LOS ANGELES
DEPARTMENT OF CITY
PLANNING
221 North Figueroa St., Suite 1350
Los Angeles, CA 90012

INITIAL STUDY

Panorama City Center

Case Number: ENV-2017-575-EIR

Project Location: 8309, 8333, 8339, 8353, 8363, 8389, 8401, 8403, 8405, 8409, 8415, 8419, 8425, 8431, 8433, 8435, 8437, N. Van Nuys Boulevard; 14520, 14550, 14610, 14612, 14614, 14616, 14634, W. Chase Street; 14525, 14601, 14641, 14645 W. Roscoe Boulevard; and 8444 N. Tobias Avenue, Panorama City, Los Angeles, CA 91402

Community Plan Area: Mission Hills – Panorama City – North Hills

Council District: CD 6 – Martinez

Project Description: The Project Site is currently improved with a 142,948 square-foot retail center (Panorama Mall), 11,812 square feet of restaurant space, a 165,000 square-foot retail store (Walmart) and associated surface parking ("Project Site"). In total, the Project Site includes 863,922 gross square feet (19.83 acres) of lot area.

The Project would include the demolition of the Panorama Mall, two fast food restaurants, a Walmart retail building, and associated surface parking lot and the construction of a mixed-use project consisting of 5,187,006 square feet of development including up to 3,544 multi-family residential dwelling units (3,965,106 square feet), 389,000 square feet of commercial retail uses (including 355,000 square feet of retail space, and 34,000 square feet of fitness space), 84,800 square feet of restaurant uses, 155,000 square feet of entertainment uses (including 75,000 square feet of event hall/banquet/museum space, 30,000 square feet of recording/movie studio space, and 50,000 square feet of cinema uses), 479,300 square feet of office uses (including 194,800 square feet of general office and 284,500 square feet of medical office uses), and up to 120 hotel rooms (113,800 square feet) ("Project"). The Project would include a maximum building height of 30 stories, not to exceed 350 feet. The Project would include up to two levels of subterranean parking to a depth of 25 feet below grade, which would require the export of up to approximately 581,389 cubic yards ("cy") of soil. The Project would occur in up to four phases, completed over 20 years with full operation in 2043. The Project would include a Specific Plan which would provide specific development standards for the Project. The total FAR for the Project Site would be 6:1 under the proposed Specific Plan.

PREPARED FOR:
The City of Los Angeles
Department of City Planning

PREPARED BY:
Parker Environmental Consultants, LLC

APPLICANT:
Primestor CFIC/CG, LLC

June 1, 2022

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1 INTRODUCTION

An application for the Project has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The Department of City Planning, as Lead Agency, has determined that the Project is subject to the California Environmental Quality Act ("CEQA"), and the preparation of an Initial Study ("IS") is required.

This IS evaluates potential environmental effects resulting from construction, implementation, and operation of the Project. The IS has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006). The City uses Appendix G of the State CEQA Guidelines as the thresholds of significance unless another threshold of significance is expressly identified in the document. Based on the analysis provided within this IS, the City has concluded that the Project may result in significant impacts on the environment and the preparation of an Environmental Impact Report ("EIR") is required. This IS and EIR are intended as informational documents which are ultimately required to be considered and certified by the decision-making body of the City prior to approval of the Project.

1.1 PURPOSE OF AN INITIAL STUDY

The California Environmental Quality Act was enacted in 1970 with several basic purposes: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An IS is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the IS shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the Lead Agency shall prepare a Negative Declaration (ND). If the IS identifies potentially significant effects but revisions have been made by or agreed to by the applicant that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, a Mitigated Negative Declaration (MND) is appropriate. If the IS concludes that neither a ND nor MND is appropriate, an EIR is normally required.[1]

[1] *State CEQA Guidelines Section 15063(b)(1) identifies the following three options for the Lead Agency when there is substantial evidence that the project may cause a significant effect on the environment: "(A) Prepare an EIR, or (B) Use a previously prepared EIR which the Lead Agency determines would adequately analyze the project at hand, or (C) Determine, pursuant to a program EIR, tiering, or another appropriate process, which of a project's effects were adequately examined by an earlier EIR or ND.*

1.2 ORGANIZATION OF THE INITIAL STUDY

This IS is organized into sections as follows:

1 INTRODUCTION

Describes the purpose and content of the IS and provides an overview of the CEQA process.

2 EXECUTIVE SUMMARY

Provides project information, identifies key areas of environmental concern, and includes a determination whether the Project may have a significant effect on the environment.

3 PROJECT DESCRIPTION

Provides a description of the environmental setting and the Project, including project characteristics and a list of discretionary actions.

4 EVALUATION OF ENVIRONMENTAL IMPACTS

Contains the completed IS Checklist and discussion of the environmental factors that would be potentially affected by the Project.

1.3 CEQA PROCESS

Below is a general overview of the CEQA process. The CEQA process is guided by the CEQA statutes and guidelines, which can be found on the State of California's website (http://resources.ca.gov/ceqa).

1. Initial Study

At the onset of the environmental review process, the City has prepared this IS to determine if the Project may have a significant effect on the environment. This IS determined that the Project may have a significant effect(s) on the environment and an EIR will be prepared.

A Notice of Preparation ("NOP") is prepared to notify public agencies and the general public that the lead agency is starting the preparation of an EIR for the Project. The NOP and Initial Study are circulated for a 30-day review and comment period. During this review period, the lead agency requests comments from agencies and the public on the scope and content of the environmental information to be included in the EIR. After the close of the 30-day review and comment period, the lead agency continues the preparation of the Draft EIR and any associated technical studies, which may be expanded in consideration of the comments received on the NOP.

2. Draft EIR

Once the Draft EIR is complete, a Notice of Completion and Availability ("NOA") is prepared to inform public agencies and the general public of the availability of the document and the locations where the document can be reviewed. The Draft EIR and NOA are circulated for a 45-day review and comment period. The purpose of this review and comment period is to provide public agencies and the general public an opportunity to review the Draft EIR and comment on the adequacy of the document, including the analysis of environmental effects, the mitigation measures presented to reduce potentially significant impacts, and the alternatives analysis. After the close of the 45-day review and comment period, responses to all comments on environmental issues are prepared.

3. Final EIR

The lead agency prepares a Final EIR, which incorporates the Draft EIR or a revision to the Draft EIR, comments received on the Draft EIR and list of commenters, and responses to significant environmental points raised in the review and consultation process.

The decision-making body then considers the Final EIR, together with any comments received during the public review process and may certify the Final EIR and approve the Project. In addition, when approving a project for which an EIR has been prepared, the lead agency must prepare findings for each significant effect identified, a statement of overriding considerations if there are significant impacts that cannot be mitigated, and a mitigation monitoring program.

2 EXECUTIVE SUMMARY

PROJECT TITLE	**Panorama City Center**
ENVIRONMENTAL CASE NO.	ENV-2017-575-EIR
RELATED CASES	TBD, VTT-74897

PROJECT LOCATION	8309, 8333, 8339, 8353, 8363, 8389, 8401, 8403, 8405, 8409, 8415, 8419, 8425, 8431, 8433, 8435, 8437, N. Van Nuys Boulevard, 14520, 14550, 14610, 14612, 14614, 14616, 14634 W. Chase Street, 14525, 14601, 14641, 14645 W. Roscoe Boulevard, and 8444 N. Tobias Avenue, Panorama City, Los Angeles, Ca 91402
COMMUNITY PLAN AREA	Mission Hills – Panorama City – North Hills
GENERAL PLAN DESIGNATION	Regional Center Commercial
ZONING	[Q]C2-2D-CDO; [Q]P-2D-CDO
COUNCIL DISTRICT	6 – Martinez

LEAD CITY AGENCY	**City of Los Angeles**
CITY DEPARTMENT	Department of City Planning
STAFF CONTACT	Jason McCrea
ADDRESS	221 North Figueroa Street, Suite 1350 Los Angeles, CA 90012
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ADDRESS	9950 Jefferson Boulevard, Building 2 Culver City, CA 90232
PHONE NUMBER	(310) 652-1177

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions 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.

Jason McCrea, City Planning Associate	June 1, 2022
PRINTED NAME, TITLE	**DATE**

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

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

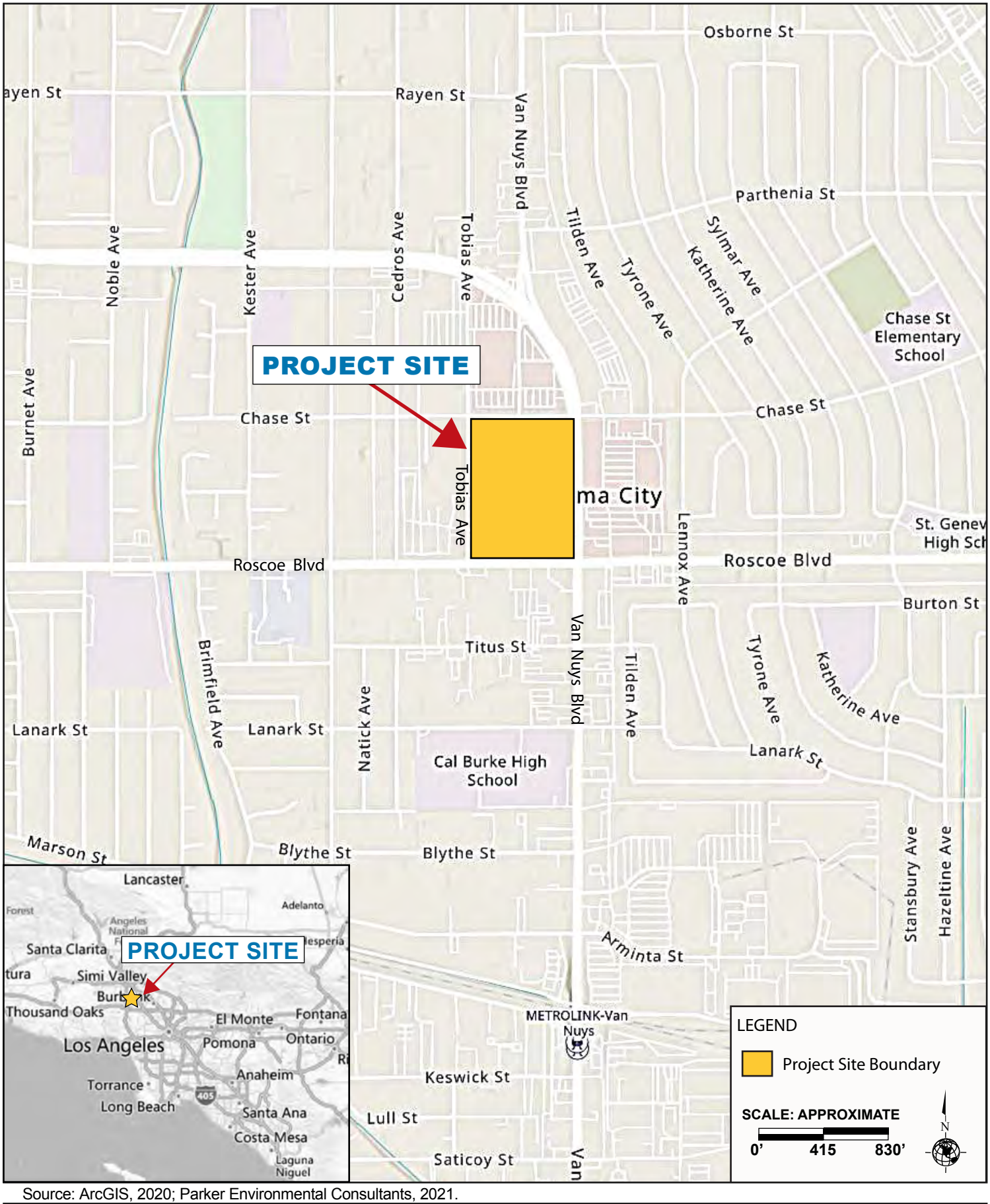
The Project Site is currently improved with a 142,948 square-foot retail center (Panorama Mall), 11,812 square feet of restaurant space, a 165,000 square-foot retail store (Walmart) and associated surface parking ("Project Site"). In total, the Project Site includes 863,922 gross square feet (19.83 acres) of lot area.

