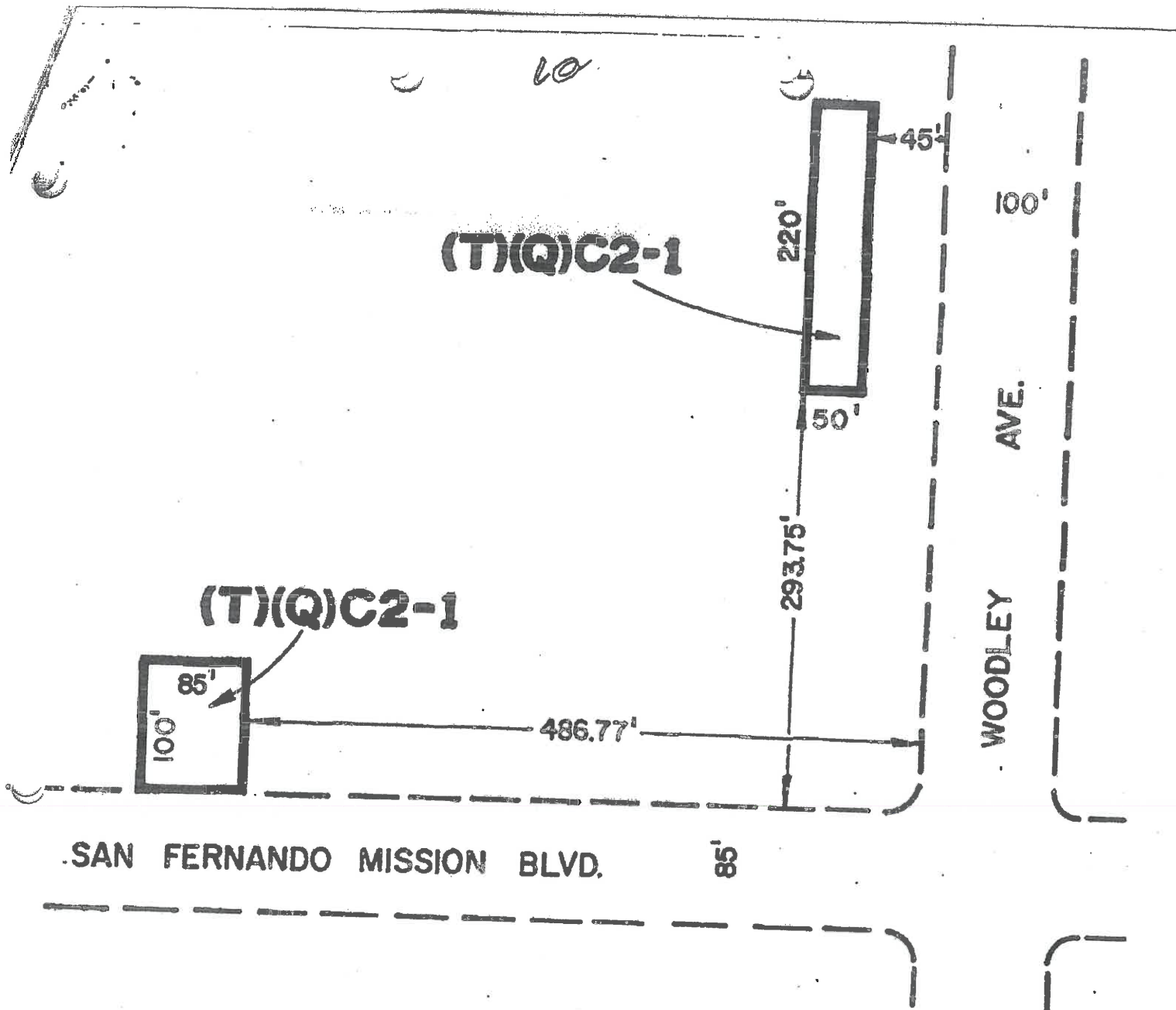
THE PEOPLE OF THE CITY OF LOS. ANGELES DO ORDAIN AS FOLLOWS:

Section 1. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the Zone Map attached thereto and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the Zoning Map shall be as follows:

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CONDITION

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SCALE IN FEET

SHEET NO 357	DM 7704	CPC 29025
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F.S.

7-7-80

*Handwritten signature*  
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**EXHIBIT F**

