



City of Los Angeles

Department of City Planning • Environmental Analysis Section
City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012



INITIAL STUDY

VAN NUYS-NORTH SHERMAN OAKS COMMUNITY PLAN AREA

ICON Sherman Oaks Project

Case Number: ENV-2014-1362-EIR

Project Location: 14130 Riverside Drive, Sherman Oaks, California 91423

Council District: 4

Project Description: IMT Capital, LLC, the Project Applicant, proposes to develop a mixed-use project on an approximate 8.3-acre site located at 14130 and 14154 West Riverside Drive in the Sherman Oaks Community of the City of Los Angeles (the Project). The Project Site is currently developed with the Sunkist Growers, Inc. international headquarters building (Sunkist Building), which would be retained as part of the Project. The Project would include 298 multi-family residential units and approximately 39,241 square feet of neighborhood-serving commercial uses that would include up to 7,241 square feet of restaurant uses. These new uses would be provided within three new buildings located to the north and west of the existing Sunkist Building. In addition, the Project would provide 1,345 parking spaces within above and below-grade parking levels within the northern and western portions of the Project Site and within a six-level parking structure that would include two below-grade levels and four above-grade levels within the eastern portion of the Project Site. As part of the Project, portions of the interior and exterior of the Sunkist Building would be renovated.

APPLICANT:
IMT Capital, LLC

PREPARED BY:
Matrix Environmental, LLC

ON BEHALF OF:
The City of Los Angeles
Department of City Planning
Environmental Analysis Section

June 2014

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 615, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY AND CHECKLIST

(Article IV B City CEQA Guidelines)

LEAD CITY AGENCY City of Los Angeles Department of City Planning	COUNCIL DISTRICT 4	DATE June 5, 2014
RESPONSIBLE AGENCIES To be determined		
PROJECT TITLE/NO. ICON Sherman Oaks		CASE NO. ENV-2014-1362-EIR
PREVIOUS ACTIONS CASE NO.	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.	
PROJECT DESCRIPTION <p>IMT Capital, LLC, the Project Applicant, proposes to develop a mixed-use project on an approximate 8.3-acre site located at 14130 and 14154 West Riverside Drive in the Sherman Oaks Community of the City of Los Angeles (the Project). The Project would include 298 multi-family residential units and approximately 39,241 square feet of neighborhood-serving commercial uses that would include up to 7,241 square feet of restaurant uses. These new uses would be provided within three new buildings located to the north and west of the existing Sunkist Growers, Inc. international headquarters building (Sunkist Building). In addition, the Project would provide 1,345 parking spaces within above and below-grade parking levels within the northern and western portions of the Project Site and within a six-level parking structure that would include two below-grade levels and four above-grade levels within the eastern portion of the Project Site. The existing Sunkist Building would be retained, preserved, and rehabilitated as part of the Project. Refer to Attachment A, Project Description, for a more detailed description of the Project.</p>		
ENVIRONMENTAL SETTING <p>The Project Site is bounded by Riverside Drive to the north, Hazeltine Avenue to the east, the Los Angeles River Channel and the US 101 Freeway to the south, and Calhoun Avenue to the west. The surrounding area is highly urbanized and includes a mix of low and high density residential neighborhoods, commercial uses, and open space uses. The open space uses include the Van Nuys Sherman Oaks War Memorial Park to the north and the Los Angeles River to the south of the Project Site. The Westfield Fashion Square mall is located east of the Project Site and east of Hazeltine Avenue. In addition, residential uses are located to the west of Calhoun Avenue and to the north of Riverside Drive.</p>		
PROJECT LOCATION 14130 and 14154 West Riverside Drive, Sherman Oaks, Los Angeles, California 91423		
PLANNING DISTRICT Van Nuys-North Sherman Oaks	STATUS: <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> PROPOSED <input checked="" type="checkbox"/> ADOPTED 1998	
EXISTING ZONING C2-1L; PB-1L; P-1L	MAX. DENSITY ZONING FAR of 1.5:1	
PLANNED LAND USE & ZONE C2-1L; RAS3-1L	MAX. DENSITY PLAN	
SURROUNDING LAND USES Residential, Commercial, Office and Open Space	PROJECT DENSITY Parcel 1: 1.05:1 FAR Parcel 2: 1.5:1 FAR	<input checked="" type="checkbox"/> DOES CONFORM TO PLAN <input type="checkbox"/> NO DISTRICT PLAN



DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

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

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

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

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

SIGNATURE

TITLE

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 Section XVII, “Earlier Analysis,” 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:
 - 1) Earlier Analysis Used. Identify and state where they are available for review.
 - 2) 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.
 - 3) 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:
 - 1) The significance criteria or threshold, if any, used to evaluate each question; and
 - 2) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Agricultural and Forestry Resources | <input type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Land Use/Planning | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Geology/Soils | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)**BACKGROUND****PROPONENT NAME**

IMT Capital, LLC

PHONE NUMBER

(818) 922-1634

PROPONENT ADDRESS

15303 Ventura Boulevard, Suite 200, Sherman Oaks, California 91403

AGENCY REQUIRING CHECKLIST

City of Los Angeles, Department of City Planning

DATE SUBMITTED

June 5, 2014

PROPOSAL NAME (If Applicable)ICON Sherman Oaks

☞ ☐ **ENVIRONMENTAL IMPACTS**

(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURAL AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
of the California Resources Agency, to non-agricultural use?				
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

III. AIR QUALITY. Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Plan or Congestion Management Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 under an applicable federal or state ambient air quality standard?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
significance of an archaeological resource pursuant to State CEQA §15064.5?				
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

VI. GEOLOGY AND SOILS. Would the project:

a. 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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"/>

IX. HYDROLOGY AND WATER QUALITY. Would the project result in:

a. Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 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)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 a manner which would result in flooding on- or off site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
XI. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. NOISE. Would the project result in:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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"/>

XIII. POPULATION AND HOUSING. Would the project:

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"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Other governmental services (including roads)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XV. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program including, but not	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
serve the project's projected demand in addition to the provider's existing commitments?				
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<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"/>
h. Other utilities and service systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

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



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

PREPARED BY	TITLE	TELEPHONE #	DATE
Stephanie Eyestone-Jones Matrix Environmental 6701 Center Drive, Suite 900 Los Angeles, CA 90045	President	(424) 207-5333	June 5, 2014

Attachment A: Project Description

A. Introduction

IMT Capital II Sherman Oaks, LLC, the Project Applicant, proposes to develop a mixed-use project on an approximate 8.3-acre site located at 14130 and 14154 West Riverside Drive in the Sherman Oaks Community of the City of Los Angeles (the Project). The Project Site is currently developed with the Sunkist Growers, Inc. international headquarters building (Sunkist Building), which would be retained as part of the Project. The Project would include 298 multi-family residential units and approximately 39,241 square feet of neighborhood-serving commercial uses that would include up to 7,241 square feet of restaurant uses. These new uses would be provided within three new buildings located to the north and west of the existing Sunkist Building. In addition, the Project would provide 1,345 parking spaces within above and below-grade parking levels within the northern and western portions of the Project Site and within a six-level parking structure that would include two below-grade levels and four above-grade levels within the eastern portion of the Project Site. As part of the Project, the Sunkist building would be preserved and rehabilitated.

B. Project Location and Surrounding Uses

The Project Site is comprised of approximately 8.3 acres located at 14130 and 14154 West Riverside Drive in the Sherman Oaks Community of the City of Los Angeles. As shown in the Project Location Map provided in Figure A-1 on page A-2, the Project Site is located approximately 12 miles northwest of Downtown Los Angeles and approximately 10 miles northeast of the Pacific Ocean. Primary regional access to the Project Site is provided by the US 101 Freeway, which runs in an east-west direction just south of the Project Site. The major arterials providing regional and sub-regional access to the Project vicinity include Riverside Drive, Van Nuys Boulevard, Magnolia Boulevard, and Ventura Boulevard.

As shown in the Aerial Map provided in Figure A-2 on page A-3, the Project Site is bounded by Riverside Drive to the north, Hazeltine Avenue to the east, the Los Angeles River and the US 101 Freeway to the south, and Calhoun Avenue to the west. The surrounding area is highly urbanized and includes a mix of low and high density residential neighborhoods, commercial uses, and open space uses. The open space uses include the

Figure A-1	Project Location Map
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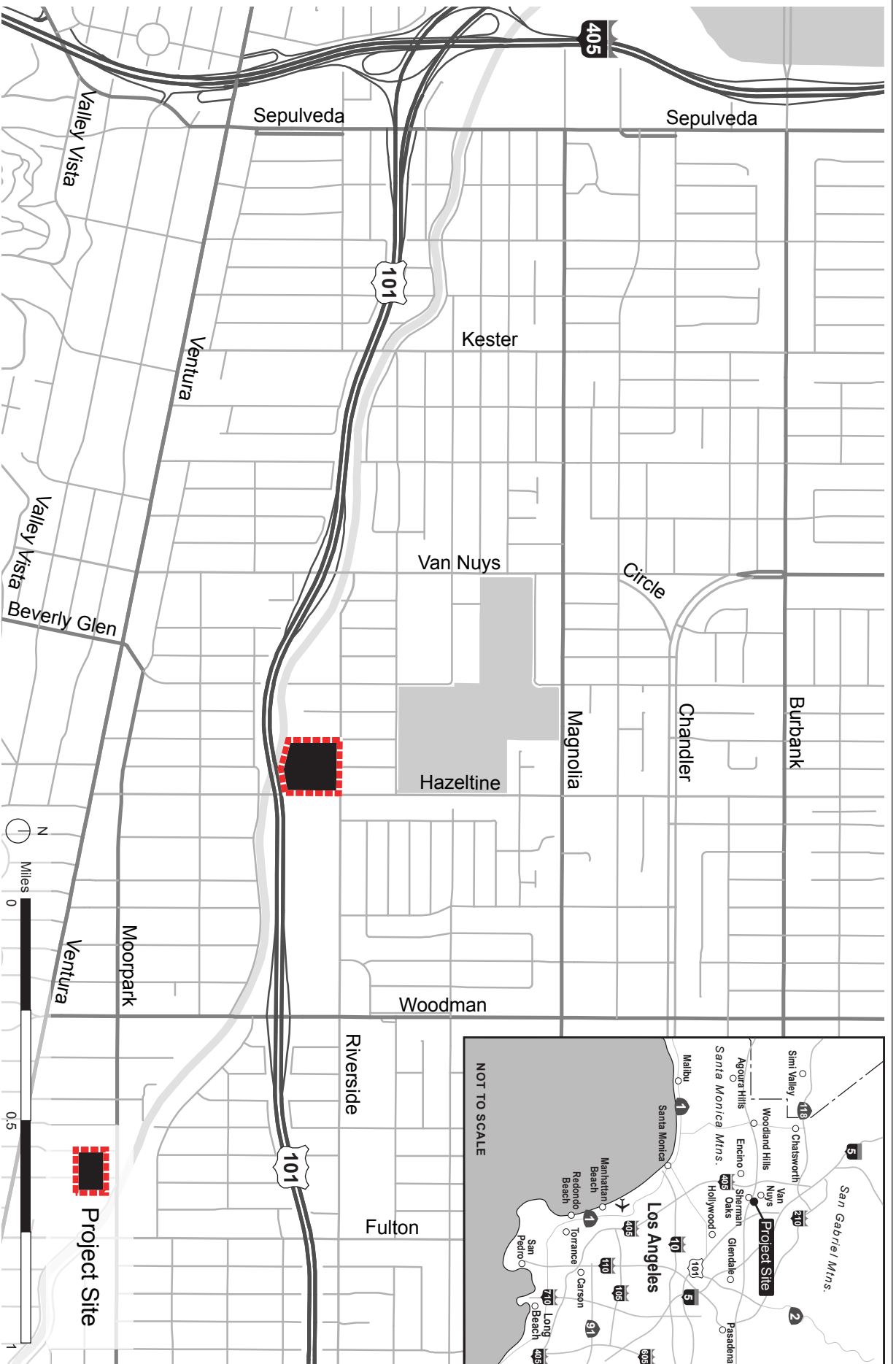


Figure A-1
Project Location Map

Figure A-2	Aerial Photograph of the Project Vicinity
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 Project Site

Figure A-2
Aerial Photograph of the Project Vicinity

Van Nuys Sherman Oaks War Memorial Park to the north and the Los Angeles River to the south of the Project Site. The Westfield Fashion Square mall is located east of the Project Site and east of Hazeltine Avenue. In addition, residential uses are located to the west of Calhoun Avenue and to the north of Riverside Drive.

C. Existing Project Site Conditions

The Project Site is currently developed with a 126,674 square foot, three-story office building, surface parking and landscaping. The office building was constructed in 1970 for use as the international headquarters of the Sunkist Growers, Inc. The building is located on the southern portion of the Project Site and is surrounded by surface parking. Primary ingress and egress into the Project Site is via Riverside Drive on the north with secondary access provided by Hazeltine Avenue on the east.