The Project would include the demolition of the Panorama Mall, two fast food restaurants, a Walmart retail building, and associated surface parking lot and the construction of a mixed-use project consisting of 5,187,006 square feet of development including up to 3,544 multi-family residential dwelling units (3,965,106 square feet), 389,000 square feet of commercial retail uses (including 355,000 square feet of retail space, and 34,000 square feet of fitness space), 84,800 square feet of restaurant uses, 155,000 square feet of entertainment uses (including 75,000 square feet of event hall/banquet/museum space, 30,000 square feet of recording/movie studio space, and 50,000 square feet of cinema uses), 479,300 square feet of office uses (including 194,800 square feet of general office and 284,500 square feet of medical office uses), and up to 120 hotel rooms (113,800 square feet) ("Project"). The Project would include a maximum building height of 30 stories, not to exceed 350 feet. The Project would include up to two levels of subterranean parking to a depth of 25 feet below grade, which would require the export of up to approximately 581,389 cubic yards ("cy") of soil. The Project would occur in up to four phases, completed over 20 years with full operation in 2043. The Project would include a Specific Plan which would provide specific development standards for the Project. The FAR for the Project Site would be 6:1 under the proposed Specific Plan.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The Project Site is located within the Mission Hills – Panorama City – North Hills Community Plan area in the City of Los Angeles ("Community Plan"). The Project Site contains approximately 863,922 gross square feet (19.83 acres) and is identified by Assessor Parcel Number (APNs): 2638-038-002, 2638-038-016, and 2638-038-017. The Project Site is located approximately 15 miles northeast of the Pacific Ocean. Figure 3-1 shows the location of the Project Site in relation to the City of Los Angeles and the greater Los Angeles area.



Source: ArcGIS, 2020; Parker Environmental Consultants, 2021.

Figure 3-1
Project Location Map

Regional and Local Access

Primary regional access to the Project Site is provided by the San Diego Freeway (I-405), the Golden State Freeway (I-5), Hollywood Freeway (CA-170), and the Ronald Reagan Freeway (SR-118). The San Diego Freeway (I-405) runs in a north-south direction and is located approximately 1.2 miles to the west. The Golden State Freeway (I-5) runs in a north-south direction and is located approximately 2 miles to the northeast. The Hollywood Freeway (CA-170) runs in a north-south direction and is located approximately 2.2 miles east of the Project Site. The Ronald Reagan Freeway (SR-118) runs in an east-west direction and is located approximately 2.8 miles north of the Project Site.

Local street access is provided by the roadway system surrounding the Project Site and surrounding area. North Van Nuys Boulevard borders the Project Site to the east. It is a two-way street providing two travel lanes in each direction. It is classified as a Boulevard II in the City's Mobility Plan. West Roscoe Boulevard borders the Project Site to the south. It is a two-way street providing three travel lanes in each direction. It is classified as a Boulevard II in the City's Mobility Plan. West Chase Street borders the Project Site to the north. It is a two-way street providing one travel lane in each direction. It is classified as a Collector Street in the City's Mobility Plan. North Tobias Avenue borders the Project Site to the west. It is a two-way street providing one travel land in each direction. It is classified as a Local Street in the City's Mobility Plan.

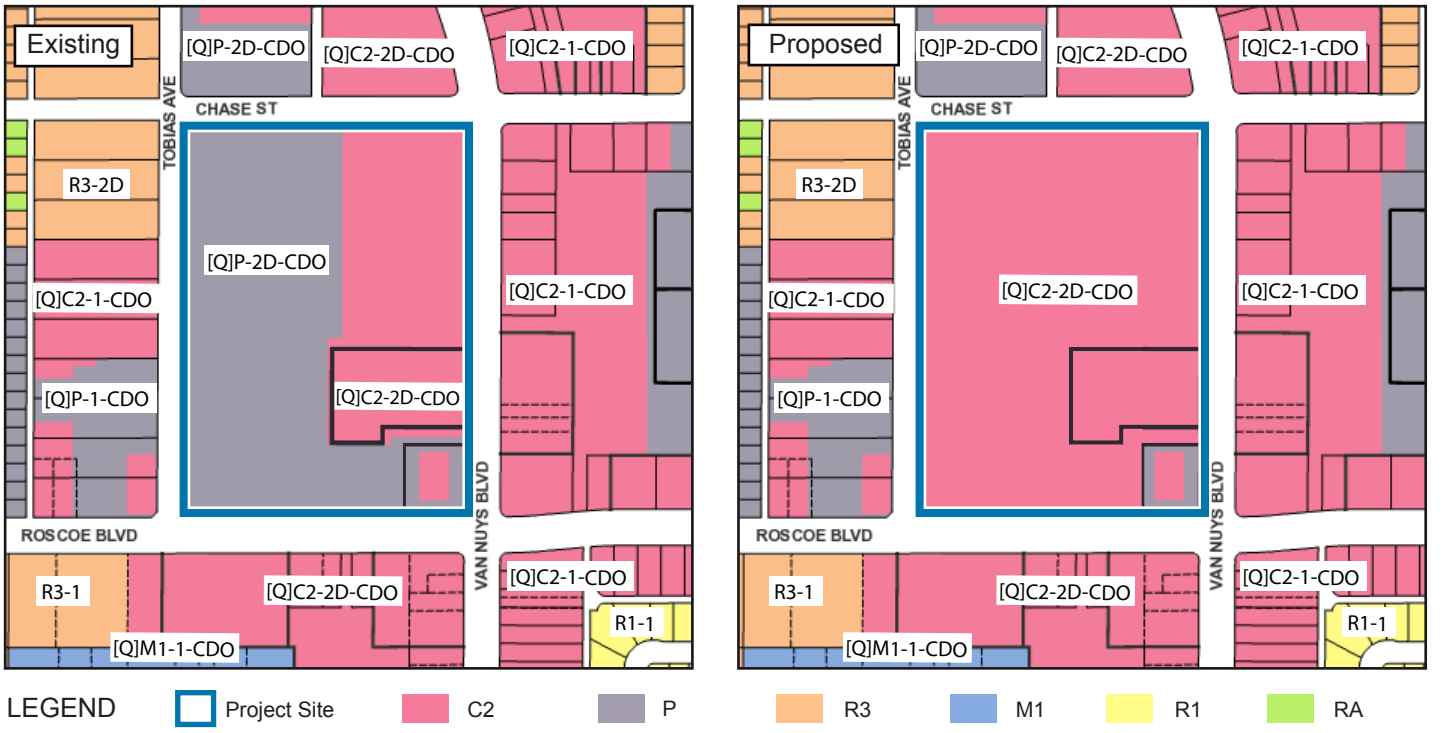
3.2.2 Zoning and Land Use Designation

City of Los Angeles Municipal Code

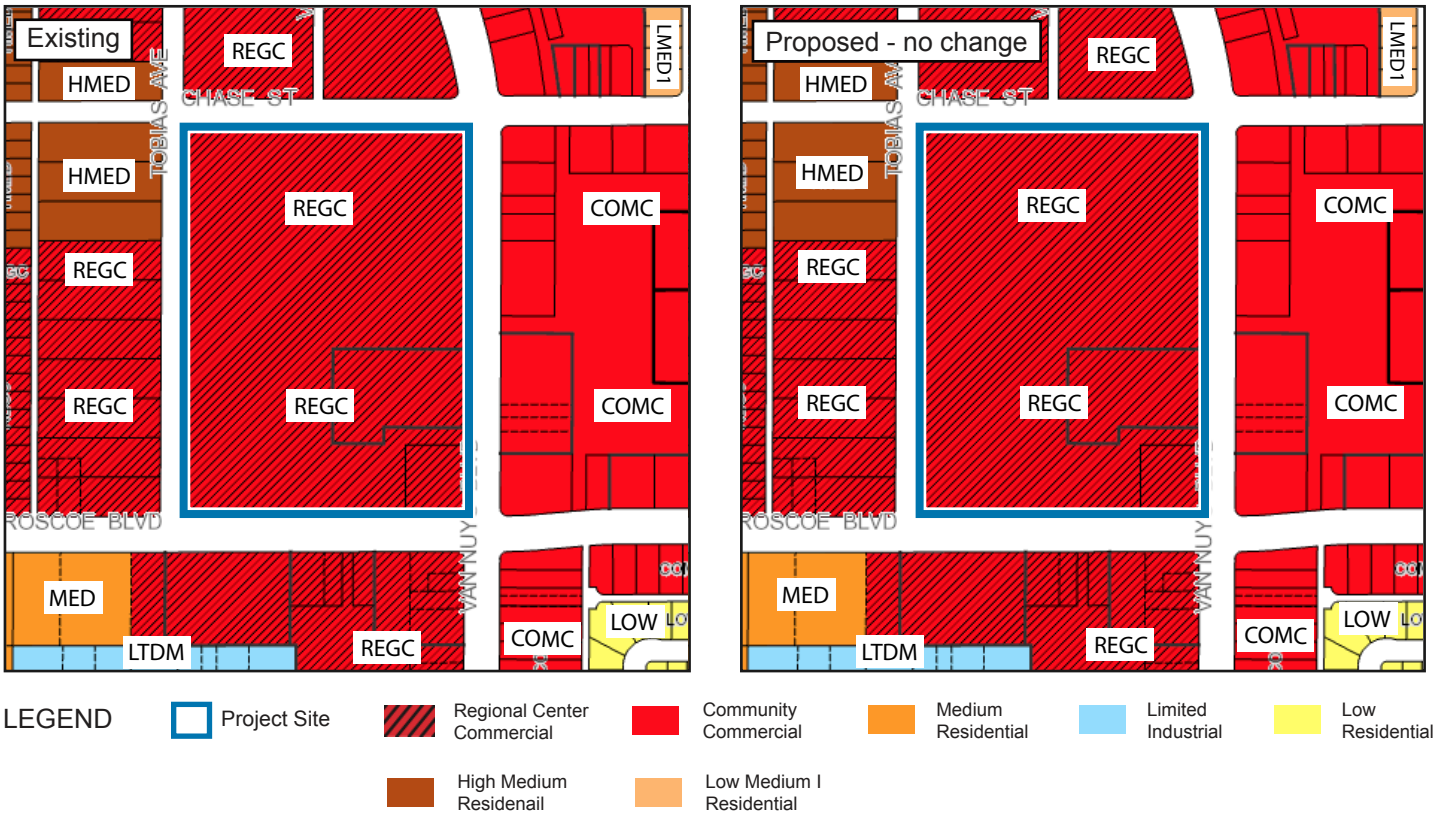
As shown in Figure 3-2, the Project Site and adjacent properties are designated as Regional Center Commercial by the General Plan and Community Plan. The Regional Center Commercial land use designation corresponds to the CR, C1.5, C2, C4, RAS3, RAS4, R3, R4, R5, P, and PB zones. The Project Site contains dual zoning: [Q]C2-2D-CDO and [Q]P-2D-CDO. The "C2" zoning is associated with a land use designation of Commercial and the "P" zoning is associated with a land use of Automobile Parking. In general, the portions of the Project Site that contain commercial buildings are zoned [Q]C2-2D-CDO, and the surface parking areas of the Project Site are zoned [Q]P-2D-CDO.

The Project Site is located within Height District No. 2, which allows a maximum FAR of 6:1 however, the "D" in the [Q]C2-2D-CDO corresponds to a "D" Limitation on site enacted by Ordinance No. 173166 limiting the FAR to 3:1 for the entirety of the site. The Community Design Overlay "CDO" designation indicates that the Project Site is located within the Panorama City CDO District. The CDO also placed a [Q] condition on the Project Site (Ordinance 175550). The [Q] condition prohibits automobile-related establishments on site and sets standards related to pedestrian rights-of-way and signage on properties.

Zoning Designations



General Plan Land Use Designations



Source: ZIMAS, City of Los Angeles, Department of City Planning, 2017; Parker Environmental Consultants, 2021.