## **Public Correspondence – Exhibit F**

- On September 7, 2017, Bill Cotter submitted an email expressing concern regarding the following: that an EIR be required for the project; the project will result in an increase in traffic, sewage, visual blockage, etc. and concerns with parking, the Design Review Board, landscaping and setbacks.
- On February 3, 2017, Dave Beauvis, President of the Granada Hills South Neighborhood Council, submitted an email on behalf of the NC's December 1, 2016 decision to recommend that the project conduct an EIR, an independent traffic and geology survey, and that a population study be conducted to justify the size of the proposed units.
- On February 1, 2017, Agnes Lewis, Co-Chair of the Planning and Land Use Committee of the Granada Hills North Neighborhood Council submitted a follow up letter expressing that the NC continues to oppose the project given that the project is much bigger than anything else in Granada Hills and incompatible with existing surrounding residential neighborhoods. The NC recommended that an EIR be completed for the project, require a complete fault study, deny the subdivision request, density should be decreased significantly, and additional traffic mitigation should be required.
- On January 11, 2017, Jennie Samuel submitted an email in opposition of the proposed project due to increased traffic, loss of existing businesses, and height.
- On January 11, 2017, Barbara Malin submitted an email in opposition of the proposed project due to incompatibility with the Granada Hills Community Plan.
- On January 8, 2017, B.J. Addis, president of the Granada Hills Woman's Club, submitted an email in opposition of the proposed project due to increased traffic, parking, and height.
- On January 8, 2017, Doris Sachs, submitted an email in opposition of the proposed project due to loss of businesses, new recreational facilities will be needed, water supply, increased traffic, and additional public services will be needed.
- On January 2, 2017, Larry Phillips, submitted an email in opposition of the proposed project due to increased density.
- On December 30, 2016, Jose Arevalor and Brad Klimovitch submitted emails in opposition of the proposed because it does not comply with the Subdivision Map Act.
- On December 29, 2016, Karen Dempsey, submitted an email in opposition of the proposed project due to increased traffic, strain on public schools, parking, loss of existing businesses, height, and density.
- On December 28, 2016, Caroline Stoker, submitted an email in opposition of the proposed project due to increased traffic, accidents, noise levels, pollution, school crowding, public utilities, and seismic issues.
- On December 28, 2016, Elizabeth Reardon submitted an email in opposition of the proposed project due seismic issues.
- On December 15, 2016, the Granada Hills North Neighborhood Council submitted a letter providing an update on applicant meetings with the group. The Neighborhood Council requested that a hearing date be scheduled 120 days from their submittal. In addition, the Council took a vote to not support the project based on traffic and density.
- On December 15, 2016, Dave Beauvais, president of the Granada Hills South Neighborhood Council (not speaking on behalf of the NC), submitted an email in opposition of the proposed project due to incompatibility with the Community and Specific Plans.
- On December 8, 2016, Allane Saltonstall submitted an email in opposition of the proposed project due to increased traffic.
- On December 8, 2016, Gary Leigh submitted an email in opposition of the proposed project due to increased traffic, lack of water supply, seismic issues, and height.
- On December 4, 2016, Jill Hagan submitted an email in opposition of the proposed project due to height, traffic, and parking.
- On December 4, 2016, Nicholas Burns submitted an email in support of the proposed project.

- On December 1, 2016, Joshua Blumenkopf submitted an email in support of the proposed project.
- On December 1, 2016, Sandra Reyes submitted an email in opposition of the proposed project due to lowered property value and increase in traffic.
- On December 1, 2016, Kim Shekerlian submitted an email in opposition of the proposed project due to lowered property value and increase in traffic.
- On November 30, 2016, Chip Stevens submitted an email in opposition of the proposed project due to density, height, traffic, and property values.
- On November 30, 2016, Doris Sachs submitted an email in opposition of the proposed project.
- On November 30, 2016, Audrey Stevens submitted an email in opposition of the proposed project due to density and height.
- On November 30, 2016, Nury Mujica submitted an email in opposition of the proposed project due to traffic and out of scale development.
- On November 30, 2016, Rich & Chris Bryne submitted an email in opposition of the proposed project due to increased traffic, water use, and pollution.
- On November 30, 2016, Raoul Corzo submitted an email in opposition of the proposed project due to density, height, traffic, and property values.
- On November 30, 2016, Brent Gaisford submitted an email in support of the proposed project.
- On November 30, 2016, Andy Freeland submitted an email in support of the proposed project.
- On November 29, 2016, Carrie Pacheco submitted an email in opposition of the proposed project due to traffic and issues related to proximity to the school.
- On November 29, 2016, Carie Povar submitted an email in support of the proposed project.
- On November 29, 2016, Shane Phillips submitted an email in support of the proposed project.
- On November 29, 2016, Leonora Yetter submitted an email in support of the proposed project.
- On November 29, 2016, Deborah Cours submitted an email in opposition of the proposed project due to traffic and height.
- On November 29, 2016, Brad Klimovitch submitted an email in opposition of the proposed project due to traffic and out of scale development.
- Barbara Malin submitted a list serve email on November 29, 2016 in opposition of the project citing increases in traffic, loss of existing commercial tenants and that the project is not within the scale of the surrounding neighborhood. Sharon Klein responded in support of Barbara's email.
- Patrick and Karen Dempsey submitted an email on November 22, 2016 in opposition of the project citing increases in traffic and loss of existing commercial tenants.
- Cheryal Kuhn submitted an email dated November 21, 2016 in opposition of the project citing an increase in traffic and pedestrian-vehicle collisions, loss of parking, density and height are out of scale with neighborhood, and loss of existing commercial tenants.
- Diane News submitted an email dated November 21, 2016 in opposition of the project citing that the project is too dense for the neighborhood, that it would result in an increase in crime and would result in the displacement of existing commercial tenants.
- Brenda Hanson submitted an email dated November 21, 2016 in opposition of the project citing an increase in traffic, and that the proposed density and height are out of scale with neighborhood.
- Rosalee Stefano submitted an email dated November 19, 2016 in opposition of the project citing an increase in traffic.
- Mike Miles submitted an email dated November 18, 2016 in opposition of the project citing an increase in traffic and pedestrian-vehicle collisions, loss of parking, and impacts related to construction on surrounding residents and students.
- Ben and Jennie Samual submitted an email dated November 17, 2016 in opposition of the project citing an increase in traffic, crime, and utility shortages.
- Kyle Ellis submitted an email dated November 17, 2016 requesting that the project include public park/green space and that the developer consider reclaiming the abutting Bull Creek.
- Anthony Bird submitted an email dated November 16, 2016 in opposition of the project citing an increase in traffic and loss of existing commercial tenants.