The Project Site includes landscape and hardscape features. Landscape features include mature trees, grass, and shrubs along the perimeter of the Project Site. Additional landscaping comprised of trees, grass and shrubs is also located within the islands of the surface parking areas.

1. Land Use and Zoning

(a) Van Nuys–North Sherman Oaks Community Plan

The Project Site is located within the planning boundary of the Van Nuys–North Sherman Oaks Community Plan (Community Plan) that was adopted in September 1998. The Project Site has a land use designation of Community Commercial.

(b) City of Los Angeles Municipal Code

The Project Site is currently zoned by the Los Angeles Municipal Code (LAMC) as C2-1L (Commercial, Height District 1L), PB-1L (Parking Building, Height District 1L), and P-1L (Automobile Parking-Surface and Underground, Height District 1L). The Commercial zones permit a wide array of land uses such as retail stores, offices, hotels, residential dwelling units and theaters. Height District 1L imposes a building height restriction of 75 feet and a maximum Floor Area Ratio (FAR) of 1.5:1 in the C Zone.

The PB-1L zone permits a parking building, including those attached to or integrated with buildings. The PB zone also permits any use permitted in the P (Automobile Parking Zone), which includes surface parking. The P-1L zone permits surface parking areas and parking buildings that are located entirely below natural grade of the lot.

D. Project Characteristics

1. Project Overview

IMT Capital II Sherman Oaks, LLC, the Project Applicant proposes to develop the Project Site with three new buildings referred to as buildings A, B, and C that would provide 298 new multi-family residential units and approximately 39,241 square feet of neighborhood-serving commercial uses, including up to 7,241 square feet of restaurant uses, and a new parking structure to serve the existing Sunkist office building. The Project would retain and rehabilitate the existing Sunkist Building, including renovation of the lobby and atrium and modification to the building entrance. In addition, upon completion, the Project would provide a total of 1,345 parking spaces for the existing and proposed uses. A more detailed description of these Project components is provided below.

As shown in the Conceptual Site Plan provided in Figure A-3 on page A-6, Building A would be located on the northeastern portion of the Project Site. Building A would consist of five above-grade levels that would include approximately 39,241 square feet of neighborhood-serving commercial uses, including up to 7,241 square feet of restaurant uses, and approximately 120 multi-family residential units. The neighborhood-serving commercial uses would be located on the first level while the residential uses would be located on levels two through five. As shown in Figure A-3, Building A would include an expansive landscaped rooftop garden on the upper level. It is anticipated that Building A would include approximately 165,984 square feet of floor area with a maximum building height of approximately 74.5 feet (or 63 feet as measured from the first floor slab to the top of the parapet).

Building B would be located within the northwestern portion of the Project Site. This building would include five above-grade levels that would include 120 multi-family dwelling units. A lobby and other residential amenities would be provided within the first level. Building B would also include an expansive residential rooftop courtyard that would include a swimming pool and spa. It is anticipated that Building B would include approximately 135,187 square feet of floor area with a maximum height of approximately 60.5 feet (or 56 feet as measured from the first floor slab to the top of the parapet).

As shown in Figure A-3, Building C, an approximate 58,624 square foot residential building, would be located within the western portion of the Project Site. Building C would include approximately 58 multi-family units and would include two to four levels. This building would have a maximum height of approximately 59 feet (or 43 feet 6 inches as measured from the first floor slab to top of parapet). Building C would be stepped down to two stories along portions of its western facade. Building C would also include an expansive landscaped rooftop garden on the upper level.

Figure A-3	Conceptual Site Plan
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Source: Johnson Fain & Duane Border Design, 2014.

A six-level parking structure would be within the eastern portion of the Project Site. The parking structure would consist of four above-grade levels and two below-grade levels. The parking structure would be screened and would have a maximum height of 50 feet, nine inches.

As part of the Project, the 126,674 square foot Sunkist Building would be retained and rehabilitated. Several interior and exterior renovations to the building would be made, including renovation of the lobby and atrium and modification to the building entrance to provide a canopy. In addition, the interior courtyard of the building would be enhanced with a water feature, seating areas, and planting areas.

As shown in Table A-1 on page A-8, upon completion of the Project, the Project Site would include approximately 359,795 square feet of new floor area or a total of 486,469 square feet when accounting for the existing building to remain.

2. Access and Parking

Vehicular access to the Project Site would be provided via Riverside Drive to the north and Hazeltine Avenue to the east. In addition, pedestrian access to the Project Site would be created from Riverside Drive and Hazeltine Avenue. As shown in Figure A-3, pedestrian access would be enhanced through new landscaped walkways, plazas and open space areas.

Two levels of below-grade parking would be provided within the northern and western portions of the Project Site. In addition, parking would be integrated within Level 1 of Building B. A new parking structure to the east of the Sunkist Building would also provide four levels of above-grade parking and two- levels of below-grade parking. In total, these new parking areas would provide approximately 1,345 parking spaces.

3. Landscaping and Recreational Amenities

The Project would enhance the Project Site with new landscaped open space areas and recreational amenities. Specifically, the Project would include approximately 164,239 square feet of common open space areas of which approximately 74,074 square feet would be landscaped. In addition, approximately 27,752 square feet of private open space would be provided that would include the new rooftop gardens within Buildings A, B, and C.

As shown in the Conceptual Site Plan provided in Figure A-3, the new public open space areas would include landscaped entry plazas, planting areas with seatwalls, planted parkways, landscaped plazas with water features, and an expansive lawn. In addition,

Table A-1
Summary of Existing and Proposed Floor Area^a

Land Use	Existing (sf)	Proposed Construction (sf)	Total with Project (sf)
Neighborhood-Serving Commercial ^b			
Building A	0	39,241 ^b	39,241
Residential			
Building A	0	126,743 (120 du)	126,743 (120 du)
Building B	0	135,187 (120 du)	135,187 (120 du)
Building C	0	58,624 (58 du)	58,624 (70 du)
<i>Subtotal Residential</i>		320,554 (298 du)	320,554 (298 du)
Office (Existing to Remain)	126,674	0	126,674
Total	126,674	298 du 359,795 sf	298 du 486,469 sf
<p><i>sf = square feet</i> <i>du = dwelling unit</i></p> <p>^a In accordance with LAMC Section 12.03, floor area is defined as: “[t]he area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas.”</p> <p>^b Up to 7,241 square feet of restaurant uses may be constructed as part of the neighborhood-serving commercial uses.</p> <p>Source: IMT Capital II Sherman Oaks, LLC, 2014.</p>			

an approximately 28,000 square foot (0.64 acre) publically accessible plaza area within the southern portion of the Project Site would provide for access to the LA River walk.

Indoor amenities for the residential uses would include a lobby, lounge, fitness center, recreation room, and bicycle storage areas. Outdoor recreational amenities for the residential uses would include a pool and spa, and rooftop gardens and courtyards.

4. Lighting and Signage

Signage for the Project would be designed to be aesthetically compatible with the existing and proposed architecture of the site and other signage in the area. Proposed signage would include monument signage, building and tenant signage, and general

ground level and way-finding pedestrian signage. No off-site signage for advertising is proposed.

Lighting would include low-level exterior lights adjacent to buildings and along pathways for security and way-finding purposes. In addition, low-level lighting to accent signage, architectural features, and landscaping elements would also be incorporated throughout the site. Proposed lighting has been designed to provide for efficient, effective and aesthetically pleasing lighting solutions, which would minimize light trespass from the proposed buildings and overall Project Site, reduce sky-glow to increase night sky access, and improve nighttime visibility through glare reduction. Specifically, all onsite exterior lighting would be automatically controlled via photo sensor to illuminate only when required and would be shielded or directed toward areas to be illuminated and thereby limit spill-over onto nearby residential areas. In addition, all interior lighting would be equipped with occupancy sensors that would automatically extinguish lights when not in use.

5. Sustainability Features

The Project based on principles of smart growth and environmental sustainability, as evidenced in its mixed-use nature, and the availability of existing infrastructure to service the proposed uses. In addition, the design of new buildings would incorporate LEED® features so as to be capable of achieving Silver certification under the U.S. Green Building Council's LEED-H® or LEED-NC® Rating System. Such LEED® features would include energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation measures, among others. Water conservation features include a range of techniques that enhance site sustainability. The following list summarizes a few of the features that would be implemented as part of the project to achieve LEED® Silver certification.

(1) Water Conservation

- High-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and no-flush or waterless urinals in all non-residential restrooms as appropriate.
- Non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have pre-rinse self-closing spray heads with a maximum flow rate of 1.6 gallons per minute.
- Non-residential restroom faucets of a self-closing design (i.e., that would automatically turn off when not in use).

- Residential bathroom and kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No more than one showerhead per shower stall, with a flow rate no greater than 2 gallons per minute.
- High-efficiency clothes washers either within individual units (with water factor of 6.0 or less) and/or in common laundry rooms (commercial washers with water factor of 7.5 or less).
- Individual metering and billing for water use of all residential uses and exploration of such metering for commercial spaces.
- A leak detection system for any swimming pool, Jacuzzi, or other comparable spa equipment introduced on-site.
- Prohibit the use of single-passing cooling equipment.
- Operation of cooling towers at a minimum of 5.5 cycles of concentration.
- Use of a demand (tankless or instantaneous) water heater system sufficient to serve the anticipated needs of the dwellings.
- High-efficiency Energy Star-rated dishwashers where appropriate.
- Weather-based irrigation controller with rain shutoff, matched precipitation (flow) rates for sprinkler heads, and rotating sprinkler nozzles or comparable technology such as drip/microspray/subsurface irrigation where appropriate.
- Minimum irrigation system distribution uniformity of 75 percent.
- A separate water meter (or submeter), flow sensor, and master valve shutoff for irrigated landscape areas totaling 5,000 square feet and greater.
- Proper hydro-zoning, turf minimization, and use of native/drought-tolerant plant materials, as feasible.
- Use of landscape contouring to minimize precipitation runoff.
- Use of permeable surfaces within common site areas that are not located above subterranean parking.

(2) Energy Conservation

- Energy Star-labeled products and appliances where appropriate.
- Use of full-cutoff or fully shielded on-street lighting oriented to pedestrian areas/sidewalks so as to minimize overlighting.

- Use of light emitting diode (LED) lighting or other energy-efficient lighting technologies where appropriate.
- Incorporation of passive energy efficiency strategies, such as roof overhangs, porches, and inner courtyards.

(3) Construction and Design Elements

- Recycling and reuse of building and construction materials to the maximum extent feasible.

E. Project Construction and Scheduling

Project construction is anticipated to occur over approximately 33 months and is anticipated to begin in 2015 and be completed by 2018. Construction of the Project would consist of grading, excavation, and building activities. The Project proposes approximately 162,000 cubic yards of grading and the export of 157,400 cubic yards of soil removal from the Project Site. Excavation would reach a depth of approximately 23 feet.

As part of the Project, a Construction Traffic Management Plan and Truck Haul Route Program would be implemented during construction to minimize potential conflicts between construction activity and through traffic. The Construction Traffic Management Plan and Truck Haul Route program would be subject to review and approval by the Los Angeles Department of Transportation (LADOT). The truck haul route is anticipated to use Riverside Drive to access the US 101 Freeway. Calhoun Avenue will not be used for any hauling or construction staging activity.

F. Necessary Approvals

The City of Los Angeles has the principal responsibility for approving the Project. Approvals required for development of the Project may include, but not limited to, the following:

- Zone Change from PB-1L to C2-1L (to allow construction of new parking structure for the Sunkist office building) and from P-1L and PB-1L to RAS3-1L (to allow development of residential units and ground floor commercial/retail uses);
- Vesting Tract Map to subdivide the RAS3 residential/commercial portion of the project from the C2 office building and parking structure and create airspace lots;
- Conditional Use Permit for alcohol;

- Site Plan Review; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits.

Attachment B: Explanation of Checklist Determinations

The following discussion provides responses to each of the questions set forth in the City of Los Angeles Initial Study Checklist. The responses below indicate those issues that are expected to be addressed in an Environmental Impact Report (EIR) and demonstrate why other issues would not result in a potentially significant environmental impact and thus do not need to be addressed further in an EIR. The questions with responses that indicate a “Potentially Significant Impact” do not presume that a significant environmental impact would result from the Project. Rather, such responses indicate those issues that will be addressed in an EIR with conclusions of impact reached as part of the analysis within that future document.

I. Aesthetics

Would the project:

a. Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. The Project would include the development of three buildings with a maximum height of five stories and 74.5 feet above grade, and parking structure with a maximum height of 50 feet, nine inches. The proposed structures could potentially obstruct scenic vistas of valued visual resources from within the Project Site vicinity. Therefore, the EIR will provide further analysis of the Project’s potential impacts to scenic vistas.

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?