Figure 3-2
Zoning and General Plan Land Use Designations

Transit Priority Area (ZI No. 2452)

In 2013, the State of California enacted Senate Bill 743 (SB 743), which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." Public Resources Code Section 21099 defines a "transit priority area" ("TPA") as an area within one-half mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "Major Transit Stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Public Resources Code Section 21061.3 defines an "Infill Site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

The Project Site is an infill site within a TPA as defined by SB 743.[2] As discussed above, the Project Site is served by bus lines operated by the Los Angeles County Metropolitan Transportation Authority ("Metro") and by the Los Angeles Department of Transportation ("LADOT"). Specifically, a total of seven Metro bus lines service the Project Site and nearby area, including Metro local lines 152/353, 167, 169, 233, 656, and 744. These lines service Panorama City, in addition to having stops with connections that cover Lake View Terrace to the northeast, Burbank to the southeast, Hollywood to the south, and West Hills and Woodland Hills to the west and southwest, respectively. The LADOT also operates two bus lines in the project site vicinity, the Panorama City-Van Nuys Clockwise and Counterclockwise DASH lines. These Metro and LADOT DASH bus lines have stops located adjacent to the Project Site along Van Nuys Boulevard, Roscoe Boulevard, and Chase Street, including one Major Transit Stop with peak commute headways of 15 minutes or less located at the corner of Van Nuys Boulevard and Roscoe Boulevard.

As further discussed below under Section 3.3.3 *Access, Circulation and Public Transportation*, the proposed East San Fernando Valley Light Rail Transit ("East San Fernando LRT") line would provide a total of 14 at-grade stations with an end-to-end travel time of 31 minutes and extend north from the Van Nuys Metro G Line (Orange) station to the Sylmar/San Fernando Metrolink Station for a total of 9.2 miles, 6.7 miles of which would travel along Van Nuys Boulevard. The proposed LRT line would include a connection to the Amtrak/Metrolink Station which is located 0.7 miles south of the Project Site. The Project Site is located adjacent to the station planned at Roscoe Boulevard and Van Nuys Boulevard, located at the southeast corner of the Project Site. Construction for the East San Fernando Valley LRT line is scheduled to begin in 2022 and is expected to be completed in 2028.

[2] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org accessed May 2022.*

City of Los Angeles General Plan

The City of Los Angeles General Plan ("General Plan") is a comprehensive, long-range declaration of purposes, policies, and programs to guide future development and growth within the City. The General Plan is a dynamic document consisting of 11 elements, which include an overarching Framework Element, Air Quality Element, Conservation Element, Housing Element, Noise Element, Open Space Element, Service Systems Element / Public Recreation Plan, Safety Element, Mobility Element (Mobility Plan 2035), a Plan for a Healthy Los Angeles, and the Land Use Element. The Land Use Element is comprised of 35 Community Plans.[3] The General Plan Framework Element identifies the Project Site as within a Regional Center.

Mission Hills- Panorama City – North Hills Community Plan Area

The 35 community plans which make up the Land Use Element of the General Plan implement the overall goals of the Land Use Element with specific zoning designations, policies, and goals for each Community Plan Area (CPA). The Project Site is located within the Mission–Hills - Panorama– City - North Hills CPA. Land uses within the CPA consist primarily of low density residential with higher density residential uses and commercial uses concentrated near the transit corridors of Sepulveda Boulevard, Roscoe Boulevard, Van Nuys Boulevard, and Lassen Street. Three communities comprise the CPA, which includes Mission Hills, Panorama City and North Hills. The Project Site is located within the Panorama City area, which is bounded by Woodman Avenue, Branford Street, the Tujunga Wash, the Southern Pacific Railroad tracks, and the Pacoima Wash. The Panorama City community contains a significant amount of multiple family residential uses near Van Nuys Boulevard and north of Roscoe Boulevard. The Panorama Mall, located on the Project Site, is the central commercial area for the CPA. The intersection of Roscoe Boulevard and Van Nuys Boulevard is a central focus of commercial land use intensity within the CPA, with the surrounding area, including the Project Site, designated Regional Commercial Center by the Community Plan.

Panorama City Community Design Overlay

The Panorama City CDO District (District) extends approximately a mile and a half on Van Nuys Boulevard and is bounded by Parthenia Street on the north and the Amtrak/Metrolink right-of-way on the south. The CDO Design Guidelines apply to commercial and industrial zoned properties within the District and exclude residential properties. The CDO Design Guidelines address site planning, building design, architectural features, landscaping, signs, and mechanical equipment for commercial and industrial projects within the District.

[3] *City of Los Angeles, Department of City Planning, General Plan Elements, website: https://planning.lacity.org/plans-policie/general-plan-overview, accessed May 2022.*

3.2.3 Existing Conditions

As shown in Figure 3-3, the Project Site is currently occupied by the existing Panorama Mall, a Walmart, two restaurants and associated surface parking lot. The Panorama Mall consists of four primary buildings, which contain 142,948 square feet of retail and restaurant areas, and approximately 1,305 vehicle parking spaces located in a surface parking lot. A three-story Walmart is located south of the shopping center and contains 165,000 square feet of floor area. The shopping center and Walmart property share a common boundary. An 8,625 square-foot restaurant building is located in a separate lot on the southeast corner of the Project Site. A 3,187 square-foot fast-food restaurant with a drive-through is located on the southwest corner of the Project Site. The surface parking areas are located to the south and west of the shopping center and Walmart.

A summary of the existing lot area and development on the Project Site by Assessor Parcel Numbers and street addresses is provided in Table 3-1 and Table 3-2, respectively. As shown in Table 3-2, the existing developed floor area ratio (FAR) is 0.37 to 1.

Table 3-1
Summary of Project Site Area

Associated Addresses	APN	Existing Land Use	Lot Area
Project Site			
14550, 14610, 14612, 14614, 14616, 14520, 14634, W. Chase Street, 8389, 8401, 8403, 8405, 8409, 8415, 8419, 8425, 8431,8433, 8443, 8437, 8435 N. Van Nuys Boulevard, 14525, 14601, 14641, 14645 W. Roscoe Boulevard, 8444 N. Tobias Street	2638-038-016	One-story retail building (Panorama Mall), One-story fast-food restaurant, Surface parking lot	744,017 sq. ft. (17.08 acres)
8333, 8339, 8353, 8363 N. Van Nuys Boulevard	2638-038-002	Three-story retail building	87,294 sq. ft. (2 acres)
8309 N. Van Nuys Boulevard	2638-038-017	One-story restaurant	32,670 sq. ft. (0.75 acres)
		Total Area	863,922 sq. ft. (19.83 acres)

Source: City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map. Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org, and the Los Angeles County Assessor map page https://maps.assessor.lacounty.gov/Geocortex/Essentials/PAIS/REST/sites/PAIS/VirtualDirectory/AssessorMaps/ViewMap.html?val=2638-038, accessed May 2022.

Source: Primestor, June 2021; Parker Environmental Consultants, 2021.

Figure 3-3
Aerial Photograph of the Project Site

Table 3-2
Existing Development On-Site

Land Uses	Floor Area [a] (Square Feet)
Panorama Mall	142,948
Walmart	165,000
Restaurant	8,625
Fast-Food Restaurant	3,187
Total Developed Floor Area	**319,760**
Floor Area Ratio	**0.37:1**

Notes: sf = square feet

[a] *Square footage of existing floor area is calculated pursuant to the LAMC definition of floor area for the purpose of calculating FAR. 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."*

Source: DLR Group, May 2022.

As shown in Figure 3-3, vehicular access to the Project Site is provided from three driveways along Tobias Avenue, one driveway along Chase Street, two driveways along Van Nuys Boulevard, and one driveway along Roscoe Boulevard. The existing site driveways provide access to and from the internal drive aisles and surface parking lot areas. Vegetation on the Project Site consists of ornamental landscaping that includes trees, turf, and shrubs fronting the surrounding roadways and throughout the surface parking areas. The Panorama Mall Tree Inventory Report identified a total of 121 trees, including 109 trees within the Project Site and 12 municipal street trees along Roscoe Boulevard and Van Nuys Boulevard which are located within the public right-of way (See Tree Inventory Report, Appendix A of this Initial Study). Figure 3-3 provides an aerial view of the Project Site showing existing conditions and photograph locations for Figure 3-4 and Figure 3-**5**.

3.2.4 Surrounding Land Uses

As shown in Figure 3-5, commercial, retail, office and multi-family residential land uses are located adjacent to the streets that comprise the Project Site boundaries. The intersection of Roscoe Boulevard and Van Nuys Boulevard is a central focus of commercial land use intensity within the CPA; with the surrounding area, including the Project Site, designated Regional Commercial Center by the Community Plan. Zoning and General Plan land use designations for the surrounding land uses are depicted in Figure 3-2.

To the north of the Project Site, across Chase Street, are one- to two-story commercial buildings (See Figure 3-5, View 7). Properties to the north of the Project Site are zoned [Q]C2-2D-CDO and [Q]P-2D-CDO with General Plan land use designations of Regional Center Commercial.

South of the Project Site, across Roscoe Boulevard, are one- to six-story commercial office buildings and a three-story parking structure (See Figure 3-5, View 8). Properties to the south of the Project Site are zoned [Q]C2-2D-CDO with General Plan land use designations of Regional Center Commercial.

To the west of the Project Site, along Tobias Avenue, are commercial and residential uses. A one-story commercial building and its associated surface parking is located to the south-west of the Project Site. This property is zoned [Q]C2-1-CDO and [Q]P-1-CDO with General Plan land use designations of Regional Center Commercial. (See Figure 3-5, View 12). To the north-west of the Project Site, across Tobias Avenue, are multi-family residential buildings. These multi-family residential buildings are zoned R3-2D with General Plan land use designations of High Medium Residential.

To the east of the Project Site, across Van Nuys Boulevard, is a commercial shopping plaza and its associated surface parking. (See Figure 3-5, View 9). These commercial and retail properties are one-story above grade. These properties are zoned [Q]C2-1-CDO and [Q]R2P-1-CDO with General Plan land use designations of Community Commercial. (See Figure 3-5, View 10).

View 1: From the east side of Tobias Avenue, looking east at the Project Site.

View 2: From the north side of Chase Street, looking south-east at the Project Site.

View 3: From the east side of Van Nuys Boulevard, looking southwest at the Project Site.

View 4: From the southeast corner of the intersection of Van Nuys Boulevard and Roscoe Boulevard, looking northwest at the Project Site.

View 5: From the south side of Roscoe Boulevard, looking north at the Project Site.

View 6: From the north side of Roscoe Boulevard, looking northeast at the Project Site.

Source: Parker Environmental Consultants, November 24, 2020.

Figure 3-4
Photographs of the Project Site
Views 1-6

View 7: From the south side of Chase Street, looking northeast at the commercial properties north of the Project Site.

View 8: From the north side of Roscoe Boulevard, looking southeast at the commercial properties and parking structure south of the Project Site.

View 9: From the east side of Tobias Avenue, looking northwest at the commercial property and surface parking lot west of the Project Site.

View 10: From the east side of Tobias Avenue, looking northwest at the residential properties west of the Project Site.

View 11: From the west side of Van Nuys Boulevard, looking southeast at the commercial properties east of the Project Site.

View 12: From the west side of Van Nuys Boulevard, looking east at the commercial properties and surface parking lot east the Project Site.

Source: Parker Environmental Consultants, November 24, 2020.

Figure 3-5
Photographs of the Surrounding Land Uses
Views 7 - 12

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

As shown in Table 3-3, the Project would include up to 3,544 multi-family residential dwelling units, 389,000 square feet of commercial retail uses (including 355,000 square feet of retail space, and 34,000 square feet of fitness space), 84,800 square feet of restaurant uses, 155,000 square feet of entertainment uses (including 75,000 square feet of event space/banquet hall/museum space, 30,000 square feet of recording/movie studio space, and 50,000 square feet of cinema uses), 479,300 square feet of office uses (including 194,800 square feet of general office space, and 284,500 square feet of medical uses), and up to 120 hotel rooms (113,800 square feet). The Project be a maximum of 6:1 FAR, and a total of 5,187,006 square feet of development within the Project Site.

Table 3-3
Project Development Summary

Land Uses [a]	Floor Area (sf) / Units	FAR
Residential		
Multi-Family	3,965,106 sf / 3,544 DU	4.58:1
Retail		
Walmart (existing)	165,000	0.45:1
Retail Shops	190,000	
Fitness	34,000	
Subtotal Retail	***389,000***	
Food and Beverage		
Restaurant	36,480	0.10:1
Fast Food	24,320	
Food Hall	24,000	
Subtotal Food and Beverage	***84,800***	
Entertainment		
Event Space/Banquet Hall/Museum [b]	75,000	0.18:1
Cinema	50,000 *(2,300 seats)*	
Recording/Movie Studio	30,000	
Subtotal Entertainment	***155,000***	
Office		
General Office	194,800	0.23:1
Subtotal Office	***194,800***	
Medical		
Medical Office/Clinic	284,500	0.33:1
Hotel		
Hotel	113,800 sf / 120 rooms	0.13:1
TOTAL	**5,187,006**	**6:1**

Notes: sf = square feet; DU = Dwelling Unit

[a] *The description of land uses in this table and subset of land uses within a broad land use category are provided for descriptive purposes and are intended to provide a conservative analysis with respect to assessing environmental impacts of the maximum allowable development under the proposed Specific Plan. It is anticipated that the range of land uses analyzed in the EIR will afford the Applicant flexibility in exchanging certain land uses for others within the parameters of environmental impacts disclosed in this EIR.*

[b] *Where multiple uses are grouped interchangeably the impact analysis will consider the most impactful of these uses as applicable to each environmental topic.*

Source: DLR Group, May 2022.

The maximum height for any structure on the Project Site would be 30 stories, not to exceed a maximum height of 350 feet. Build-out of the Project is anticipated to occur over a span of 20 years, with final build-out occurring in year 2043. Figure 3-6 shows the Project Conceptual Plot Plan. Figure 3-7 Concept Phase Overview by Quadrant, depicts the conceptual phase overview by quadrant. For illustrative purposes, the Project Conceptual Massing Axon is depicted in Figure 3-8. The height zones by quadrant are illustrated in Figure 3-9.

Residential Uses

As shown in Table 3-3, the Project would include up to 3,544 multi-family dwelling units (in approximately 3,965,106 square feet). Residential uses would include a mix of market rate, and affordable housing units. Sixteen (16) percent of the proposed residential units would be comprised of affordable housing, of which five (5) percent would be comprised of Extremely Low income units and eleven (11) percent would be comprised of Very Low Income units. The Project would also include other types of housing, including senior and workforce units.

Hotel Uses

The Project would include up to 113,800 square feet (120 hotel rooms) of hotel uses. No more than approximately 15 percent (i.e., 17,000 square feet) of the total hotel floor area would be comprised of hotel amenities, and could include lobby areas, ancillary bar/restaurant space, business centers, fitness areas, and meeting rooms.

Commercial Uses

The Project would include up to 1,108,100 square feet of commercial uses, which could include a mix of retail, restaurant, office, medical office, and entertainment uses. A breakdown of the commercial land uses is provided below.

Retail

Retail uses would total 389,000 square feet of space, including 355,000 square feet of commercial retail and 34,000 square feet of fitness space. It is anticipated that the existing Walmart (165,000 square feet) would remain in operation during construction of the Proposed Project and could potentially be relocated to another area within the Project Site. If the Walmart is relocated on-site, the area of the new Walmart retail space would be within the total 389,000 square feet of retail space being analyzed in the EIR. The total retail space includes back of house operations and logistics to accommodate on-line retail sales.

Food and Beverage

Food and beverage uses would allow for sit-down restaurants, fast-food restaurants, and a food hall space, which would total up to 84,800 square feet.

Source: Primestor, June 2021.

Figure 3-6
Proposed Conceptual Site Plan

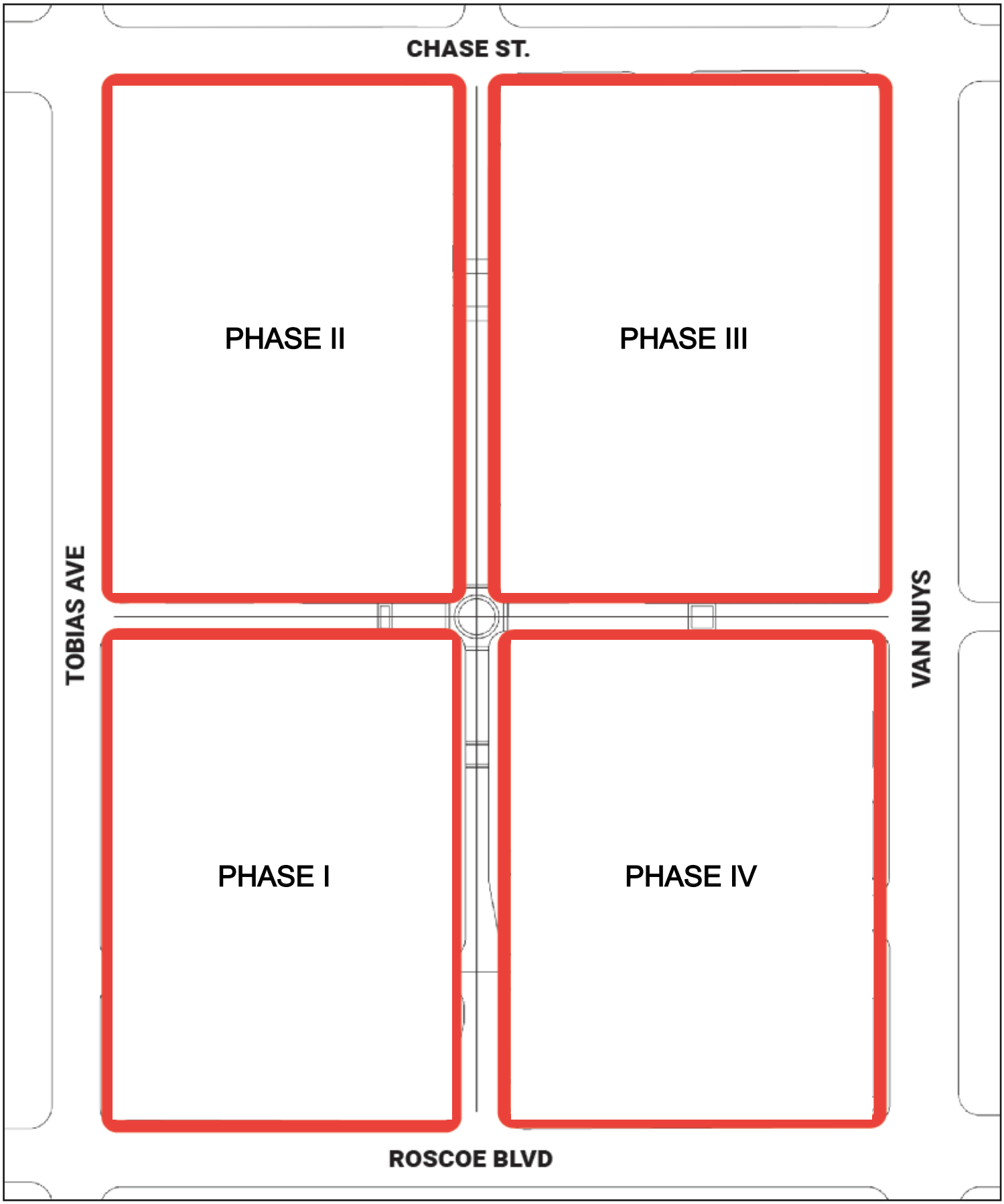
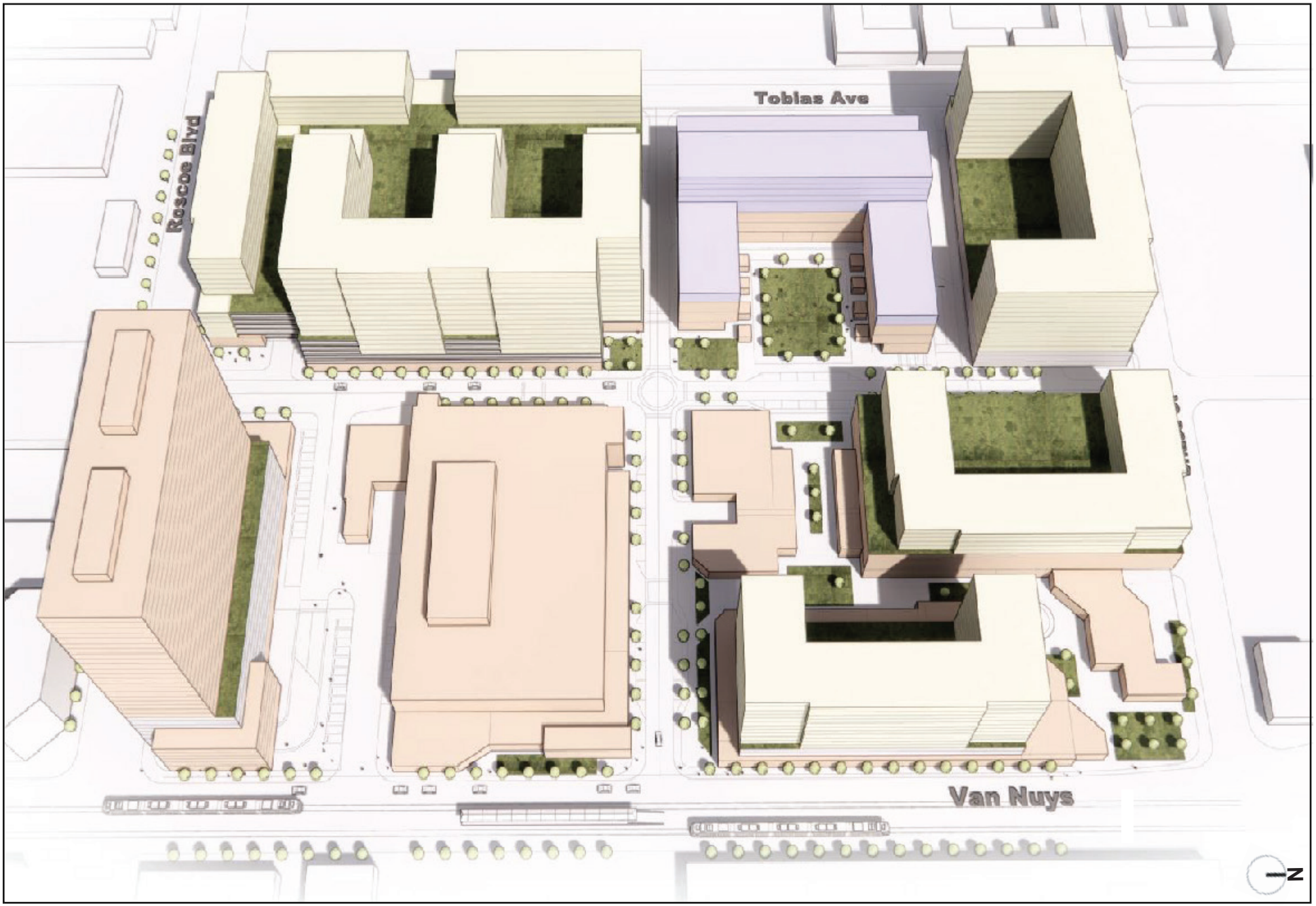
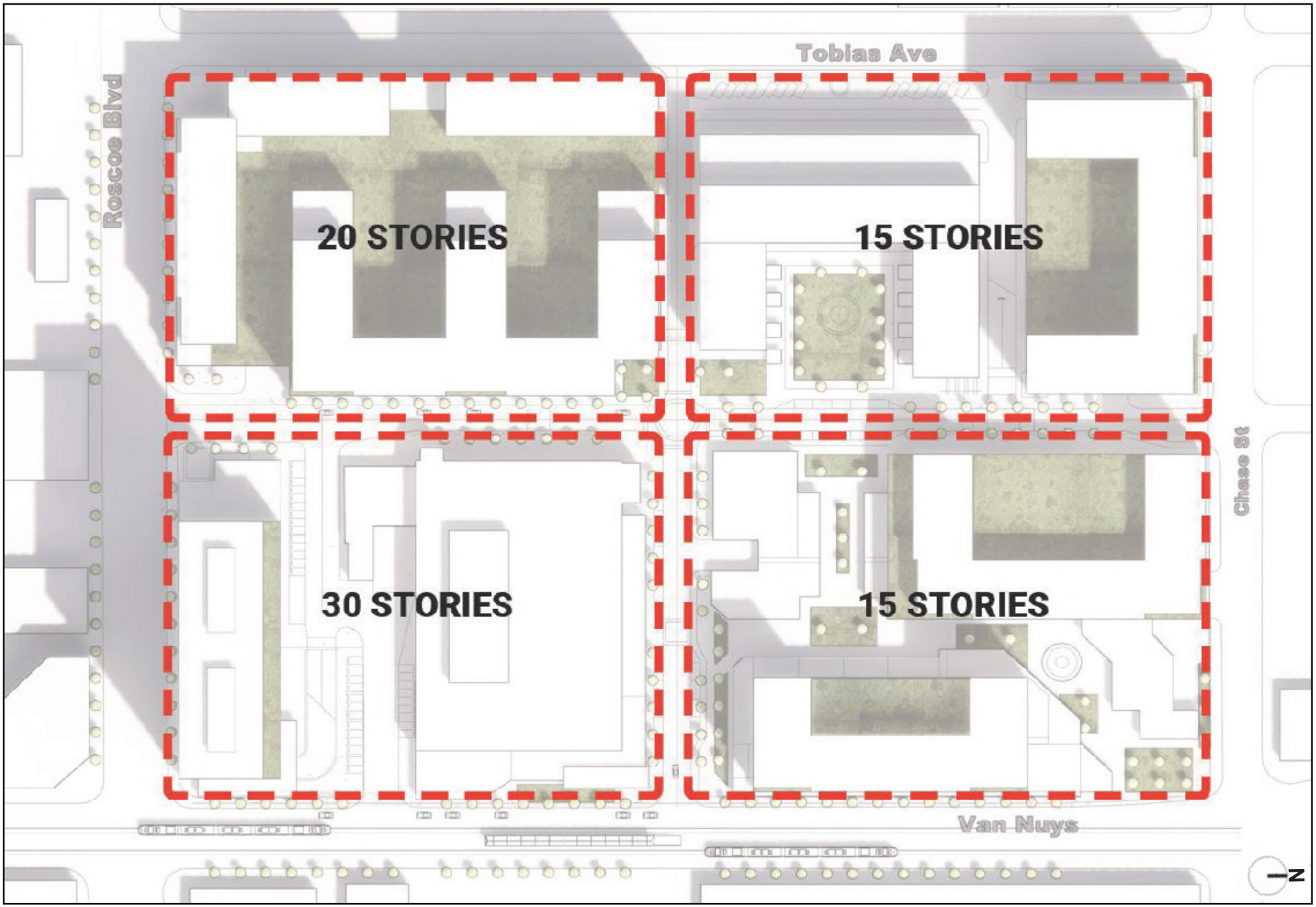