No Impact. The Project Site is not located within a City-designated scenic highway.¹ The closest scenic highways identified by the City of Los Angeles General Plan,

¹ City of Los Angeles General Plan, Transportation Element, Map E: Scenic Highways in the City of Los Angeles.

Traffic Element are Sherman Way located approximately four miles to the northwest and Beverly Glen Boulevard located approximately one mile to the south of the Project Site. Therefore, the Project would not damage scenic resources, including trees, rock outcroppings, historic buildings, or other natural features that within a City-designated scenic highway. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. The Project is located in a highly urbanized community that includes a mix of low- and high-density residential neighborhoods, commercial uses, office uses, and open space uses. The development of three residential/commercial buildings and a new parking structure within a surface parking area would change the existing visual character and quality of the Project Site. Therefore, the EIR will provide further analysis of the Project's potential impacts to visual character and quality.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. The Project Site is currently developed with the Sunkist Building and surface parking and generates low levels of artificial light and glare associated with security lighting, indoor office lighting, and ornamental landscaping. The Project would introduce new light sources and glare typically associated with commercial, residential, and parking structures, including, architectural lighting, signage lighting, interior lighting, security and way-finding lighting, and vehicle headlights. New sources of glare would include building surfaces and glass. The proposed structures would also have the potential to shade adjacent and surrounding land uses as a result of the new buildings. Therefore, the EIR will provide further analysis of the Project's potential impacts with regard to light, glare, and shading.

II. Agricultural and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and

forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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. The Project Site is located within an urbanized community and is entirely developed. The Project Site and surrounding area are not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency Department of Conservation. No agricultural uses or operations occur on-site or in the vicinity of the Project Site. Therefore, the Project would not convert farmland to a non-agricultural use. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

- b. Conflict with the existing zoning for agricultural use, or a Williamson Act Contract?**

No Impact. The Project Site is not zoned for agricultural use under the Los Angeles Municipal Code (LAMC) and no agricultural zoning is present in the surrounding area. In addition, the Project Site and surrounding area are not enrolled under a Williamson Act Contract.² Therefore, the Project would not conflict with any zoning for agricultural uses or a Williamson Act Contract. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

No Impact. The Project Site is located in an urbanized area and does not include any forest or timberland, is not zoned for forest land, and is not used as forest land. Therefore, the Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland as defined by the Public Resources Code. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

² City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS)*, Parcel Profile Report, <http://zimas.lacity.org/>, accessed March 3, 2014.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As previously discussed, the Project Site is located in an urbanized area, is not zoned for forest land, and does not include any forest or timberland. Therefore, the Project would not result in the loss or conversion of forest land. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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?

No Impact. As previously discussed, the Project Site and surrounding area are not mapped as farmland, zoned for farmland or agricultural use, and do not contain any agricultural uses. Therefore, the Project would not result in the conversion of farmland to non-agricultural use. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

III. Air Quality

Where available and applicable, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the South Coast Air Quality Management District (SCAQMD) Plan or Congestion Management Plan?

Potentially Significant Impact. The Project Site is located within the 6,700-square-mile South Coast Air Basin (Basin). Within the Basin, the South Coast Air Quality Management District (SCAQMD) is required, pursuant to the Federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, particulate matter less than 10 microns in size [PM_{10}],³ particulate matter less than 2.5 microns in size [$PM_{2.5}$], and lead ⁴). The SCAQMD's 2012 Air Quality Management Plan (AQMP) contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG). SCAG is the

³ A re-designation request to Attainment for the 24-hour PM_{10} standard is pending with the United States Environmental Protection Agency (USEPA).

⁴ Partial Nonattainment designation for the Los Angeles County portion of the Basin only.

regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment.⁵ With regard to future growth, SCAG has prepared the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which provides population, housing, and employment projections for cities under its jurisdiction. The growth projections in the 2012 RTP/SCS are based on growth projections in local General Plans for jurisdictions in SCAG's planning area. The 2012 RTP/SCS growth projections are utilized in the preparation of the air quality forecasts and consistency analysis included in the SCAQMD's 2012 AQMP.

Project construction and operation could result in an increase in stationary and mobile source air emissions, resulting in an adverse effect on the SCAQMD's implementation of the AQMP. Therefore, the EIR will provide further analysis of the Project's consistency with the SCAQMD's AQMP.

With regard to the Project's consistency with the Congestion Management Program (CMP) administered by the Metropolitan Transportation Authority (Metro), see Checklist Question XVI.b, Transportation/Circulation, below.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The Project would result in increased air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Construction-related pollutants would be associated with sources such as construction worker vehicle trips, the operation of construction equipment, site grading and preparation activities, and the application of architectural coatings. During Project operation, air pollutants would be emitted from motor vehicle travel, energy consumption, and other on-site activities. Therefore, the EIR will provide further analysis of the Project's construction and operational air pollutant emissions.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. As discussed above, Project construction and operation could emit air pollutants in the Basin, which is currently in non-attainment of federal and State air quality standards for ozone, PM₁₀, PM_{2.5}, and lead. Therefore, the

⁵ SCAG serves as the federally designated metropolitan planning organization (MPO) for the Southern California region.

Project would potentially contribute to air quality impacts and could cause a cumulative impact when combined with other existing and future emission sources in the Project area. Therefore, the EIR will provide further analysis of cumulative air pollutant emissions associated with the Project.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. As previously discussed, the Project would result in increased air pollutant emissions from the Project Site during construction (short-term) and operation (long-term). Sensitive receptors located in the vicinity of the Project Site primarily include residential uses. Therefore, the EIR will provide further analysis of the Project's potential to result in substantial adverse impacts to sensitive receptors.

e. Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Objectionable odors are not anticipated as a result of Project construction or operation. Project construction would use conventional building materials typical of construction projects of similar type and size. Any odors that may be generated during construction would be localized and temporary in nature and is not anticipated to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project would not involve these types of uses. On-site trash receptacles used by the Project would have the potential to create odors. However, as trash receptacles would be contained, located, and maintained in a manner that promotes odor control, no substantially adverse odor impacts are anticipated. Thus, impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

IV. Biological Resources

The following analysis is based, in part, on the *Horticultural Tree Report* (Tree Report) prepared for the Project by RDI & Associates, Inc. (dba TREES, etc.), dated March 1, 2014, and included as Appendix IS-1 of this Initial Study.

Would the project:

a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or

special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact. The Project Site is located within an urbanized community and is entirely developed with the Sunkist Building and surface parking. Ornamental landscaping is located along the perimeter of the Project Site, around the perimeter of the Sunkist Building, and in small islands throughout the Project Site. The remaining area of the Project Site is paved with asphalt surface. The landscaping consists of shrubs, grass, and several “of-size” trees, including two Valley Oak trees. Due to the developed and urbanized nature of the Project Site and the surrounding area, species likely to occur on-site are limited to small terrestrial and avian species typically found in developed settings. Thus, the Project would not 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 (CDFW) or U.S. Fish and Wildlife Service (USFWS). Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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?

No Impact. The Project Site and surrounding area is urbanized and built-out. No riparian or other sensitive natural community exists on the Project Site. Thus, the Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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?

No Impact. The Project Site is located in an entirely urbanized community and no water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the Project Site. The concrete-lined Los Angeles River is located south of the Project Site but is not a federally protected wetland. In addition, all Project-related development would be located on-site and would not directly affect the Los Angeles River. Therefore, the Project would not have an adverse effect on federally protected wetlands. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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?

Less Than Significant Impact. The Project Site is located in an entirely urbanized community and is completely developed. There are no established native resident or migratory wildlife corridors on the Project Site or in the vicinity. Accordingly, Project development would not significantly impact any regional wildlife corridors or native wildlife nursery sites. Furthermore, no water bodies that could serve as habitat for fish exist on the Project Site.

Ornamental landscaping shrubs and grass are located along the perimeter of the Project Site, along the perimeter of the Sunkist Building, and within small islands in the parking lot. In addition, according to the Tree Report, 174 “of-size” trees were identified at the Project Site, of which a total of 97 trees would be removed and approximately 66 trees would be saved as part of the Project. Eleven trees were removed during the course of the tree survey. The remaining on-site trees could potentially provide nesting sites for migratory birds. As such, the Project would comply with the Migratory Bird Treaty Act (MBTA), which regulates vegetation removal during the nesting season to ensure that significant impacts to migratory birds would not occur. Compliance with this existing regulatory requirement would ensure that impacts would be less than significant. Therefore, no mitigation measures would be required and no further evaluation of this topic in an EIR is required.

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)?

Less Than Significant Impact with Mitigation. The City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the LAMC) regulates the relocation or removal of all Southern California native oak trees, including Valley Oak and California Live Oak, or any other tree of oak genus indigenous to California (excluding scrub oak), Southern California Black Walnut trees, Western Sycamore trees, and California Bay trees of at least four inches in diameter at breast height. These tree species are defined as “protected” by the City of Los Angeles. As previously described, the perimeter of the Project site is populated with ornamental landscape including trees, shrubs, and grass. The Project Site currently includes 163 trees, including two Valley Oak Trees. As part of the Project design, 66 trees will be saved and 97 ornamental trees would be removed. Of the 66 trees proposed as saved trees, two trees have been identified as Valley Oak trees, which are a species that is protected by City of Los Angeles Oak Tree Ordinance. Mitigation Measure BIO-1 would ensure that these two trees are protected during construction. In addition, Mitigation Measure BIO-2 would provide for the replacement of removed trees.

Implementation of these mitigation measures would ensure that potential impact associated with local ordinances would be less than significant. No further evaluation of this topic in an EIR is required.

Mitigation Measure BIO-1: The following mitigation measure shall be implemented to minimize impacts to the Valley Oak Trees identified on-site.

- Prior to construction or on-site grading, the two (2) Valley Oak trees shall be fenced with a temporary chainlink (or similar) protective fence at their driplines (or at the location of approved encroachment) prior to the start of any on-site grading. The fencing shall remain intact until a certified arborist and/or City of Los Angeles' Planning Department or Urban Forestry/Street Tree Division, Bureau of Street Maintenance (CLAPD-UF/STDBSM) allows the trees to be removed or relocated.
- All footing excavation within the driplines of the Valley Oak trees shall be dug by hand work only, to a maximum depth of five feet (or to a depth that CAL-OSHA, OSHA, or local codes allow). In the event roots are encountered, they shall be cleanly excised and not sealed. Any excavation below the "approved" depth may be done with acceptable machinery.
- If the roots from the Valley Oak trees must be exposed for longer than one day, or if the weather is hot, then the roots shall be wrapped in burlap or similar material, and kept moist.
- During construction, soil compaction within the driplines of the Valley Oak trees shall be minimized. No equipment spoils, or debris shall be stored within the driplines of the Valley Oak trees. No dumping of liquids or solvents, cleaning fluids, paints, concrete washout or other harmful substances within their driplines shall be permitted.
- Prior to the completion the Project, RDI & Associated, Inc. (dba TREES, etc.) shall certify in a "letter of compliance" that all concerned tree policies have been adhered to.

Mitigation Measure BIO-2: During project construction, the Project shall plant a minimum of ninety-seven (97) 15-gallon and 24-inch box specimen trees as mitigation "replacements" for each tree removed on a 1:1 ratio.

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?

No Impact. The Project Site is completely developed and does not support any habitat or natural community. In addition, the Project Site is not located within a Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved habitat conservation plans as defined by the City of Los Angeles. Accordingly, no HCP, NCCP, or other approved habitat conservation plans apply to the Project Site. Thus, the Project would not conflict with the provisions of an adopted HCP, NCCP, or other related plans. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

V. Cultural Resources

Would the project:

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?

Potentially Significant Impact. Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is: (1) listed in, or determined to be eligible for listing in the California Register of Historical Resources; (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). Additionally, any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources.

The Project Site is currently developed with a 126,674 square foot, three-story office building, surface parking and landscaping. The office building was constructed in 1970 for use as the international headquarters of the Sunkist Growers, Inc. The Project would retain and rehabilitate the existing Sunkist Building. Nonetheless, as the Sunkist Building is a potential historic resource, potential impacts to the building will be addressed as part of the EIR.

b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?

Potentially Significant Impact. Section 15064.5(a)(3)(D) of the CEQA Guidelines generally defines archaeological resources as any resource that “has yielded, or may be likely to yield, information important in prehistory or history.” Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. The Project Site is located within an urbanized area and has been subject to grading and development in the past. Thus, surficial archaeological resources that may have existed at one time have likely been previously disturbed. Nonetheless, the Project would require grading, excavation, and other construction activities that could have the potential to disturb existing but undiscovered archaeological resources. Therefore, the EIR will provide further analysis of the Project’s potential impacts to archaeological resources.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existed on earth from this era are extinct. Although the Project Site has been previously graded and developed, the Project would require grading and excavation to greater depths for construction of subterranean parking, which would have the potential to disturb undiscovered paleontological resources that may exist within the Project Site. Therefore, the EIR will provide further analysis of the Project’s potential impacts to paleontological resources.

d. Disturb any human remains, including those interred outside of formal cemeteries?