Figure 3-7
Proposed Phasing



Source: Primestor, June 2021.

Figure 3-8
Project Conceptual Massing Axon



Source: Primestor, June 2021.

Figure 3-9
Height Zones

Entertainment

Entertainment uses would include up to 75,000 square feet of space for banquet hall, event hall, or museum space, 30,000 square feet of recording/movie studio space, and up to 50,000 square feet of cinema space (2,300 seats) totaling up to 125,000 square feet. It is envisioned that the recording/movie studio space would provide an entertainment-oriented radio broadcast, podcast studio and/or green room video production space to activate the publicly accessible entertainment and retail spaces within the mixed-use project.

Office Uses

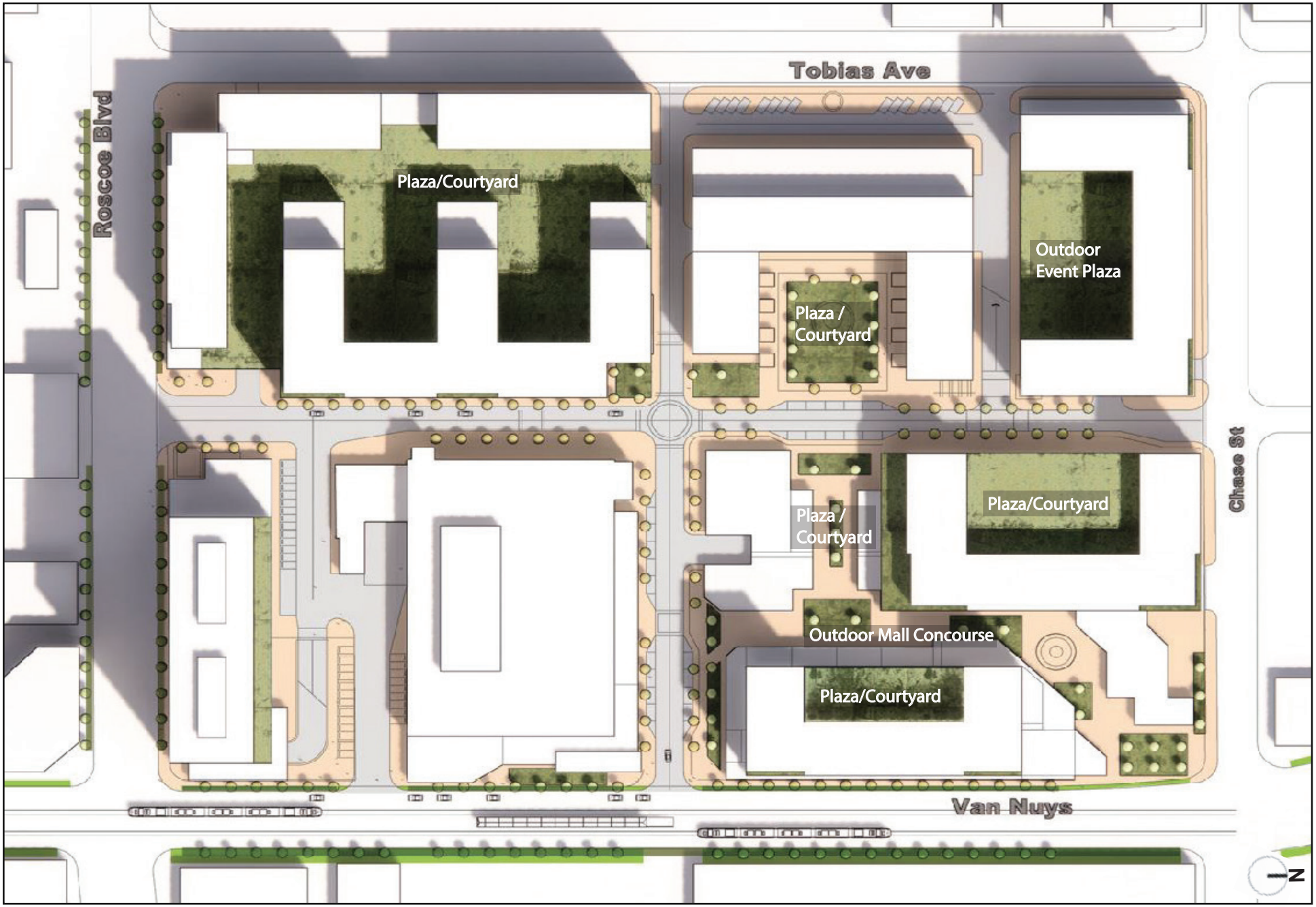
Office space would allow for a mix of general office and medical office uses of up to 479,300 square feet. The mix of office uses would include 194,800 square feet of general office space, up to 284,500 square feet of medical space, which may include medical office/clinic uses. The general office space may also include adult education/classroom spaces typically associated with an off-campus graduate studies program or other private education use that is provided in an office setting.

3.3.2 Open Space and Recreational Amenities

The amount of open space provided within the Project will be based on open space requirements set forth in the proposed Specific Plan. As summarized in Table 3-4 below, at a minimum, the Project Site would provide 145,600 square feet of common open space, which would include an event plaza, an outdoor mall concourse and an elevated open space at podium level. As a mixed-use project with residential, hotel, entertainment, retail, office land uses, the Proposed Project would include various publicly accessible open space areas, including an event plaza, an outdoor mall concourse, and courtyards on the ground and podium levels. Figure 3-10 conceptually depicts the publicly accessible open space areas proposed within the Project area. In addition, common open space courtyards, residential amenity spaces (i.e., fitness and recreational rooms), and private open space (i.e., balconies) would be provided to serve the residential uses. The amount of open space and landscaped areas will be identified and analyzed in the EIR.

Table 3-4
Summary of Proposed Common Open Space Areas

Proposed Open Space	Open Space (square feet)
Main Event Plaza	27,700
Outdoor Mall Concourse/pedestrian walkways	40,600
Elevated Open Space (courtyards on podium)	78,000
Total	**145,600**
Source: DLR Group, May 2022.	



Source: Primestor, June 2021.

Figure 3-10
Proposed Open Space

3.3.3 Access, Circulation, and Public Transportation

Access and Circulation

As shown in Figure 3-11, the Project would allow for an internal street grid circulation pattern. Three primary vehicle entry/exit access points would be provided mid-block of the Project Site, along Chase Street to the north, Van Nuys Boulevard to the east and Roscoe Boulevard to the south. Two secondary vehicle entry/exit access points would be provided along Tobias Avenue and one secondary entry/exit access point would be provided along Van Nuys Boulevard. As shown in Figure 3-12 and described in more detail below, Los Angeles County Metropolitan Transportation Authority (Metro) plans a future light rail transit station mid-block along Van Nuys Boulevard. Pedestrian pathways and crosswalks would be provided through, and along the perimeter of, the Project Site.

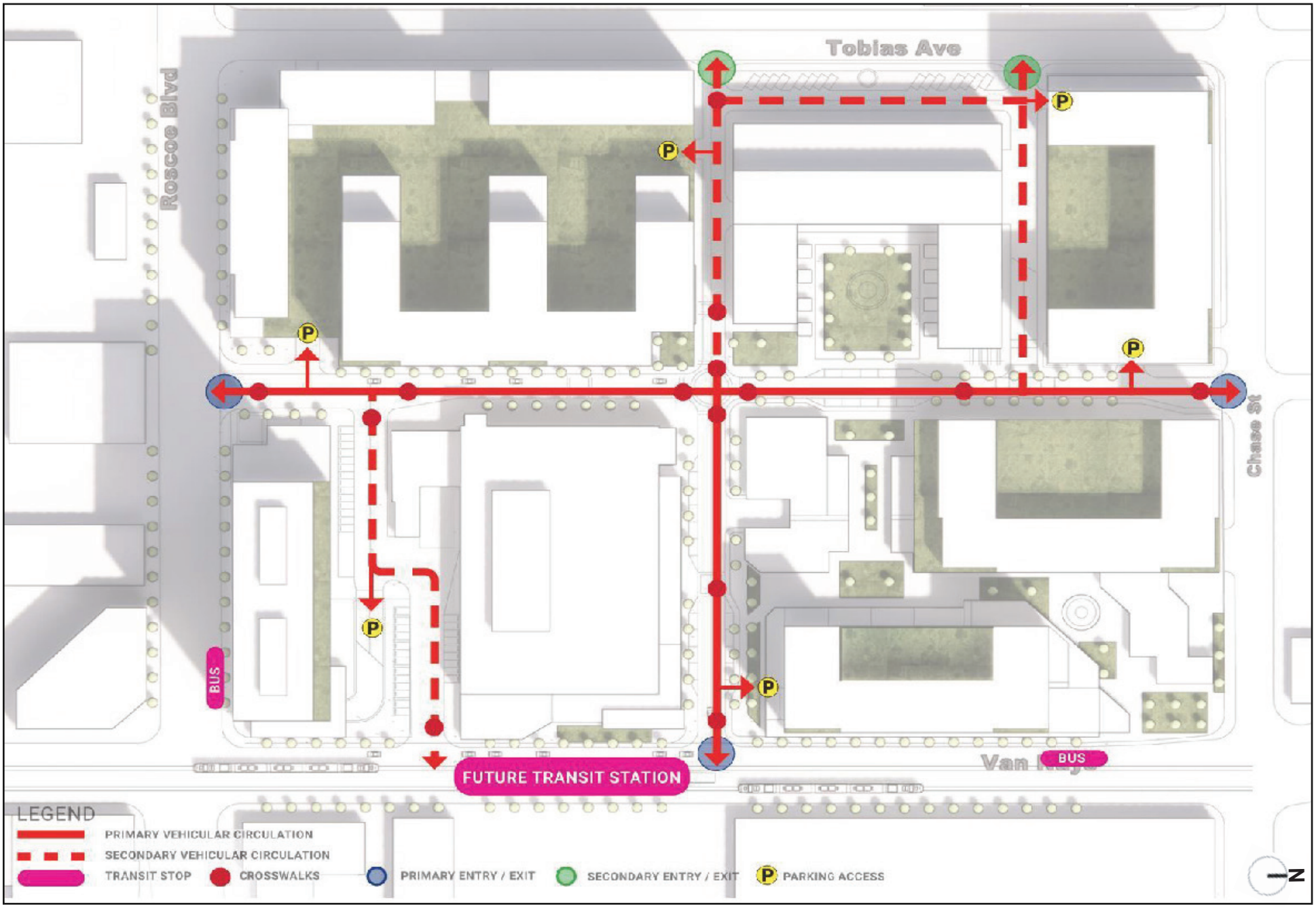
Transit

The Project Site is served by bus lines operated by Metro and by LADOT. Specifically, a total of seven Metro bus lines service the Project Site and nearby area, including Metro local lines 152/353, 167, 169, 233, 656, and 744. These lines service Panorama City, in addition to having stops with connections that cover Lake View Terrace to the northeast to Burbank to the southeast, to Hollywood to the south, and to West Hills and Woodland Hills to the west and southwest, respectively. The LADOT also operates two bus lines in the project site vicinity, the Panorama City-Van Nuys Clockwise and Counterclockwise DASH lines. These Metro and LADOT DASH bus lines have stops located immediately adjacent to the Project Site along Chase Street, Van Nuys Boulevard and Roscoe Boulevard including one Major Transit Stop with peak commute headways of 15 minutes or less located at the corner of Van Nuys Boulevard and Roscoe Boulevard (see Figure 3-1, Project Location Map).