Potentially Significant Impact. As discussed above, the Project Site is located within an urbanized area and has been subject to previous grading and development. No known traditional burial sites have been identified on the Project Site. Nonetheless, as the Project would require excavation at depths greater than those having previously occurred on the Project Site, the potential exists for the Project to uncover human remains. Therefore, the EIR will provide further analysis of this topic.

VI. Geology and Soils

The following analysis is based, in part, on the *Geotechnical Engineering Investigation for Proposed Mixed Use Development, 14130 Riverside Drive, Sherman Oaks, California* (Geotechnical Report), prepared by Geotechnologies, Inc., and dated December 11, 2013. The Geotechnical Report is included as Appendix IS-2 of this Initial Study.

Would the project:

- a. 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.**

Less Than Significant Impact. Fault rupture is defined as the surface displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those that show evidence of surface displacement within the last 11,000 years (Holocene-age). Potentially active faults are those that show evidence of most recent surface displacement within the last 1.6 million years (Quaternary-age) and inactive faults show no evidence of surface displacement within the last 1.6 million years. Buried thrust faults are faults without a surface expression but are a significant source of seismic activity. Due to the buried nature of these thrust faults, their existence is usually not known until they produce an earthquake.

Active faults may be designated as Earthquake Fault Zones under the Alquist-Priolo Earthquake Fault Zoning Act, which includes standards regulating development adjacent to active faults. These zones, which extend from 200 to 500 feet on each side of the known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures. In addition, the City designates Fault Rupture Study Zones on each side of active and potentially active faults to establish areas of hazard potential.

The Project Site is located in the Transverse Ranges Geomorphic Province, which is characterized by roughly east-west trending mountains and the northern and southern boundaries formed by reverse fault scarps. The convergent deformational features of the

Transverse Ranges area result of north-south shortening due to plate tectonics. This has resulted in local folding and uplift of the mountains along with the propagation of the thrust faults. However, the Project Site is not within an established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. In addition, no active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. Rather, the closest known fault is the Hollywood Fault located approximately three miles south of the Project Site. Therefore, the potential for impacts regarding the rupture of a known earthquake fault would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

ii. Strong seismic ground shaking?

Less Than Significant Impact. The Project Site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. As previously stated, there are no known active or potentially active faults that underlie the Project Site and is not located within a Alquist-Priolo Earthquake Fault Zone. The nearest active fault is the Hollywood Fault located approximately three miles south of the Project Site.

To address the potential of earthquake impacts, the Project would comply with the building design provisions of the 2010 California Building Code (CBC). The CBC incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program (NEHRP) to mitigate losses from an earthquake and provide for the latest in earthquake safety. In addition, Project development would be required to adhere to the seismic safety requirements contained in the Los Angeles Building Code (LAMC, Chapter IX, Article 1). The Los Angeles Building Code incorporates by reference the CBC, with City amendments for additional requirements. The Los Angeles Department of Building and Safety (LADBS) is responsible for implementing the provisions of the Los Angeles Building Code. As required by the LADBS, the Project would be subject to site plan review and permitting requirements, including the recommendations provided in a final, site-specific geotechnical report subject to LADBS review and approval. Therefore, compliance with regulatory requirements and site-specific geotechnical recommendations, impacts related to strong seismic ground shaking would be less than significant, and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction involves a sudden loss in strength of saturated, cohesionless soils that are subject to ground vibration and results in temporary transformation of the soil to a fluid mass. Liquefying layers near the surface would result in

effects similar to quicksand, while deeper layers in the subsurface may provide a sliding surface for the material above. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine- to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

The Seismic Hazards Maps of the State of California identifies the Project Site within a potentially “Liquefiable” area. This determination is based on groundwater depth records, soil type and distance to a fault capable of producing a substantial earthquake. A site-specific liquefaction analysis was performed in the Geotechnical Report, following the Recommended Procedures for Implementation of the California Geologic Survey Special Publication 117a, Guidelines for Analyzing and Mitigating Seismic Hazards in California.⁶ Liquefaction hazards are associated with sandy soils and silty soils of low plasticity and are based on a plasticity index (PI). Cohesive soils with a PI between 7 and 12 with a moisture content greater than 85 percent of the liquid limit are susceptible to liquefaction. The Geotechnical Report identified the Project Site to have a PI greater than 12, with the exception of the sample taken at a depth of 65 feet which had a PI of 6. However, due to the relatively high blow count encountered in that layer, that layer will not liquefy and the potential for liquefaction would be low. Therefore, based on the blow count data, results of laboratory testing and the calculated factor of safety against the occurrence of liquefaction, the Geotechnical Report concluded that the potential for liquefaction to occur at the Project Site would be remote. Thus, impacts related to liquefaction would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

iv. Landslides?

No Impact. The Project Site is characterized by a relatively flat topography with a minimal elevation difference in the Project vicinity. The Project Site is not located in a landslide area as mapped by the City of Los Angeles, or within an area identified as having a potential for slope instability.^{7,8} Therefore, the probability of seismically-induced landslides occurring at the site would be considered low. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

⁶ *California Geological Society, 2008.*

⁷ *Los Angeles General Plan Safety Element, Exhibit C, Landslide Inventory & Hillside Areas, page 51 (November 1996).*

⁸ *City of Los Angeles, Navigate LA, accessed March 3, 2014.*

b. Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The geological materials identified at the Project Site consist of undocumented fill soils and natural alluvium. The site is underlain by a thin cover of artificial fill soils and Quarternary alluvium. The fill consists of sandy silt, silty sand and silty clay, and is described as dark and yellowish brown, moist, and stiff or dense. The alluvium consists primarily of clayey silt and silty clay; a few layers of silty sand and clean sand are also present. Project development would require grading, excavation, and other construction activities that would potentially disturb existing soils and expose soils to natural conditions such as rainfall and wind. Project construction would include 162,000 cubic yards of grading and require an excavation depth of approximately 23 feet below ground surface for construction of the subterranean parking area. In total, the Project would excavate export a total of approximately 157,440 cubic yards of material. These construction activities could result in soil erosion and the loss of topsoil. However, the Project would be required to develop and implement an erosion control plan, approved by the LADBS, and a SWPPP pursuant to the NPDES permit requirements. As part of the SWPPP, BMPs would be implemented during construction to reduce sedimentation and erosion levels to the maximum extent possible. In addition, as required by the LADBS, the Project would be required to obtain the necessary permits, plan checks, and inspections to ensure the Project would reduce the sedimentation and erosion effects. Therefore, with compliance with regulatory requirements including the implementation of BMPs, impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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

Less Than Significant Impact. The Project Site is not located in a landslide area as mapped by the City of Los Angeles, or within an area identified as having a potential for slope instability. As previously discussed, the potential for liquefaction at the Project Site is considered low. Lateral spreading is the most common type of liquefaction-induced ground failure in which surficial soil shifts downslope or towards a free face along a shear zone that has formed within the liquefied sediment. As the site soils are not expected to produce liquefaction, the potential of lateral spreading would be low. Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. As discussed above, the Project Site is underlain by artificial soils and Quaternary alluvium, in which the fill is composed largely of sandy silt and extends to a depth of as much as five feet. The alluvium consists of clayey silt, silty clay, and silty sand. Nonetheless the site is not located within an area of known ground subsidence.

In addition, the Project does not consist of activities or operations that would require the withdrawal of groundwater, oil, or natural gas. Therefore, the Project is not located on unstable soils that would result in landslides, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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?

Less Than Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. According to the Geotechnical Report, the on-site geological soils consist of undocumented fill soils and natural alluvium. The fill consists of sandy silt, silty sand and silty clay. These materials are in the moderate to high expansion range. Based on laboratory testing of soil samples from the Project Site, the Geotechnical Report concluded that special reinforcement during construction is not required. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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?

No Impact. The Project is located in an urbanized area and is connected to the existing wastewater system managed by the the City of Los Angeles Department of Public Works (LADPW). Project development would not require the use or construction of septic tanks or alternative wastewater disposal systems. Therefore, no impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

VII. Greenhouse Gas Emissions

Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. Gases that trap heat in the atmosphere are called greenhouse gases, since they have effects that are analogous to the way in which a greenhouse retains heat. Greenhouse gases are emitted by both natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. The State of California has undertaken initiatives designed to address the effects of greenhouse gas emissions, and to establish targets and emission reduction

strategies for greenhouse gas emissions in California. Project construction and operation would generate greenhouse gas emissions. Therefore, the EIR will provide further analysis of the Project's greenhouse gas emissions.

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. As the Project has the potential to emit greenhouse gas emissions, an evaluation of these emissions and associated emission reduction strategies will be undertaken in the EIR to determine whether the Project conflicts with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases (e.g., Assembly Bill 32, City of Los Angeles Green Building Code).

VIII. Hazards and Hazardous Materials

The following analysis is based, in part, on the *Phase I Environmental Site Assessment Report* (Phase I ESA), prepared for the Project by TRC, January 14, 2014. The Phase I ESA was prepared for the Project to identify recognized environmental conditions and certain potential environmental conditions on the Project Site. The Phase I ESA is included as Appendix IS-3 of this Initial Study.

Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The types and amounts of hazardous materials that would be used in connection with the Project and the existing office would be typical of those used in commercial, residential, and office developments (e.g., cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products). Project construction would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all potentially hazardous materials would be used and stored in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Any associated risk to hazardous materials would be adequately reduced to a less than significant level through compliance with applicable standards and regulations. Therefore, impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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?

Less Than Significant Impact. The Phase I ESA included a review of environmental records for the Project Site and a site reconnaissance to identify potential on-site hazards. The Phase I ESA included a review of historical information, environmental databases, information provided by the previously prepared Phase I ESA; and interviews with current site representatives. The Phase I ESA did not identify current recognized environmental conditions (RECs) associated with the Project Site; however, historical RECs (HRECs) and *de minimis* conditions were identified. RECs are defined as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. HRECS are defined as an environmental condition which in the past would have been considered a REC, but which may or may not be considered a REC currently. *De minimis* conditions generally do not present a threat to human health or the environment and generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.

HRECs identified include two former 10,000 gallon underground storage tanks (USTs) that supplied a fuel dispenser located in the garage auto shop. On January 3, 1996, a release of approximately 1,100 gallons of unleaded gasoline from one of the USTs was reported. The Los Angeles Regional Water Quality Control Board (LARWQCB) issued a "no further action" letter on November 7, 1996. In January 1997, the two 10,000 gallon USTs were removed from the site under a permit issued by the LAFD. Hydrocarbon-affected soil in the vicinity of the former USTs was removed to depths ranging from approximately 15 to 20 feet below grade. On July 1, 1998, the LAFD issued a Fire/Life Safety Violation (#48545) due to the reported presence of soil contamination above the action level. However, the LAFD issued a letter on December 5, 2012 stating that the Fire/Life Safety Violation was rescinded and clarifying that no further action was required for this site. Residual soil and/or groundwater impacts remain beneath the subject property; however, based on previous environmental investigations and remedial confirmation sampling results the residual concentrations of petroleum hydrocarbons do not represent a significant threat to human health or the environment and impacts associated with the HRECs would not occur. The former USTs are not a current REC at the Project Site but instead represent a HREC and no additional action is required to address this HREC.

Two *de minimis* conditions were identified at the Project Site. Two hydraulic lifts were located in the garage auto shop, but were removed in January 2011. A three-stage

clarifier was also located in the garage level auto shop that was used for vehicle washing and rinsing. The clarifier had a final cleanout in September 2005 and was filled with concrete at the same time the hydraulic lifts were removed. No subsurface sampling documentation associated with the removal of the hydraulic lifts or clarifier was provided. The Phase I ESA investigation did not observe any spills, stains or leaks in the vicinity of the hydraulic lifts and clarifier. Therefore, these conditions would not create a significant hazard to the environment and impacts associated with the HRECs would not occur.

Any building structure, surface asphalt driveway, or parking lot constructed prior to 1981 could contain asbestos containing materials (ACM). The Sunkist Building was constructed in 1970 and may contain ACM. In the event ACMs are identified during the rehabilitation of the Sunkist Building, the Project would comply with all applicable rules and regulations including SCAQMD Rule 1403. With implementation of regulatory requirements, the risk of exposure to ACMs would be less than significant.

Lead-based paint is a source of exposure and is a contributor to lead in interior dust and exterior soils. The Sunkist Building may contain lead-based paints as the building was built in 1970. In the event lead-based paints are identified, the Project would comply with regulatory requirements including CCR Title 8, Section 1532.1. Compliance with applicable regulatory requirements would minimize risk of exposure to lead-based paints and impacts would be less than significant.

The Project Site is not within a Methane Zone or Methane Buffer Zone identified by the City.⁹ Therefore, there is a negligible risk of subsurface methane release.