In addition to these bus lines, in December 2020 the Metro Board of Directors approved the East San Fernando Valley Transit Corridor Project and certified the Environmental Impact Report and adopted the Findings of Fact/Statement of Overriding Considerations and Mitigation and Monitoring Report for the transit project.[4] The East San Fernando Valley Transit Corridor Project proposes a number of transit improvements to better connect the Van Nuys Boulevard corridor with the Cities of Los Angeles and San Fernando.[5] One such transit improvement being proposed is the East San Fernando LRT line. Once opened, the East San Fernando Valley LRT line would provide a total of 14 at-grade stations with an end-to-end travel time of 31 minutes and extend north from the Van Nuys Metro G Line (Orange) station to the Sylmar/San Fernando

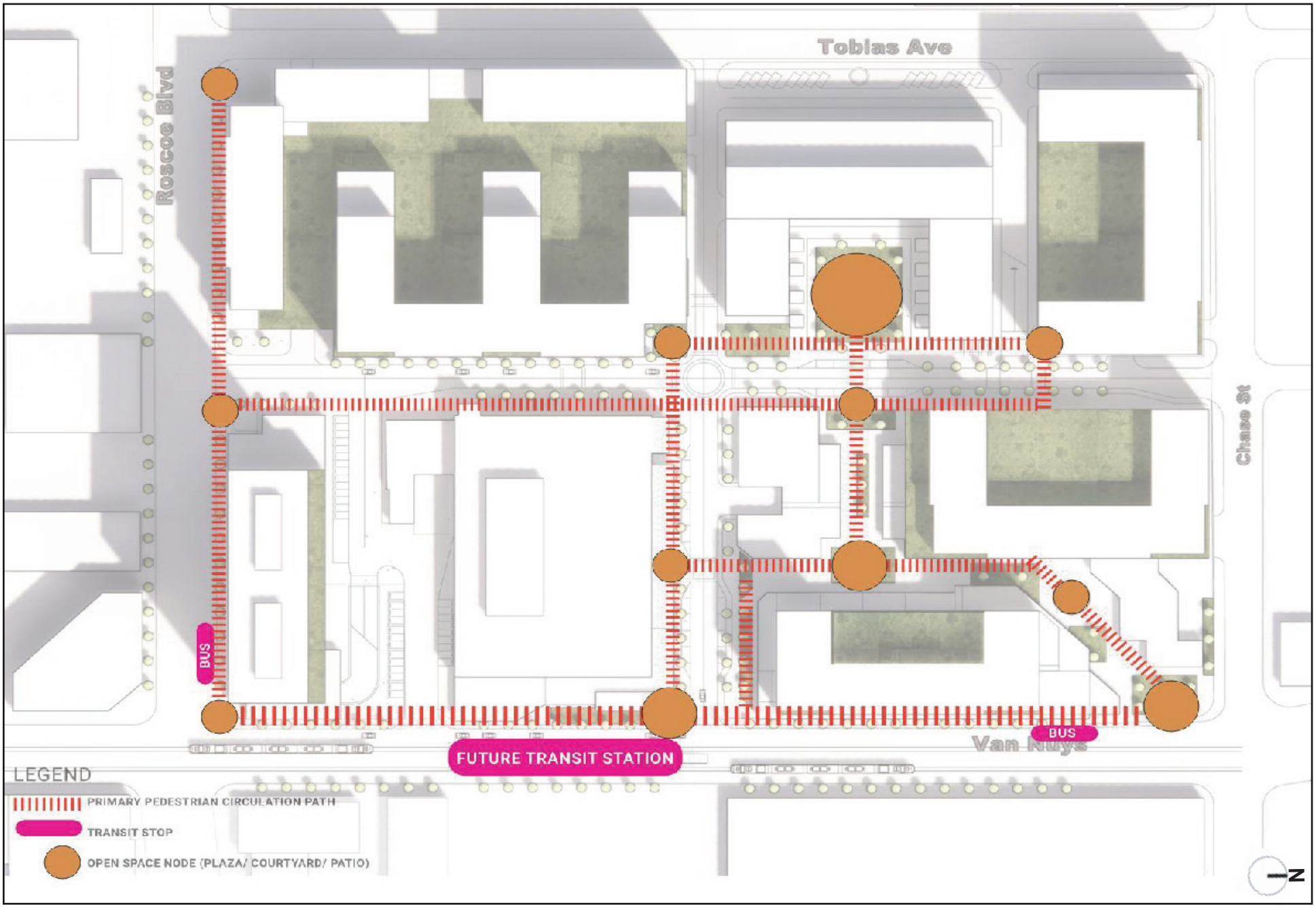
[4] *See Los Angeles County Metropolitan Transportation Authority, Board of Directors – Regular Board Meeting – Thursday December 3, 2020, approving the East San Fernando Light Rail Transit Project (see also, website, https://www.metro.net/projects/east-sfv/, accessed May 2022.*

[5] *Los Angeles County Metropolitan Transportation Authority, East San Fernando Light Rail Transit Project website, https://www.metro.net/projects/east-sfv/, accessed May 2022.*



Source: Primestor, June 2021.

Figure 3-11
Vehicular Access



Source: Primestor, June 2021.

Figure 3-12
Circulation and Pedestrian Access

Metrolink Station for a total of 9.2 miles, 6.7 miles of which would travel along Van Nuys Boulevard.[6] The Project Site is located adjacent to the station planned at Roscoe Boulevard and Van Nuys Boulevard, located at the southeast corner of the Project Site. Construction for the East San Fernando Valley LRT line is scheduled to begin in 2022.

3.3.4 Development Standards

The Project is requesting a Specific Plan as part of its entitlement requests. The Specific Plan for the Project would provide specific development standards to govern future development for the Project Site and would establish development regulations such as density, Floor Area Ratio (FAR), parking, yard setbacks, height limits, design standards, as well as additional regulations that would override provisions of the LAMC or CDO overlay.

The Project Site is located within Height District No. 2, which allows a maximum FAR of 6:1 and unlimited height. The C2 Zone requires setbacks in accordance with the R4 zone for residential uses and requires no setbacks for commercial uses.

The Specific Plan would allow for a total of 4,464,102 square feet of development, which would result in FAR of 6:1 across the Project Site, and would allow for a maximum height of 30 stories across the entire site, not to exceed a maximum height of 350 feet. Pursuant to LAMC Sections 12.32 F and 12.32 Q, the Project is requesting a Vesting Zone Change from [Q]C2-2D-CDO and [Q]P-2D-CDO to C2-2-SP. Pursuant to LAMC Section 12.32 F, the Project is requesting a Height District Change from 2D to 2, to remove the "D" Limitation (Ord. No. 173166) on the site, which currently limits FAR to 3:1 across the site. Pursuant to LAMC Section 11.5.7, the Project would establish a Specific Plan, which would govern allowable uses, development standards, and other regulations for the Project Site. Lastly, pursuant to LAMC Sections 13.08 and 12.32 S, the Project is requesting a modification to the boundaries of the existing CDO to exclude the Project Site. Figure 3-13 through Figure 3-16 depict conceptual renderings of proposed massing and height of potential building configurations within the Project Site.

Parking

On-site parking would be provided in four above- and three below-grade parking structures. Subterranean parking may include up to two and a half levels below grade (approximately 25 feet below grade). Bicycle parking will also be provided in conformance with the applicable development standards for the Project Site. Based on the land uses identified in Table 3-3, Development Program Summary, the Project would include a maximum of 4,635 vehicle parking spaces. The exact number of vehicle and bicycle parking spaces provided will be based on the buildout of the Project and the applicable development standards as set forth in the Specific Plan.

Signage and Lighting

The Project would include low-level security lighting throughout the Project Site to illuminate walkways, building entry ways and vehicle access points. Lighting fixtures would also be provided within the parking areas and would comply with current building codes that prevent

[6] *Los Angeles County Metropolitan Transportation Authority, East San Fernando Light Rail Transit Project website, https://www.metro.net/projects/east-sfv/, accessed May 2022.*

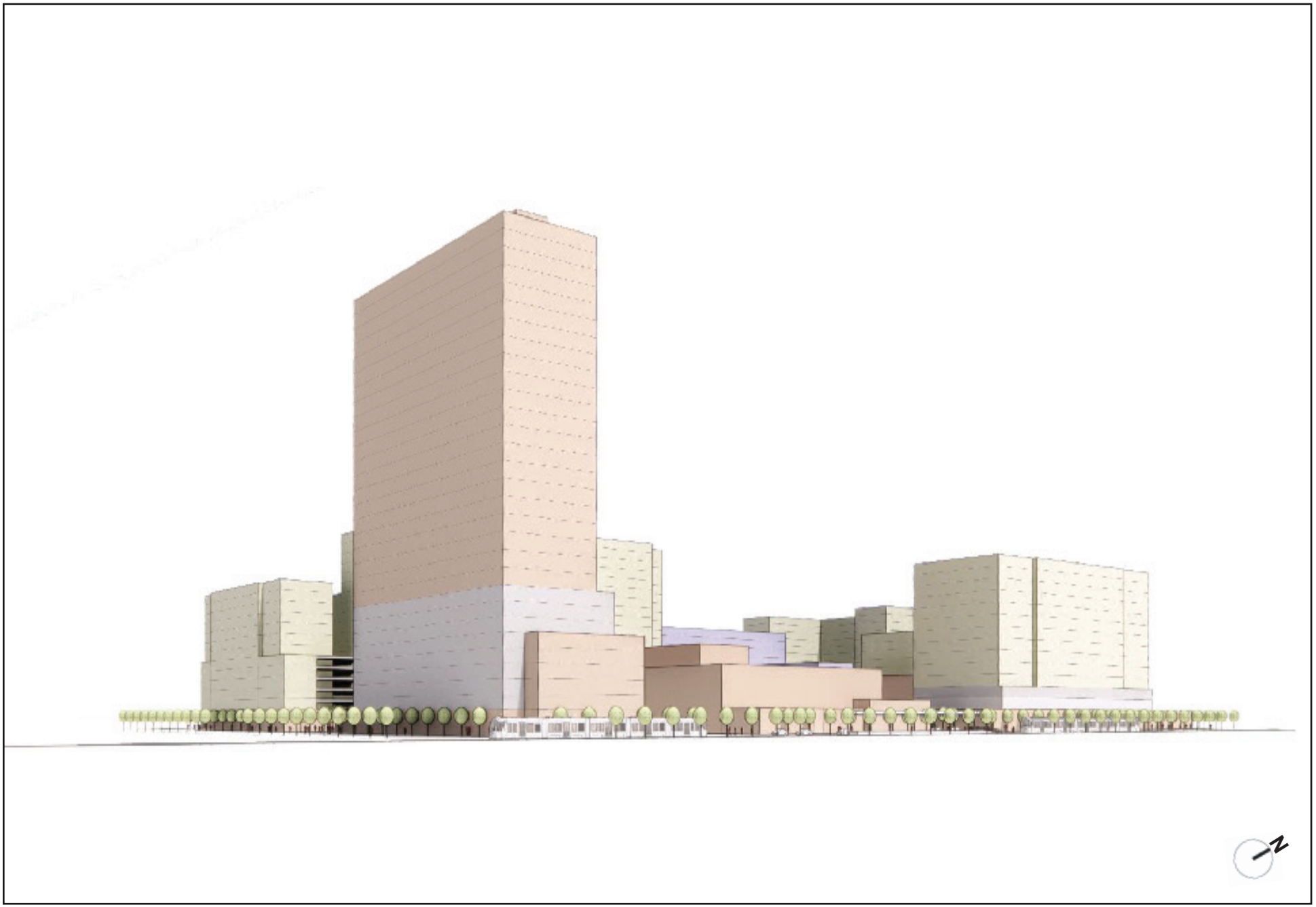
backlighting, up lighting, and glare. The Project would include on- and off-site signage, which would be regulated by the LAMC, the proposed Specific Plan and/or a newly established Sign District. Illumination of signage would be typical of retail, office, medical, entertainment and hotel uses. The Project would comply with the signage and lighting requirements pursuant to the LAMC, and Specific Plan or Sign District Development Standards.