As previously discussed, construction activities would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. Project construction would occur in compliance with all applicable federal, State, and local requirements concerning the handling and disposal of hazardous materials and waste. Project operation would also involve the limited use of hazardous materials that are typically used in office, commercial, and residential developments (e.g., cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products). With compliance with relevant regulations and requirements, the Project would not 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.

⁹ City of Los Angeles Department of City Planning, *Zone Information and Map Access System (ZIMAS), Parcel Profile Report*, <http://zimas.lacity.org/>, accessed November 8, 2013.

Overall, compliance with regulatory requirements would ensure that potential impacts associated with hazards would be less than significant. No further evaluation of this topic in an EIR is required.

c. 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. The Project is not located within one-quarter mile of an existing or proposed school. The nearest schools are Chandler Elementary School located at 14030 Weddington Street, approximately 0.70 miles north of the Project Site, and Notre Dame High School located at 13645 Riverside Drive, approximately 0.5 miles west of the Project Site. As previously discussed, Project construction would involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. Project operation would also involve the limited use of hazardous materials typically used in the maintenance of commercial, office, and residential uses (e.g., cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products). However, all potentially hazardous materials would be used, stored, and disposed of according to manufacturers' specifications and in compliance with applicable federal, State, and local regulations. Therefore, the use of such materials would not create a significant hazard to nearby schools. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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?

Less Than Significant Impact. As previously discussed, the Phase I ESA did not identify current RECs associated with the Project Site; however, two HRECs were identified, as previously described. The Project Site was reported on several databases, including: the Historical UST (HIS UST), California Facility Inventory Database (CA FID UST), Statewide Environmental Evaluation and Planning System (SWEEPS UST), Leaking UST (LUST), Hazardous Wastes and Substances Site List (HIST CORTESE), California Hazardous Materials Information Reporting System (CHMIRS), Facility Manifest Data (HAZNET), and Emissions Inventory Data (EMI) lists. The HIST UST, SWEEPS UST, and CA FID UST listings identify the Project Site with two USTs; the HIST CORTESE LUST listings identify the site for potentially leaking gasoline into the aquifer used for drinking water supply. The LUST listing identified the case as closed with a status date of November 7, 1996. The CHMIRS listing identifies the Site with 800-900 gallons of petroleum in 1996. The Site is listed as a HAZNET site for generating hazardous wastes in

the forms of latex waste, liquids with halogenated organic compounds, and an unspecified solvent mixture. The EMI listing identified in year 1990 and facility ID 28081 had no other reported information.

As identified through the hazardous materials sites listing, the former USTs identified have been determined to be a closed case with no further action required. The former USTs are not a current REC at the Project Site but instead represent a HREC; however, no additional action is required to address this HREC. Therefore, impacts related to this issue would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

- 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. The Project Site is not located within two miles of an airport or within an airport planning area. The nearest airport is Van Nuys Airport located at 16461 Sherman Way, Van Nuys, approximately five miles northwest of the Project Site. Therefore, no impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

- 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?**

No Impact. The Project Site is not located within two miles of a private airstrip. Therefore, no impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Less Than Significant Impact. According to the Safety Element of the City of Los Angeles General Plan, the Project Site is not located along a designated disaster route.¹⁰ The nearest disaster routes are Van Nuys Boulevard approximately 0.4 mile to the west and Ventura Boulevard approximately 0.5 miles to the south. The majority of construction activities for the Project are anticipated to be confined to the Project Site, though limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially require temporary lane closures. Such closures would

¹⁰ City of Los Angeles Department of Planning General Plan Safety Element–Critical Facilities and Lifeline Systems, Exhibit H (November 26, 1996).

be temporary in nature and both directions of travel on area roadways would be maintained in accordance with standard construction management plans. This would ensure adequate circulation and emergency access.

Operation of the Project would generate traffic in the Project vicinity. However, based on the proximity of the Project Site to the designated disaster routes, traffic impacts with respect to identified emergency evacuation routes are anticipated to be less than significant. Therefore, the Project would not cause an impediment along the City's designated disaster routes or impair the implementation of the City's emergency response plan. Impacts would be less than significant and no mitigation measures are required.

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?

No Impact. The Project Site is not located within a City-designated Very High Fire Hazard Severity Zone.¹¹ Therefore, the Project would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

IX. Hydrology and Water Quality

Would the project:

a. Violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. Construction activities, particularly grading and excavation phases, could be subject to erosion and sediment runoff into municipal storm drain systems in the event of rain. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. In addition, operation of the Project would introduce new residential and day-time populations to the Project Site, which would also introduce new sources of potential storm water pollution typical of office, commercial, and residential uses. Therefore, an analysis of potential impacts to water quality will be provided in the EIR.

¹¹ City of Los Angeles Department of City Planning, Zone Information and Map Access System (ZIMAS), Parcel Profile Report, <http://zimas.lacity.org/>, accessed March 4, 2014. The Very High Fire Hazard Severity Zone was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone" shown on Exhibit D of the Los Angeles General Plan Safety Element.

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

Potentially Significant Impact. The Project Site is entirely developed and is predominately paved with impervious asphalt. Project construction would require grading and excavation that could result in the need for dewatering or other withdrawals of groundwater, thereby affecting groundwater supplies. In addition, Project operation would consist of impervious surface area that could affect surface water infiltration and groundwater recharge. Therefore, the EIR will provide an analysis of the Project's potential impacts to groundwater.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**
- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?**

(c. and d.) Potentially Significant Impact. The Project Site is entirely developed and is predominately paved with impervious asphalt and minimal landscaping. The Project Site is not crossed by any water courses or rivers. However, the Project could alter the existing drainage pattern of the site and increase the amount surface runoff coming from the Project Site. Therefore, the EIR will provide an analysis of the Project's potential impacts associated with drainage.

- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**
- f. Otherwise substantially degrade water quality?**

Potentially Significant Impact. See Checklist Questions IX.a and IX.c, Hydrology and Water Quality, above.

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?

No Impact. The Project Site is located within Flood Zone X, which is located outside a 100-year flood plain as mapped by the Federal Emergency Management Agency (FEMA).^{12,13} Thus, the Project would not place housing within a 100-year flood plain and no impacts would occur. Accordingly, no mitigation measures are necessary and further evaluation of this topic in an EIR is not required.

h. Place within a 100-year flood plain structures which would impede or redirect flood flows?

No Impact. As discussed above, the Project Site is not located within a designated 100-year flood plain area. Thus, the Project would not place structures that would impede or redirect flood flows within a 100-year flood plain. No impacts would occur, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. As stated above, the Project Site is not located within a designated 100-year flood plain. In addition, the Safety Element of the City of Los Angeles General Plan and NavigateLA does not indicate that the Project Site is located within a flood control basin or within a potential inundation area. No impacts would occur, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

¹² City of Los Angeles, *NavigateLA*, accessed March 3, 2014.

¹³ *Safety Element of the Los Angeles City General Plan, Exhibit F, City of Los Angeles, November 26, 1996.*

The Project Site is approximately 11 miles northeast of the Pacific Ocean. Based on a review of the County of Los Angeles Flood and Inundation Hazards Map and Safety Element of the City of Los Angeles General Plan, the Project Site does not lie within the mapped tsunami inundation boundaries. However, based on the County of Los Angeles Flood and Inundation Hazards Map, the Project Site lies within the mapped inundation boundaries due to a seiche or a breach in the Sepulveda Basin, which is located two miles northwest of the Project Site. However, the Geotechnical Report states that the probability of a seiche is very low. The Project Site is not positioned downslope from an area of potential mudflow. Therefore, no seiche, tsunami, or mudflow events are expected to impact the Project Site. No impacts would occur related tsunami, seiche or mudflow events and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

X. Land Use and Planning

Would the project:

a. Physically divide an established community?

No Impact. The Project is located in the highly urbanized community of Sherman Oaks in the City of Los Angeles. The surrounding area is characterized as a mix of low- and high-density residential neighborhoods, commercial uses, and open space uses. Calhoun Avenue to the west and Riverside Drive to the north are residential streets lined with single family and multi-family dwelling units. The Westfield Fashion Square Mall is located east of the Project. The open space uses include the Van Nuys Sherman Oaks War Memorial Park north of the Project Site and the Los Angeles River south of the Project Site. The Project would introduce new commercial and residential uses to the area and would be consistent and compatible with other land uses in the surrounding area and community. All proposed development would occur within the boundaries of the Project Site. Therefore, the Project would not physically divide, disrupt, or isolate an established community. Rather, implementation of the Project would result in further infill of an already developed community with similar and compatible land uses. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

- 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?**

Potentially Significant Impact. The Project proposes to develop new residential and commercial uses within the Project Site. Approvals required for the Project would include the following: (1) a Zone Change from PB-1L to C2-1, P-1L and PB-1L to RAS3-1L; (2) a Vesting Tract Map to subdivide the RAS3 residential/commercial portion of the project from the C2 office building and parking structure and create airspace lots; (3) a Conditional Use Permit for alcohol; (4) a Site Plan Review; and (5) other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to temporary street closure permits, grading permits, excavation permits, foundation permits, and building permits. Thus, an analysis of the Project's consistency with the LAMC and other applicable land use plans, policies, and regulations will be provided in an EIR.

- c. Conflict with any applicable habitat conservation plan or natural community conservation plan?**

No Impact. As previously discussed in Checklist Questions IV.f, Biological Resources, the Project Site does not support any habitat or natural community. The Project Site is not identified within a HCP, NCCP, or other approved habitat conservation plan as defined by the City of Los Angeles. Therefore, the Project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

XI. Mineral Resources

Would the project:

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**
- 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?**

(a. and b.) No Impact. No mineral extraction operations currently occur on the Project Site. The Project Site is located within an urbanized area and has been previously disturbed by development and the potential for mineral resources to occur on-site is low.

Furthermore, the Project Site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present, or within a mineral producing area as classified by the California Geologic Survey.^{14,15} In addition, the Project Site is not located within a City-designated oil field or oil drilling area.¹⁶ Therefore, the Project would not result in the loss of availability of a mineral resource or a mineral resource recovery site. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

XII. Noise

Would the project result in:

- 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?**

Potentially Significant Impact. The Project Site is located within an urbanized area that contains various sources of noise. The most predominate source of noise in the Project area is associated with traffic from surrounding roadways. During construction activities, the use of heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) would generate noise on a short-term basis. As the Project would develop new buildings and outdoor areas, noise levels from on-site sources also have the potential to increase during Project operation. Therefore, further analysis of this issue will be provided in an EIR.

- b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact. Project construction could generate groundborne noise and vibration associated with site grading, clearing activities, and construction truck travel. The Project could potentially generate and expose people to excessive groundborne vibration and noise levels during short-term construction activities. Therefore, further analysis of this issue in an EIR is required.

¹⁴ City of Los Angeles, Department of City Planning, *Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS-1.*

¹⁵ State of California Department of Conservation, California Geologic Survey, *Aggregate Sustainability in California, 2012.*

¹⁶ Los Angeles General Plan Safety Element, Exhibit E, Oil Field & Oil Drilling Areas, page 55 (November 1996).

c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. The introduction of commercial and residential uses to the Project Site would result in an increase in traffic and human activity associated with the Project and could potentially increase ambient noise levels above existing levels. Therefore, further analysis of this issue in an EIR is required.

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. As discussed in Checklist Question XII.a, Noise, and Checklist Question XII.b, Noise, Project-related construction activity could have the potential to temporarily or periodically increase ambient noise levels above existing levels. In addition, the increase of on-site uses may also result in an increase to ambient noise levels during operation. Therefore, further analysis of this issue in an EIR is required.

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

No Impact. The Project Site is not located within 2 miles of an airport or within an area subject to an airport land use plan. The nearest airport is Van Nuys Airport located at 16461 Sherman Way, Van Nuys, approximately five miles northwest of the Project Site. Therefore, no impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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. The Project Site is not located within the vicinity of a private airstrip. Therefore, no impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

XIII. Population and Housing

Would the project:

- 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)?**

Less Than Significant Impact. SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. With regard to future growth, SCAG has prepared the 2012 RTP which provides population, housing, and employment projections for cities under its jurisdiction through 2035. The growth projections in the 2012 RTP reflect the 2010 Census, employment data from the California Employment Development Department (EDD), population and household data from the California Department of Finance (DOF), and extensive input from local jurisdictions in SCAG's planning area.

The Project Site is located in SCAG's City of Los Angeles Subregion. According to US Census Bureau SCAG's 2012 RTP, the forecasted population for the City of Los Angeles Subregion in 2014 is approximately 3,956,891 persons.¹⁷ In 2018, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have a population of approximately 4,035,751 persons.¹⁸ The residential component of the Project would consist of 298 new residential units and would introduce approximately 894 new residents to the Project Area.¹⁹ The 894 estimated new residents would represent approximately 0.001 percent of the population growth forecasted by SCAG in the City of Los Angeles Subregion between 2014 and 2018. Therefore, the Project's residents would be well within SCAG's population projection for the Subregion.