Land Use Exchange

The proposed Development Standards would allow the exchange of floor area for permitted land uses through a Land Use Exchange procedure, subject to the permitted land uses and maximum intensities set forth in the Specific Plan and the EIR. The Land Use Exchange procedure would provide development flexibility to shift floor area between the Land Use Categories listed in Table 3-3, above, while maintaining the intent and regulatory requirements of the Specific Plan and while not exceeding the maximum environmental envelope established in the EIR analysis. More detail will be provided in the Draft EIR.

3.3.5 Sustainability Features

The Project would require that all new buildings include sustainable design to meet or exceed all City of Los Angeles current building code and Title 24 requirements at the time building permits are filed. As such, development on-site would incorporate eco-friendly building materials, systems, and features wherever feasible, including Energy Star appliances, water saving and low-flow fixtures, non-VOC paints and adhesives, drought tolerant planting, and high-performance building envelopment.



Source: Primestor, June 2021

Figure 3-13
Van Nuys Boulevard Conceptual Massing

Source: Primestor, June 2021.

Figure 3-14
Van Nuys Boulevard Conceptual Rendering

Source: Primestor, June 2021.

Figure 3-15
Courtyard Conceptual Rendering

Source: Primestor, June 2021.

Figure 3-16
Streetscape and Plaza Conceptual Rendering

3.3.6 Project Construction and Scheduling

It is anticipated that full build-out of the Project would occur over a 20-year period with an anticipated start of construction in 2023 and final build-out occurring in year 2043. As shown in Table 3-5, below, development associated with the Project would likely occur in four main phases across four main quadrants of the Project Site, which include: the southwest quadrant of the Project Site (Phase I); the northwest quadrant of the Project Site (Phase II); the northeast quadrant of the Project Site (Phase III); and the southeast quadrant of the Project Site (Phase IV). Phase IV would include the potential relocation of the existing Walmart retail store to a newly constructed retail space in the northwest or northeast quadrant of the Project Site and the demolition of the existing retail and restaurant buildings to allow for final buildout of the proposed land uses within the southeast quadrant. If the Walmart is relocated on-site, the area of the new Walmart retail space would be within the total 389,000 square feet of retail space being analyzed in the EIR. Phasing for full build-out of the Project is subject to change depending on the scope and timing of each component/phase proposed within the limits of the Project Site. Additionally, some construction activities may overlap and occur concurrently within the northwest and northeast quadrants.

Table 3-5
Project Conceptual Phasing

Phase	Quadrant	Primary Land Uses	Proposed Height	New Development (square feet)	Duration (Years)
Phase I	Southwest	Commercial, Residential	20 Stories	1,530,243	1-5
Phase II	Northwest	Commercial, Hotel, Residential	15 Stories	929,344	6-10
Phase III	Northeast	Commercial, Residential	15 Stories	2,075,119	11-15
Phase IV	Southeast	Commercial	30 Stories	652,300	16-20

Source: Primestor, May 2022.

As the Project involves a phased development over a 20 year buildout horizon, the existing buildings and associated surface parking areas currently on the Project Site that are not within an active development phase will remain and continue to operate during the phased construction and operation of the Project. Construction activities associated with individual development projects would generally involve five main steps: (1) demolition, (2) excavation including grading and shoring, (3) building construction, (4) architectural coating, and (5) paving.

All construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 a.m. to 9:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on any Saturday or national holiday. No construction activities are permitted on Sundays. Development facilitated by the Project would comply with these restrictions.

Haul Route

During build-out of the Project, construction and demolition debris would be recycled to the maximum extent feasible pursuant to Ordinance 181519. It is estimated that buildout of the Proposed Project would involve the demolition of all existing structures on the Project Site (a total of 319,760 square feet of existing floor area) and up to 5,187,006 square feet of new building floor area would be constructed. For construction recycling and waste reduction efforts, Waste Management East Valley Diversion Construction and Demolition (C&D) Recycling Facility accepts construction and demolition waste for recycling and is located approximately 5 miles east from the Project Site. Trucks carrying C&D recycling would likely travel eastbound on Roscoe Avenue to Sheldon Street and northbound on Sheldon Street to the East Valley Diversion C&D Facility. The returning trips would utilize the same route but in the opposite direction.

It is estimated that full build-out of the Project over the projected 20 year period, would require the excavation and export of approximately 581,389 cubic yards ("cy") of soil. Based on the phasing plan discussed above, the maximum volume of soil that would be exported during any one phase would be 145,350 cy. The specific quantities and timing of hauling activities will be dependent upon the phase being developed. Haul truck staging would either occur on-site or at designated off-site locations and radioed into the site to be filled. Export material would be transported to a designated fill site or to the Sunshine Canyon, or Chiquita Canyon landfills, which accept inert soil material. Subject to LADOT approval, and scope and timing of each development component/phase proposed within the limits of the Project Site, haul route to and from the Sunshine Canyon and Chiquita Canyon landfill facilities would likely involve traveling eastbound on Roscoe Boulevard to access the 170 Freeway or westbound on Roscoe Boulevard to access the 405 Freeway. Returning trips would likely utilize the same route but in southbound direction. The haul routes specified above may be modified in compliance with City policies, subject to the review and approval of the LADOT, as applicable to each development phase.

3.4 REQUESTED PERMITS AND APPROVALS

3.4.1 Lead Agency

Under CEQA, the public agency that has the principal responsibility for carrying out or approving a project is referred to as the "Lead Agency".[7] For purposes of the Project, the City is the primary governmental agency responsible for approving the Project and Specific Plan. As such, the EIR must be certified, and the Project and Specific Plan must be approved by the City of Los Angeles Department of City Planning before development contemplated in the Project can commence. Other approvals (as needed), ministerial or otherwise, may be necessary, as the City finds appropriate in order to execute and implement the Project.

3.4.2 Entitlement Requests

Pursuant to Chapter I, Article 2, of the City of LAMC, the Applicant requests the following entitlements to permit the development of the Project:

- **Vesting Zone Change:** Pursuant to LAMC Sections 12.32 F and 12.32 Q, a Vesting Zone Change from [Q]C2-2D-CDO and [Q]P-2D-CDO to C2-2-SP.
- **Height District Change:** Pursuant to LAMC Section 12.32 F, a Height District Change from 2D to 2.
- **Specific Plan:** Pursuant to LAMC Section 11.5.7, establish the Panorama Specific Plan for allowable uses and development standards for the Site.
- **Amendment to CDO Boundaries:** Pursuant to LAMC Sections 13.08 and 12.32 S, a modification to the boundaries of the existing CDO to exclude the Project Site.
- **Vesting Tentative Tract Map:** Pursuant to LAMC Section 17.15, a Vesting Tentative Tract Map.
- **Haul Route:** Pursuant to LAMC Section 17.13, Advisory Agency review and approval of a haul route involving the export of 581,389 cy of soil.

Other approvals as may be necessary to execute and implement the Project, including permits to remove street trees within the public right-of-way, demolition permits, grading and associated building permits.

[7] *State CEQA Guidelines Section 15367.*

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

Senate Bill (SB) 743 [Public Resources Code (PRC) §21099(d)] sets forth new guidelines for evaluating project transportation impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." PRC Section 21099 defines a TPA as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21099 defines an "employment center project" as "a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area. PRC Section 21099 defines an "infill site" as a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. This state law supersedes the aesthetic impact thresholds in the 2006 L.A. CEQA Thresholds Guide, including those established for aesthetics, obstruction of views, shading, and nighttime illumination.

The related City of Los Angeles Department of City Planning Zoning Information (ZI) File ZI No. 2452 provides further instruction concerning the definition of transit priority projects and that "visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact as defined in the City's CEQA Threshold Guide shall not be considered an impact for infill projects within TPAs pursuant to CEQA."[8]

Based on the mixed-use commercial and residential character of the Project and its location on an infill site within a TPA as defined by CEQA on the Citywide TPA map attached to ZI No. 2452, PRC Section 21099 applies to the Project. Therefore, the Project is exempt from aesthetic impacts.

[8] *City of Los Angeles Department of City Planning, Zoning Information File ZA No. 2452, Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA. Available at: http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf, accessed May 2022.*

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

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

Less Than Significant Impact. Based on the mixed-use commercial and residential character of the Project and its location on an infill site within a TPA as defined by CEQA on the Citywide TPA map attached to ZI No. 2452, PRC Section 21099 applies to the Project. Therefore, Project impacts to aesthetic resources would be less than significant and no further analysis is warranted.

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 state scenic highway?

Less Than Significant Impact. Based on the mixed-use commercial and residential character of the Project and its location on an infill site within a TPA as defined by CEQA on the Citywide TPA map attached to ZI No. 2452, PRC Section 21099 applies to the Project. Therefore, Project impacts to aesthetic resources would be less than significant and no further analysis is warranted.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. Based on the mixed-use commercial and residential character of the Project and its location on an infill site within a TPA as defined by CEQA on the Citywide TPA map attached to ZI No. 2452, PRC Section 21099 applies to the Project. Therefore, Project impacts to aesthetic resources would be less than significant and no further analysis is warranted.

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

Less Than Significant Impact. Based on the mixed-use commercial and residential character of the Project and its location on an infill site within a TPA as defined by CEQA on the Citywide TPA map attached to ZI No. 2452, PRC Section 21099 applies to the Project. Therefore, Project impacts to aesthetic resources would be less than significant and no further analysis is warranted.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

No Impact. The Project Site is zoned ([Q]C2-2D-CDO and [Q]P-2D-CDO) and is not zoned for agricultural-related uses.[9] The "C2" zoning is associated with Commercial uses and the "P" zoning is associated with Automobile Parking uses. The Project Site is designated for Regional Commercial land uses by the Community Plan. According to the "Los Angeles County Important Farmland 2016" map, which was prepared by the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site are not a candidate for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[10] The Project Site is designated as Other Land. The Project Site is currently occupied by an existing shopping center, restaurants, and surface parking areas. These uses are not considered agricultural-related. Thus, the Project Site is not currently used for any agricultural-related uses, nor is the Project Site zoned or designated by the Community Plan for any agricultural-related uses. Therefore, the Project would have no impact associated with the conversion of agricultural uses to a non-agricultural use. As such, no further analysis of this issue is required.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. A significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to another non-agricultural use. As discussed above under Threshold (a), the Project Site is located in an urbanized area and is not currently used for agricultural-related uses, nor is the Project Site

[9] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org,accessed May 2022.*

[10] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2016, Map. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf, accessed May 2022.*

zoned for agricultural-related uses or under contract pursuant to the Williamson Act.[11] As such, the Project would not conflict with existing zoning for agricultural use or Williamson Act contract, and no impact would occur. As such, no further analysis of this issue 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. A significant impact may occur if a project were to result in the rezoning of forest land or timberland. As discussed above under Threshold (a), the Project Site is currently occupied by an existing shopping center, restaurants, and surface parking areas, and no forest lands or timberland production exist on-site. As such, no impact would occur. No further analysis of this issue is required.