According to the 2012 RTP, the forecasted housing supply for the City of Los Angeles Subregion in 2014 is approximately 1,388,842 households.²⁰ In 2018, the projected occupancy year of the Project, the City of Los Angeles Subregion is anticipated to have approximately 1,446,497 households.²¹ Thus, the Project's new residential units would constitute up to approximately 0.0002 percent of the housing growth forecasted

¹⁷ Based on a linear interpolation of 2010–2015 data.

¹⁸ Based on a linear interpolation of 2015–2020 data.

¹⁹ Conservatively based on a household size of three persons based on the LA CEQA Thresholds Guide.

²⁰ Based on a linear interpolation of 2010–2015 data. SCAG forecasts "households," not housing units. As defined by the U. S. Census Bureau, "households" are equivalent to occupied housing units.

²¹ Based on a linear interpolation of 2015–2020 data.

between 2014 and 2018. Therefore, the Project's housing units would be well within SCAG's housing projection for the Subregion. As emphasized in many regional and local planning documents, including the City of Los Angeles General Plan Housing Element, the City is in need of new dwelling units to serve both the current population and the projected population. By developing up to 298 new residential units, the Project would help to fulfill this demand.

Construction of the Project would create temporary construction-related jobs. However, the work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, Project-related construction workers would not be anticipated to relocate their household's place of residence as a consequence of working on the Project and, therefore, no new permanent residents would be generated during construction of the Project.

The proposed retail and restaurant uses would include a range of full-time and part-time positions that are typically filled by persons already residing in the vicinity of the workplace, and who generally do not relocate their households due to such employment opportunities. As such, the retail component of the Project would be unlikely to create an indirect demand for additional housing or households in the area.

Furthermore, as the Project would be located in a highly developed area with an established network of roads and other urban infrastructure, it would not require the extension of such infrastructure in a manner that would indirectly induce substantial population growth.

Based on the above, the Project would not induce substantial population or housing growth. Impacts would be less than significant and no mitigation measures are required. No further evaluation of this topic in an EIR is required.

b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?

No Impact. As no housing currently exists on the Project Site, the Project would not displace any existing housing. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?

No Impact. As no housing currently exists on the Project Site, the development of the Project would not cause the displacement of any persons or require the construction of housing elsewhere. No impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

XIV. Public Services

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

a. Fire protection?

Potentially Significant Impact. Fire protection services for the Project Site is provided by the LAFD. The Project would introduce new residential and commercial uses to the site that would increase the density at the Project Site, generate new residential population, and increase the daytime population in the service area. This could result in the need for additional fire protection services. Therefore, further analysis of this issue in an EIR is required.

b. Police protection?

Potentially Significant Impact. Police protection for the Project Site is provided by the City of Los Angeles Police Department (LAPD). The Project would introduce new residential and commercial uses to the site that would increase the density at the Project Site, generate new residential population, and increase the daytime population in the service area. This could result in the need for additional police services. Therefore, further analysis of this issue in an EIR is required.

c. Schools?

Potentially Significant Impact. The Project Site is located within the boundaries of the Los Angeles Unified School District (LAUSD). The Project would consist of the development of commercial and residential uses, which would generate a demand for educational services. Therefore, further analysis of this issue in an EIR is required.

d. Parks?

Potentially Significant Impact. The development of residential uses would generate a new residential population at the Project Site that could utilize nearby parks and/or recreational facilities. Thus, further analysis of this issue in an EIR is required.

e. Other governmental services (including roads)?

Less Than Significant Impact. The Los Angeles Public Library (LAPL) system serves the City of Los Angeles and consists of the Central Library and 72 branch libraries, with a multimedia collection of over 6.2 million items and 2,200 computer work stations.

The Project area is served by the Sherman Oaks Martin Pollard Public Library, located at 14245 Moorpark Street, approximately 0.8 miles south of the Project Site. The Studio City Branch Public Library located at 2511 Moorpark Street, and the Van Nuys Branch located at 6250 Sylmar Avenue would also serve the Project Site. The Sherman Oaks Branch Library was constructed in May 2003 and is approximately 12,500 square feet with a collection of approximately 56,000 items. The Sherman Oaks Martin Pollard Library serves a community population of approximately 84,000 residents. The 2007 LAPL Branch Facilities Plan sets forth a size standard for 14,500 square feet for libraries with a service population above 45,000. Accordingly, the Sherman Oaks Martin Pollard Library does not meet the new LAPL size criteria; nonetheless, the library currently meets the current demand for library services.

As previously discussed, the Project would involve the development of commercial and residential use in which a new residential population of approximately 894 residents would be generated. This would represent a one percent increase in the future service population of the library. This would be a nominal increase in the demand for library services at the Sherman Oaks Branch Library. As the library currently meets community demand for library services, and the increase in service population would be nominal, impacts to library services are not anticipated. Furthermore, surrounding LAPL branch libraries, including the Van Nuys Branch and Studio City Branch, would also be available for use and are located within a five mile radius. Use of these libraries would also help in reducing the Project's demand on the Sherman Oaks Martin Pollard Public Library. Therefore, impacts to library services would be less than significant.

No other public services would be notably impacted by the Project. Therefore, the Project would result in a less than significant impact on other governmental services. Further analysis of other governmental services in an EIR is not required.

XV. Recreation

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

Potentially Significant Impact. See Checklist Question XIV.d, Public Services, Parks, above.

- 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?**

Potentially Significant Impact. The Project would provide new private recreational facilities including approximately 164,239 square feet of common open space areas of which approximately 74,074 square feet would be landscaped. In addition, approximately 27,752 square feet of private open space would be provided that would include the new rooftop gardens within Buildings A, B and C. Indoor amenities for the residential uses would include a lobby, lounge, fitness center, recreation room, and bicycle storage areas. Outdoor recreational amenities for the residential uses would include a pool and spa. The potential environmental impacts of constructing these facilities are analyzed throughout this Initial Study, and will be further analyzed in the EIR for those topics where impacts could be potentially significant, as part of the overall Project.

XVI. Transportation/Traffic

Would the project:

- a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Potentially Significant Impact. The Project would result in an increase in uses at the Project Site that could result in additional daily and peak hour traffic within the Project vicinity. This increase could result in the use of the area's transportation facilities and impact roadway and transit system capacities. Therefore, further analysis of this issue in an EIR is required.

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?

Potentially Significant Impact. The Metropolitan Transportation Authority (Metro) administers the Congestion Management Program (CMP), a State mandated program designed to address the impacts urban congestion has on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project. The CMP for Los Angeles County requires an analysis of any Project that could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location in either direction during either the A.M. or P.M. weekday peak hours. Implementation of the Project is anticipated to generate additional vehicle trips that could potentially add more than 50 trips to a CMP roadway intersection or more than 150 trips to a CMP freeway segment. Therefore, further analysis of this issue in an EIR is required.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The Project Site is not located within the vicinity of any private or public airport or planning boundary of any airport land use plan. The nearest airport is Van Nuys Airport located approximately five miles north of the Project Site. The Project would have a maximum height of approximately 74.5 feet and would not result in heights that would impact air traffic safety. No impact would occur and further analysis of this topic in an EIR is required.

d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Potentially Significant Impact. The roadways adjacent to the Project Site are part of the urban roadway network and contain no sharp curves or dangerous intersections. However, the Project would increase traffic levels in the area, particularly at the Riverside Drive and Hazeltine Avenue, which would provide direct access to the Project Site. Therefore, further analysis of this issue in an EIR is required.

e. Result in inadequate emergency access?

Potentially Significant Impact. While it is expected that construction activities for the Project would primarily be confined on-site, the Project's construction activities would have the potential to cause temporary and intermittent lane closures in adjacent off-site

streets for the installation or upgrading of local infrastructure. Construction within these roadways has the potential to impede access to adjoining uses, as well as reduce the rate of flow of the affected roadway. The Project would also generate construction traffic, particularly haul trucks, which may affect the capacity of adjacent streets and highways. Therefore, further analysis of this issue in an EIR is required.

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?

Potentially Significant Impact. The Project Site is served by a variety of transit options, including the LA Metro. The Project proposes an increase in development that could increase demand for alternative transportation modes in the vicinity of the Project Site. Therefore, further analysis of the potential for the Project to conflict with adopted policies, plans, or programs regarding public transit, bicycle facilities, or pedestrian facilities is required.

XVII. Utilities and Service Systems

The following wastewater analysis is based, in part, on the *Wastewater System Technical Memo* (Wastewater Report), prepared for the Project by Southland Civil Engineering & Survey, LLC, April 16, 2014. The Wastewater Report is included as Appendix IS-4 of this Initial Study.

Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. Wastewater collection and treatment services within the Project vicinity are provided by the LADPW. Wastewater generated during operation of the Project would be collected and discharged into the existing sewer main in Riverside Drive and conveyed to the Hyperion Treatment Plant (HTP) located in El Segundo. The HTP is a part of the Hyperion Treatment System, which also includes the Tillman Water Reclamation Plant (TWRP) and the Los Angeles-Glendale Water Reclamation Plant (LAGWRP). The treatment capacity of the entire Hyperion Treatment System is approximately 550 million gallons per day (mgd) (consisting of 450 mgd at HTP, 80 mgd at TWRP, and 20 mgd at LAGWRP).²² The HTP is designed to treat 450 mgd, with

²² City of Los Angeles Department of Public Works Bureau of Sanitation. "City of Los Angeles Integrated Resources Plan Executive Summary, December 2006." Website: www.lacity.org/san/irp/documents/Executive_Summary-Overview_of_the_IRP.pdf, accessed March 4, 2014.

annual increases in wastewater flows limited to 5 mgd by City Ordinance No. 166,060. The HTP currently processes an average of 362 mgd, and therefore has an available capacity of approximately 88 mgd.²³

Incoming wastewater to the HTP initially passes through screens and basins to remove coarse debris and grit. This is followed by primary treatment, which is a physical separation process where solids are allowed to either settle to the bottom of tanks or float on the surface. These solids, called sludge, are collected, treated, and recycled. The portion of water that remains, called primary effluent, is treated through secondary treatment using a natural, biological approach. Living micro-organisms are added to the primary effluent to consume organic pollutants. These micro-organisms are later harvested and removed as sludge. After treatment is completed, the water is dispersed five miles offshore at a depth of 200 feet. As this treated effluent enters the ocean environment, it is diluted at a ratio of over 80 parts seawater to one part treated effluent. The discharge of effluent from the HTP into Santa Monica Bay is regulated by the HTP's NPDES Permit issued under the Clean Water Act and is required to meet the Regional Water Quality Control Board (RWQCB)'s requirements for a recreational beneficial use. Accordingly, the HTP's effluent to Santa Monica Bay is continually monitored to ensure that it meets or exceeds prescribed standards. The City's Environmental Monitoring Division also monitors flows into the Santa Monica Bay.

The wastewater generated by the Project would be typical of commercial and residential uses. No industrial discharge into the wastewater system would occur. As the HTP is in compliance with the State's wastewater treatment requirements, the Project would not exceed the wastewater treatment requirements of the RWQCB. Therefore, impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

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?

Potentially Significant Impact. Water and wastewater systems consist of two components, the source of the water supply or place of sewage treatment, and the conveyance systems (i.e., distribution lines and mains) that link the location of these facilities to an individual development site. Construction of the Project would result in an increased water demand and wastewater generation from the Project Site. With regard to water, the location, condition, and capacity of water conveyance lines will be evaluated in

²³ City of Los Angeles Department of Public Works Bureau of Sanitation, *About Wastewater—Treatment Plants*, www.lacity.org/san/wastewater/factsfigures.htm, accessed March 4, 2014.

an EIR to determine whether adequate capacity is available to accommodate the required fire flows and domestic water demand generated by the Project.

With regard to wastewater, as described in response to Checklist Question XVII.a, above, wastewater generated during Project operation would be collected and discharged into existing sewer mains and conveyed to the HTP, which has an available treatment capacity of approximately 88 mgd. The Project Site is located within the North Hollywood Wastewater Collection District of the City of Los Angeles. Wastewater from the Project site currently flows through a 12-inch secondary line on Riverside Drive which drains easterly along Riverside Drive to a 39-inch trunk line that goes southerly along Woodman Avenue. This then connects to a 51-inch trunk line easterly along Sarah Street and flows through the remaining wastewater system to the HTP.

Based on the wastewater service information provided by the City of Los Angeles Bureau of Sanitation, the 12-inch Riverside Drive is currently operating at the maximum design capacity of half-full (50 percent) pipe flow while the other trunks are operating at a level well below the 50 percent Design Capacity. Table B-1 on page B-38 further describes the current flows from the immediate downstream secondary and trunk pipelines.

Based on sewage generation factors established by LADPW, Bureau of Engineering, the Project would generate approximately 38,978 GPD of wastewater during average flows and 120,054 GPD of wastewater during peak flows. Currently, the existing Sunkist Office building generates approximately 21,535 GPD during average flows and 71,064 GPD during peak flows. In total, when accounting for existing office uses to remain, the Project would generate an average daily flow of 60,513 GPD and a peak flow of 199,692 GPD. Table B-2 on page B-38 summarizes the Project Site sewer flows.

Sewer service for the Project would be provided by new and existing on-site sewer connections. An 8-inch on-site sewer system would be designed to carry flow from the existing Sunkist Building and the proposed development. It will connect to a new public sewer main along Hazeltine Avenue and drain northerly to the existing 12-inch line on Riverside Drive. A 0.6 percent slope for the proposed 8-inch sewer line in Hazeltine Avenue would have a design capacity (half-full pipe) of 280,000 GPD that would be sufficient to carry the proposed flow of 199,962 GPD generated by the Project.

However, as previously stated, the 12-inch secondary line on Riverside Drive is at design capacity. As a result, the City requires a five-year flow increase that would be added to the system as buffer capacity to evaluate when the trigger flow would initiate the

Table B-1
Existing City Sewer Flow Depth and Capacity

Pipe Diameter (inches)	Pipe Location	Current Gauging flow depth d/D (%)	Current Flow (GPD)	Design Capacity (GPD)
12"	Riverside Drive	50	523,720	523,720
39"	Woodman Avenue	30	672,220	17,170,000
51"	Fulton Avenue	44	16,720,500	20,890,000
57"	Moorpark Street	30	9,264,400	23,610,000
<hr/> <i>GPD = gallons per day</i> <i>Source: Southland Civil Engineering & Survey, 2014.</i>				

Table B-2
Existing and Proposed On-Site Wastewater Flow

Use	Units	Generation Factor	ADWF Average Daily (GPD)	PDWF Peak Daily (GPD)
One Bedroom	208 du	110 GPD/du	22,880	75,504
Two Bedroom	90 du	150 GPD/du	13,500	44,550
Commercial/Retail	39,241 sf	50 GPD/1,000 sf	1,962	6,475
Leasing and Amenities	5,300 sf	120 GPD/1,000 sf	636	2,099
<i>Project Total</i>			<i>38,978</i>	<i>128,628</i>
Office (Existing)	167,930 sf	120 GPD/1,000 sf	21,535	71,064
<i>Existing Total</i>			<i>21,535</i>	<i>71,604</i>
Total			60,513	199,962
<hr/> <i>GPD = gallons per day</i> <i>du = dwelling unit</i> <i>sf = square feet</i> <i>Source: Southland Civil Engineering & Survey, 2014.</i>				

planning for a relief or replacement sewer. The five-year increase is equal to the estimated time required to complete a new sewer relief or replacement project. Therefore, the trigger flow is the quantity of flow that would reach three-fourths of the pipe diameter within five years. Presently the City considers three-fourth flow depth as the upper limit for the need of hydraulic relief to the pipe lines (trigger flow). Based on the population growth trend, the five year increase is estimated to be approximately 4.08 percent. Table B-3 on page B-39 shows the total projected flow to the existing pipelines.

Table B-3
Total Projected Flow in Existing Pipelines

Pipe Diameter (inches)	Pipe Location	Current Flow (GPD)	5-Year Projected Growth (4.08% of current)	Additional flow from Project Site	Cumulative Flow	Cumulative Flow Depth d/D (%)
12"	Riverside Drive	523,720	21,368	128,628	673,715	58.4
39"	Woodman Avenue	672,220	27,427	128,628	828,274	33.5
51"	Fulton Avenue	16,720,500	682,196	128,628	17,531,324	45.2
57"	Moorpark Street	9,264,400	377,988	128,628	9,771,015	30.9
<hr/> GPD= gallons per day Source: Southland Civil Engineering & Survey, 2014.						

The projected cumulative flow would also remain within flow capacity for the 12-inch pipe before it reaches the three-fourth flow depth. The City would continue to monitor the sewer system to see if a trigger flow is reached before the initiation of the planning of a relief project for an overflow line. The Project in addition to the estimated growth over the next five years would not exceed the three-fourths flow depth and trigger a project for hydraulic relief. Furthermore, HTP would have capacity for the Project as wastewater generated by the Project would only make up a maximum of 0.002 percent of the 88 MGD capacity.

Based on the above analysis of the current approximate flow levels and design capacities in the sewer system, the Project's estimated wastewater flow, and together with the approval of the Sewer Capacity Availability Request provided by the City, the existing 12-inch sanitary sewer line on Riverside Drive would have adequate capacity to accommodate the additional infrastructure demand created by the Project. HTP would have adequate capacity to serve the Project. No upgrades to existing sewer mains would be required.

Therefore, the Project would not exceed the available capacity within the distribution infrastructure that would serve the Project Site and impacts with respect to wastewater infrastructure would be less than significant. No mitigation measures would be required and no further analysis of this topic in an EIR is required.

- 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?**

Potentially Significant Impact. See Checklist Question IX.c, Hydrology and Water Quality. As discussed therein, stormwater flows from the Project Site could increase with implementation of the Project. Therefore, the potential for the Project to require the construction of new stormwater drainage facilities will be analyzed further in an EIR.

- d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?**

Potentially Significant Impact. As previously discussed, the water supply to the Project Site is provided by LADWP and construction of the Project would increase water demand. Given the complexity and evolving nature of the subject of water supply in Southern California, further analysis of this issue in an EIR will be provided.

- 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?**

Less Than Significant Impact. See Checklist Question XVII.b, Utilities.

- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Less Than Significant Impact. Various public agencies and private companies provide solid waste management services in the City of Los Angeles. Private collectors service most multi-family units and commercial developments, whereas the City Bureau of Sanitation collects the majority of residential waste from single-family and some smaller multi-family residences. Solid waste generated by the Project would be transported by a private contractor and disposed at a major Class III (municipal) landfill located in Los Angeles County. Ten Class III landfills and one unclassified landfill with solid waste facility permits are located within Los Angeles County.^{24,25} Of the ten Class III landfills in Los

²⁴ County of Los Angeles, Department of Public Works. *Los Angeles County Integrated Waste Management Plan 2012 Annual Report*, August 2013.

²⁵ *The ten Class III landfills within Los Angeles County include: Antelope Valley, Burbank, Calabasas, Chiquita Canyon, Lancaster, Pebbly Beach, Puente Hills, San Clemente, Savage Canyon, Scholl Canyon, and Sunshine Canyon City/County. The total number of Class III landfills within Los Angeles County excludes the Puente Hills Landfill, which closed on October 31, 2013. The unclassified landfill within the Los Angeles County is the Azusa Land Reclamation facility.*

Angeles County, five Class III landfills are open to the City of Los Angeles.²⁶ Within Los Angeles County, there are two solid waste transformation facilities that convert, combust, or otherwise process solid waste for the purpose of energy recovery, the Commerce Refuse to Energy Facility and the Southeast Resource Recovery Facility, located in the City of Long Beach.

Los Angeles County continually evaluates landfill disposal needs and capacity through preparation of the Los Angeles County Countywide Integrated Waste Management Plan (ColWMP) Annual Reports. Within each annual report, future landfill disposal needs over the next 15-year planning horizon are addressed in part by determining the available landfill capacity.²⁷ Based on the most recent 2012 ColWMP Annual Report, the remaining total disposal capacity for the County's Class III landfills is estimated at 123.09 million tons as of December 31, 2012.²⁸ For the Class III landfills open to the City, the remaining total disposal capacity is estimated at 107.52 million tons.²⁹ Additionally, in 2012, the County's Class III landfills open to the City (excluding the Calabasas Landfill) had a total maximum daily capacity of 22,900 tons per day (tpd) and an average daily disposal of 11,713 tpd, resulting in approximately 11,187 tpd of remaining daily disposal capacity.³⁰ Aggressive waste reduction and diversion programs on a countywide level have helped reduce disposal levels at the County's landfills. Based on the 2012 ColWMP Annual Report, the County anticipates that future disposal needs can be adequately met through 2027, which is well past the Project's build-out year, via a multi-pronged approach that includes successfully permitting and developing proposed in-County landfill expansions, utilizing available or planned out-of-County disposal capacity, developing necessary infrastructure to facilitate exportation of waste to out-of-County landfills, and developing conversion and other alternative technologies.

The City's Recovering Energy, Natural Resources and Economic Benefit from Waste for Los Angeles (RENEW LA) Plan sets a goal of becoming a "zero waste" city by 2030. To this end, the City of Los Angeles implements a number of source reduction and

²⁶ *The five Class III landfills open to the City of Los Angeles include: Antelope Valley, Calabasas, Chiquita Canyon, Lancaster, and Sunshine Canyon City/County. Note that while the Calabasas Landfill is open to the City of Los Angeles, its service area is limited to the cities of Hidden Hills, Agoura Hills, Westlake Village, and Thousand Oaks per Los Angeles County Ordinance No. 91-0003.*

²⁷ *County of Los Angeles, Department of Public Works. Los Angeles County Integrated Waste Management Plan 2012 Annual Report, August 2013.*

²⁸ *This total excludes the estimated remaining capacity at the Puente Hills Landfill, which closed on October 31, 2013.*

²⁹ *This total excludes the remaining disposal capacity at the Calabasas Landfill, which is only open to portions of the City that do not include the Project Site.*

³⁰ *County of Los Angeles, Department of Public Works. Los Angeles County Integrated Waste Management Plan 2012 Annual Report, August 2013, Appendix E-1.*

recycling programs such as curbside recycling, home composting demonstration programs, and construction and demolition debris recycling.³¹ The City has adopted the goal of achieving 70 percent diversion by 2015, 90 percent by 2025, and zero waste by 2030. As of April 2013, the City has achieved a 72 percent waste diversion rate.

Project development would generate debris, some of which may be recycled to the extent feasible. Construction of the Project would require grading and excavation activities in which approximately 157,440 cubic yards of material are estimated to be exported from the site to a landfill. As part of the Project, construction materials would be recycled in accordance with the City of Los Angeles Green Building Code (Ordinance No. 181,480), which requires a minimum construction waste reduction of approximately 50 percent. Materials that could be recycled or salvaged include asphalt, glass and concrete. Debris not recycled could be accepted at one of several unclassified landfills within Los Angeles County. Since unclassified landfills in the County do not generally have capacity issues, inert landfills serving the Project Site would have sufficient capacity to accommodate Project construction solid waste disposal needs.

Solid waste generated by the Project was estimated using the City's solid waste generation factors for commercial, residential, and office uses, as shown in Table B-4 on page B-43. The Project Site is developed with an office use that currently generates an estimated 6,389 lbs/day of solid waste. As shown in Table B-4, the Project would generate approximately 11,289 lbs/day of solid waste resulting in a net increase of 4,900 lbs/day of solid waste. The waste generation factors utilized do not account for recycling or other waste diversion measures, including recycling required as part of Assembly Bill 341 described further below in Response to Section XVII(g). As such, the estimated solid waste generated by the Project is likely conservative. The estimated solid waste generated at the Project Site would represent approximately 0.0006 percent of the daily solid waste disposed of by the City of Los Angeles in 2013 (the most recent year for which data is available).³² Furthermore, the Project's estimated solid waste generation would represent a nominal percentage of the remaining daily disposal capacity of the County's Class III landfills.

³¹ *City of Los Angeles, Solid Waste Integrated Resource Plan FAQ; www.zerowaste.lacity.org/files/info/fact_sheet/SWIRPFAQS.pdf, accessed June 3, 2014.*

³² *The City of Los Angeles disposed of approximately 3.29 million tons of waste in 2013 at Class III landfills yielding an average daily disposal of 9,024 tons or 18,048,532 lbs/day. Source: County of Los Angeles, Public Works Department, Solid Waste Information System, Report for 2013 Yearly In-County Jurisdictions Solid Waste Disposal Report (Including Exports) By In-County and Out-of-County Facilities, <http://dpw.lacounty.gov/epd/swims/disposal/reports.aspx>, accessed June 3, 2014.*

Based on the above, the landfills that serve the Project Site would have adequate capacity to accept the solid waste that would be generated by construction and operation of

**Table B-4
Estimated Solid Waste Generation**

Proposed Land Use ^a	Units	Generated employees/residents	Solid Waste Generation Rate ^d (lbs/emp/res/day)	Total Solid Waste Generated (lbs/day) ^e
Office (existing)	126,674 sf	4.79/1,000 sf	10.53	6,389
Neighborhood-Serving Commercial	39,241 sf	2.71/1,000 sf	10.53	1,120
Parking Structures ^b	182,500 sf	0.0833/1,000 sf	8.93	136
Residential ^c	298 du	—	12.23	3,644
Total				11,289
<p><i>sf = square feet</i> <i>du = dwelling units</i> ^a Generation rates derived from LAUSD 2012 Developer Fee Justification Study, February 9, 2012 ^b The solid waste generation rate for industrial was used utilized for the parking structure and provides an ultra-conservative estimate. ^c Solid waste generation rate is determined per household ^d City of L.A. CEQA Thresholds Guide solid waste generation rate ^e Numbers are rounded to the nearest tenth decimal Source: Matrix Environmental, 2014.</p>				

the Project. Impacts would be less than significant and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

Less Than Significant Impact. Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939) which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. Further, Assembly Bill 341 (AB 341), which became effective on July 1, 2012, requires businesses and public entities that generate four cubic yards or more of waste per week and multi-family dwellings with five or more units to recycle. The purpose of AB 341 is to reduce greenhouse gas emissions by diverting

commercial solid waste from landfills and expand opportunities for recycling in California. Additionally, in March 2006, the City Council adopted RENEW LA, a 20-year plan with the primary goal of shifting from waste disposal to resource recovery within the City, resulting in “zero waste” by 2030. The “blueprint” of the plan builds on the key elements of existing reduction and recycling programs and infrastructure, and combines them with new systems and conversion technologies to achieve resource recovery (without combustion) in the form of traditional recyclables, soil amendments, renewable fuels, chemicals, and energy. The plan also calls for reductions in the quantity and environmental impacts of residue material disposed in landfills.

The Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that developments include a recycling area or room of specified size on the Project Site.³³ The Project would also promote compliance with AB 939, AB 341, and City waste diversion goals by providing clearly marked, source sorted receptacles to facilitate recycling. Compliance with federal, State, and local statutes and regulations related to solid waste would ensure no impacts would occur and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

h. Other utilities and service systems?

Less Than Significant Impact. In accordance with Appendix F of the CEQA Guidelines, the following analysis of potential energy impacts associated with the Project is provided.

The Project Site is currently developed with a three-story office building and a surface parking lot. The Sunkist Building is currently occupied and consumes an estimated 1,930,512 kilowatt-hours (kWh) of electricity per year of electricity provided by LADWP through a network of utility poles and underground utility lines. The surface parking lot contains several pole-mounted, low-level security lighting fixtures that consume a nominal amount of electricity.

Development of the Project would incorporate LEED® features to be capable of achieving Silver certification under the U.S. Green Building Council’s LEED-H® or LEED-NC® Rating System. Such LEED® features would include energy-efficient buildings, a pedestrian- and bicycle-friendly site design, and water conservation measures, among others. Furthermore, the Project would also comply with the 2013 California Energy Code,

³³ Ordinance No. 171,687, adopted by the Los Angeles City Council on August 6, 1997.

2013 California Green Building Standards Code (CALGreen Code), and the City of Los Angeles Green Building Code (Ordinance No. 181,480).

As shown in Table B-5 on page B-45, on-site electricity demand would have a total demand for approximately 4,077,501 kWh/year, which would represent a net increase of

Table B-5
Estimated Project Electricity Demand

Proposed Land Use	Units	Consumption Rate ^{a,b} (kWh/sf/unit/year)			Total Electricity Consumption (kWh/year) ^c
		T24 Electricity	NT24 Electricity	Lighting Electricity	
Office (existing)	126,674 sf	5.99	4.62	4.63	1,930,512
Neighborhood-Serving Commercial	39,241 sf	4.9	3.23	7.04	595,286
Parking Structures	182,500 sf	0	0.19	2.628	514,285
Residential	298 du	185.97	2,553.86	741.44	1,037,418
Total					4,077,501
<p><i>sf = square feet</i> <i>du = dwelling units</i> <i>kWh = kilowatt-hour</i> <i>T24 = Title 24</i> <i>NT24 = Non-Title 24</i></p> <p>^a Electricity consumption factors based on Appendix D—Default Data Tables, Table 8-1: Energy Use by Climate Zone and Land Use Type of the California Emissions Estimator Model (CalEEMod), September 2013</p> <p>^b Electricity use is split into three areas: Title-24, non-Title 24, and lighting. Title 24 of the California Code of Regulations (California Building Standards Code), uses include space heating, space cooling water heating, and ventilation. Lighting was separated as it can be both part and not part of Title 24. Non-Title 24 is everything else, such as appliances and electronics.</p> <p>^c Numbers are rounded to the nearest whole number.</p> <p>Source: Matrix Environmental, 2014.</p>					

approximately 2,146,989 kWh/year as a result of the Project. This estimate is conservative as it does not account for energy conservation features described above. With regard to supply, LADWP forecasts that its total energy sales in the 2017-2018 fiscal year will be 22,823 gigawatt-hours (GWh) of electricity.^{34, 35} Therefore, the Project's electricity demand

³⁴ LADWP defines its future electricity supplies in terms of sales that will be realized at the meter.

would represent a nominal amount of LADWP's projected sales for the Project's build-out year. Impacts with regard to electrical supply and infrastructure capacity would be less than significant, and no mitigation measures would be required.

The Sunkist Building currently consumes an estimated 335,860 cubic feet per month (cf/month) of natural gas, which is provided by the Southern California Gas Company. As shown in Table B-6 on page B-466, upon completion of the Project, on-site uses would generate the demand for approximately 4,949,804 cf/month of natural gas. This would represent a net increase of approximately 3,043,826 cf/month of natural gas when compared with existing conditions.

Table B-6
Estimated Project Natural Gas Demand

Proposed Land Use	Units	Consumption Rate ^{a,b} (kbtu/unit/month)		Total Gas Consumption (kbtu/month)	Total Gas Consumption (cf/month) ^c
		T24 Natural Gas	NT24 Natural Gas		
Office (existing)	126,674 sf	19.36	4.2	2,984,439	1,905,978
Neighborhood-Serving Commercial	39,241 sf	1.21	0.49	66,710	64,956
Parking Structures	182,500 sf	0	0	0	0
Residential	298 du	5,157.80	1,662	2,02,300	1,978,871
Total				5,083,450	4,949,804
<p><i>sf = square feet</i> <i>du = dwelling unit</i> <i>kbtu = 1,000 British thermal unit</i> <i>cf = cubic feet</i> <i>1 cf = 1,027 btu</i> <i>T24 = Title 24</i> <i>NT24 = Non-Title 24</i></p> <p>^a Natural gas consumption factors based on Appendix D – Default Data Tables, Table 8-1 : Energy Use by Climate Zone and Land Use Type of the California Emissions Estimator Model (CalEEMod), September 2013.</p> <p>^b Natural gas is distinguished as Title 24 or Non-Title 24.</p> <p>^c Numbers are rounded to the nearest whole number.</p> <p>Source: Matrix Environmental, 2014.</p>					

³⁵ LADWP, 2013 Power Integrated Resource Plan, Appendix A, Load Forecasting Table A-1, https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-p-doc?_adf.ctrl-state=f7gncnht_4&_afLoop=146109606857356, accessed March 6, 2014.

This estimate is conservative as it estimate does not account for the energy conservation features described above that would be implemented as part of the Project. In addition, SCGC has confirmed that the Project's natural gas demand can be served by the existing facilities in the Project area.³⁶ The will serve letter is included as Appendix IS-5 of this Initial Study. Based on a straight interpolation of 2015 and 2020 data, the annual natural gas supply within SCGC's service area is estimated to be approximately 2,617 million cubic feet per day (mmcf/day) in 2018.³⁷ Therefore, the Project's natural gas demand would represent approximately a nominal percent of SCGC's forecasted natural gas supply for the Project build-out year. Impacts with regard to natural gas supply and infrastructure capacity would be less than significant, and no mitigation measures would be required.

In summary, the Project would generate a nominal demand for electricity and natural gas when compared with existing supplies. In addition, incorporation of energy conservation features and compliance with regulatory requirements would ensure that the Project would not result in the inefficient use of energy in accordance with Appendix F of the CEQA Guidelines. Therefore, impacts would be less than significant, and no mitigation measures would be required. No further evaluation of this topic in an EIR is required.

XVIII. Mandatory Findings of Significance

- 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?**

Potentially Significant Impact. As indicated by the analysis above, the Project would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. However, the Project could potentially affect historic resources. An EIR will be prepared to analyze and document such potentially significant impacts.

³⁶ Southern California Gas Company, "Will Serve Letter for 14130 Riverside Drive, Sherman Oaks, Sunkist Site, Parcel Map # 72664 (Gas Co. Atlas LA 875)," February 5, 2014.

³⁷ California Gas and Electric Utilities, 2013 California Gas Report, July 2013, page 115, www.socalgas.com/regulatory/documents/cgr/2013-cgr.pdf, accessed March 6, 2014.

- 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).**

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the Project are combined with impacts from other development to result in impacts that are greater than the impacts of the Project alone. Located within the vicinity of the Project Site are other current and reasonably foreseeable projects whose development, in conjunction with that of the Project, may contribute to potential cumulative impacts. Impacts of the Project on both an individual and cumulative basis will be addressed in an EIR for the following subject areas: aesthetics, air quality, cultural resources, greenhouse gas emissions, hydrology and water quality, land use, noise, public services, recreation, transportation/traffic, and utilities (water supply). With regard to the remaining environmental topics evaluated herein, cumulative impacts would be less than significant, as set forth below.

- *Agricultural and Forestry Resources*—The Project vicinity is highly urbanized and no agricultural lands or uses exist. Implementation of the Project and related projects would not convert farmland to non-agricultural use. Thus, no cumulative impacts related to agricultural resources would occur.
- *Biological Resources*—With respect to biological resources, the Project would comply with the City of Los Angeles Oak Tree Ordinance and the MBTA. In addition, due to the developed nature of the Project vicinity and the regulatory requirements that other related project would adhere to, the Project would not combine with other projects to result in cumulative impacts to biological resources.
- *Geological/Soils*—With regard to geological resources, the Project and related projects would comply with the CBC and LAMC, which address seismic safety and other geological hazards. The Project and related project would also implement BMPs that would minimize construction-related soil erosion impacts. Therefore, cumulative impacts associated with geological resources would be less than significant.
- *Hazards and Hazardous Materials*—With regard to hazards and hazardous materials, as with the Project, all related development located within the vicinity of the Project site would be subject to the same local, regional, State, and Federal regulations pertaining to hazards and hazardous materials. Therefore, with adherence to such regulations, the concurrent development of the Project and related projects would not result in cumulatively significant impacts with regard to hazards and hazardous materials

- *Mineral Resources*—As the Project site is not located within a City-designated Mineral Resource Zone or a mineral producing area as classified by the CGS, the Project would not result in the loss of a locally-important mineral resource recovery site. Furthermore, no mineral resources or extraction operations for such resources occur in the Project vicinity. Therefore, the Project's contribution to the loss of mineral resources would not be cumulatively considerable.
- *Population/Housing*—As discussed above, the 298 new units proposed as part of the Project would introduce approximately 894 new residents to the Project site. This number of units and population would be within the housing and population projections set for the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan area and the subregion. In addition, the Project site is located in an urbanized area with infrastructure that is already in place. Thus, the Project would not induce substantial population growth or displace substantial numbers of people. In addition, while related projects would cumulatively increase population in the area, such increases are expected to be within City and SCAG growth forecasts. Thus, cumulative impacts associated with population and housing would be less than significant.
- *Solid Waste*—The Project in conjunction with related projects would increase the need for solid waste disposal during their respective construction periods. However, since unclassified landfills in the County do not generally have capacity concerns, inert landfills serving the related projects would have sufficient capacity to accommodate construction waste disposal needs. With regard to operational waste disposal needs, the Project would generate an incremental amount of solid waste compared with existing conditions. However, the estimated solid waste generated by the Project would represent approximately 0.0009 percent of the daily solid waste disposed of by the City of Los Angeles, and a nominal percentage of the remaining daily disposal capacity of the County's Class III landfills. Also, based on the 2012 CoIWMP Annual Report, the County anticipates that future solid waste disposal needs can be adequately met through 2027.
- *Wastewater*—Regarding wastewater, the Project's increase in average daily wastewater flows would be within the available capacity of the HTP. In addition, based on the existing and future capacity of the Hyperion Service Area of approximately 550 mgd, the Hyperion Service Area is expected to have adequate capacity to accommodate the cumulative wastewater flows. In addition, new development projects occurring in the Project vicinity would be required to coordinate with the City of Los Angeles Bureau of Sanitation via a sewer capacity availability request to determine adequate sewer capacity. Therefore, cumulative impacts on the City's wastewater infrastructure would be less than significant.
- *Energy*—The Project's electricity demand would represent a nominal percent of LADWP's projected sales for the Project's build-out year. Similarly, the Project's

natural gas demand would represent approximately nominal percent of SCGC's forecasted natural gas supply for the Project build-out year. In addition, like the Project, cumulative projects would be expected to implement energy conservation features to minimize the inefficient use of energy. Thus, cumulative impacts for these environmental topics would be less than significant, and no further evaluation in an EIR is required.

c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. As indicated by the analysis above, the Project could result in potentially significant impacts with regard to aesthetics, air quality, cultural resources, greenhouse gases, hydrology and water quality, land use and planning, noise, public services, recreation, transportation/circulation, and utilities (water supply). As a result, these potential effects will be analyzed further in an EIR.