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

No Impact. A significant impact may occur if a project were to result in the conversion of forest land to non-forest use. As discussed above under Threshold (a), the Project Site is currently developed an existing shopping center, restaurants, and surface parking areas, and no forest lands or timberland production exist on-site. As such, no impact would occur. No further analysis of this issue 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 or conversion of forest land to non-forest use?

No Impact. A significant impact may occur if a project were to involve other changes in the existing environment which, could result in conversion of Farmland, to non-agricultural use. As discussed above under Threshold (a), the Project Site is located in an urbanized area. No agricultural-related uses exist on-site or in the immediate Project Site vicinity. As such, the Project would result in no impact, and no further analysis of this issue is required.

[11] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2016, Map. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf accessed May 2022.*

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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a. Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. A significant impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP) or would represent in some way a substantial hindrance to employing the policies or obtaining the goals of that plan. The Project Site is located within the South Coast Air Basin (Basin) and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD has adopted criteria for determining the consistency with regional plans such as the 2016 AQMP. These criteria include: 1) identifying whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations, and 2) identifying whether the project would exceed the assumptions utilized in preparing the AQMP. A significant impact may also occur if a project is inconsistent with the growth assumptions upon which the regional AQMP was based. The Project would include development that has the potential to generate short-term regional and localized emissions during the construction phase and long-term regional emissions associated with the on-going operational activities, which could conflict with or obstruct implementation of the SCAQMD AQMP. The Project's air quality impacts and consistency with the applicable AQMP will therefore be evaluated in the EIR.

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

Potentially Significant Impact. A significant impact may occur if a project would add a considerable cumulative contribution to federal or State non-attainment pollutants. The Project

Site is located in the South Coast Air Basin. The South Coast Air Basin is designated as a state and federal non-attainment area for O_3 (ozone) and $PM_{2.5}$ (particulate matter). The South Coast Air Basin is also designated as a state non-attainment area for PM_{10} (particulate matter). Build-out of the Project has the potential to add a cumulatively considerable contribution to air quality emissions. Therefore, further analysis of this issue will be analyzed in the EIR.

c. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD defines typical sensitive receptors as residences, schools, playgrounds, childcare centers, athletic facilities, hospitals, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The closest air quality sensitive receptors to the Project Site include the multi-family residential households to the west and northwest (located approximately 75 feet to the west, across Tobias Street to the west and Chase Street to the north) and the multi-family residential households to the southwest (approximately 210 feet to the southwest, across Roscoe Boulevard to the south). Additionally, during construction, haul routes would likely travel eastbound on Roscoe Avenue to access the 170/101 and/or 5 Freeways or westbound on Roscoe Avenue to access the 405 Freeway. Potential haul routes would pass by sensitive receptors fronting Roscoe Boulevard, which include residential, and school uses. The potential of the Project to expose sensitive receptors to air pollutants will be analyzed in the EIR.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations or objectionable odors which could significantly affect sensitive receptors. The Project does not include any of the uses identified by the SCAQMD as being associated with odors (such as agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, or fiberglass molding). In addition, SCAQMD Best Available Control Technology (BACT) Guidelines would limit potential objectionable odor impacts during the Project's long-term operations phase.

Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents, as well as asphalt paving. SCAQMD Rules 1108 (Cutback Asphalt) and 1113 (Architectural Coatings) limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on mandatory compliance with SCAQMD rules, no construction activities or materials that would create a significant level of objectionable odors are proposed.

The Project would not create objectionable odors affecting a substantial number of people during construction or long-term operation. The Project's residential uses would not generate a source of objectionable odors. Odors from garbage chutes and enclosed refuse containers would be controlled through standard best management practices and ongoing building maintenance procedures. While restaurant-related uses have the potential to generate odors from cooking and disposal of organic waste, restaurant operators would be subject to SCAQMD Rule 1138 (Control of Emissions from Restaurant Operations), which requires the installation of

odor-reducing equipment. Therefore, a less-than-significant impact would occur with respect to the creation of objectionable odors.

The Project's adherence to SCAQMD Rules 1108, 1113, and 1138, as well as the SCAQMD BACT Guidelines would limit potential objectionable odor impacts during the Project's construction and operations phases. Therefore, construction and operation of the Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

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

Less Than Significant Impact. A project may have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is located within an urbanized area within the City of Los Angeles. The Project Site is developed with a shopping center, restaurants, and surface parking. The Project Site is limited to ornamental trees and vegetation located within the surface parking areas and along the property lines fronting the surrounding roadways. Vegetation on the Project Site is limited to ornamental trees, shrubs and turf, located within the surface parking areas and along the property lines fronting the surrounding roadways. As noted in the Tree Inventory Report (See Appendix A of this Initial Study), a total of 121 trees were identified and surveyed with 109 trees occurring within the Project Site and 12 municipal street trees located immediately adjacent to the Project Site within sidewalks in the public right-of-way. None of the species identified in the Tree Inventory Report are included on the list of protected native trees or shrubs as specified in Ord. No. 186,873 (See Tree Inventory Report, Appendix A of this Initial Study). As such, the Project Site is largely void of vegetation and habitat which would significantly support special status species. Based on the lack of habitat on the Project Site, it is unlikely any special status species listed by the California Department of Fish and Wildlife (CDFW) or by the U.S. Fish and Wildlife Service (USFWS) would be present on-site.[12,13] Furthermore, the Project Site is not located in or adjacent to a Biological Resource Area as defined by the City, nor located in a designated Significant Ecological Area (SEA) as defined by the County.[14,15]

The Project would have the potential to alter the flow and quality of stormwater which is conveyed to the Los Angeles River and Pacific Ocean. However, development projects would also be required to implement best management practices during construction as required by the NPDES general permit and SWPPP (as discussed in further detail in response to Checklist Question VII(b), Geology/Soils, below) to minimize the effects of erosion and ensure surface water runoff does not impair the quality of water at off-site receiving waters. Compliance with

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[12] *California Department of Fish and Wildlife, BIOS, California Natural Diversity Database, website: https://wildlife.ca.gov/Data/BIOS, accessed May 2022.*

[13] *United States Fish and Wildlife Service, IPaC, website: https://ecos.fws.gov/ipac/, accessed May 2022.*

[14] *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, 1995.*

[15] *County of Los Angeles, Department of Regional Planning, GIS-NET public, website: https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public, accessed May 2022.*

applicable local, regional, and federal regulatory compliance measures would ensure that impacts would be less than significant. As such, the Project would have a less than significant impact upon species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the CDFW or USFWS. As such, no further analysis of this issue is required.

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

No Impact. The Project Site is located within an urbanized area within the City. The Project Site is currently developed with a shopping center, restaurants, and surface parking. The Project Site does not contain any riparian habitat or other sensitive natural communities.[16] Further, no watercourse runs through the Project Site.[17] Therefore, build-out of the Project would not have a substantial adverse effect upon any riparian habitat or other sensitive natural community. As such, no further analysis of this issue is required.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project Site is located in an urbanized area and is currently developed with a shopping center, restaurants, and surface parking. No water bodies or federally protected wetlands as defined by Section 404 of the Clean Water Act exist on the Project Site or in the immediate vicinity of the Project Site.[18] As such, build-out of the Project would not have an adverse effect on any federally protected wetlands. No further analysis of this issue 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?

No Impact. The Project Site is developed and does not contain any wildlife corridors, nursery sites, or other sensitive natural communities. In addition, the Project Site is located in an urbanized area within the City. There are no large expanses of open space areas within and surrounding the Project Site which provide linkages to natural open spaces areas, and which may serve as wildlife corridors. Specifically, the Project Site is not located within the Los Angeles River Watershed or SEA (i.e., Santa Monica Mountains, Verdugo Mountains, and/or Griffith Park), or near other sites with surface water (e.g., Hansen Dam and Sepulveda Basin), or between areas of wildlife movement. Further, the Project Site is not within an area designated by an adopted habitat conservation plan, natural community conservation plan, or other approved habitat conservation plan. Furthermore, vegetation on the Project Site is limited to

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[16] *United States Environmental Protection Agency, NEPAssist, website: https://www.epa.gov/nepa/nepassist, accessed: May 2022.*

[17] *City of Los Angeles, Department of City Planning, Zoning Information and Map Access System (ZIMAS), website: http://zimas.lacity.org/, accessed: May 2022.*

[18] *United Sates Fish and Wildlife Service, National Wetlands Inventory Mapper, website: https://www.fws.gov/wetlands/, accessed May 2022.*

ornamental trees shrubs and grasses, located within the surface parking areas and along the property lines fronting the surrounding roadways. As noted above, a total of 116 trees exist within the surface parking lot and planter areas on the Project Site and within the public right-of way immediately adjacent to the Project Site; however, the Project Site is largely void of habitat which would significantly support native wildlife nurseries. While the removal of non-protected trees within an urban environment would not be considered a significant impact under CEQA, the removal of trees could potentially impact nesting bird species if any active nests are present at the time of tree removal. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 16, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 20) and Section 3503 of the California Department of Fish and Game Code. Compliance with the MBTA is standard practice within the landscaping industry, thus the incidental taking of any migratory would be avoided with regulatory compliance and best management practices. As such, the Project would not interfere with the movement of any native resident or migratory fish or wildlife species. As such, no further analysis of this issue is required.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?

Less Than Significant Impact. A project-related significant adverse effect could occur if a project is inconsistent with local regulations pertaining to biological resources, such as Ord. No. 186,873, which extends protection status to four tree species including oak trees (*Quercus lobata* and *Quercus agrifolia*), Southern California Black Walnut, Western Sycamore, California Bay, and two native shrub species, Mexican Elderberry and Toyon. The Project Site is currently developed with a shopping center, restaurants, and surface parking. Vegetation on the Project Site is limited to ornamental trees shrubs and grasses, located within the surface parking areas and along the property lines fronting the surrounding roadways. As noted in the Tree Inventory Report (See Appendix A) none of the protected tree species identified in Ord. No. 186,873 occur on or immediately adjacent to the Project Site. The Tree inventory Report identified 121 trees on and adjacent to the Project Site with 109 trees located within the Project Site and 12 municipal trees located within the public right-of-way immediately fronting the Project Site on Roscoe Boulevard and Van Nuys Boulevard. The removal and replacement of municipal street trees would be subject to the applicable replacement ratio, review and approval of the Department of Public Works, Urban Forestry Division, as discussed above under Threshold (a). As such, no further analysis of this issue is required.

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 not included on any approved local, regional, or state habitat conservation plans. Therefore, build-out of the Project would not conflict with the provisions of an adopted Habitat Conservation Plan. Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, no impact would occur, and further analysis of this issue is not required.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☒	☐	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries (see Public Resources Code, Ch. 1.75 §5097.98, and Health and Safety Code §7050.5(b))?	☐	☐	☒	☐

a. Cause a substantial adverse change in the significance of a historical resource pursuant to State CEQA Guidelines §15064.5?

Potentially Significant Impact. A project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. Section 15064.5 of the State CEQA Guidelines defines an historical resource as: 1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; 2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or 3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

The City of Los Angeles Office of Historic Resources' Los Angeles Historic Resources Survey ("SurveyLA") is a comprehensive program to identify significant historic resources throughout the City. According to SurveyLA, the "Broadway-Valley Department Store" located at 8333 N. Van Nuys Boulevard is identified as eligible for listing in the National Register, the California Register, and for local listing as a Los Angeles Historic-Cultural Monument.[19] This building is adjacent to the Project Site. The Project plans to allow for the demolition of the existing buildings directly adjacent to the Broadway-Valley Department Store. Development of new proposed buildings could potentially indirectly impact the historic eligibility of this potentially historic resource. Accordingly, based on this identification by SurveyLA, the EIR will provide further analysis regarding the Project's potential impacts to historic resources.

[19] *City of Los Angeles Office of Historic Resources, Survey LA, website: https://planning.lacity.org/preservation-design/historic-resources-survey, accessed May 2022.*

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

Less Than Significant Impact. A significant adverse effect could occur if grading or excavation activities associated with a project would disturb archaeological resources, which presently exist within a project site. The Project would allow for site clearing and earthwork for the proper base and slope for proposed buildings. The Project would include subterranean parking between one to two and a half levels below grade, with the deepest levels only on the southern half of the Project Site. As such, excavation on the Project Site may occur up to a depth of approximately 25 feet below surface grade. The Project Site has been previously developed.

Early History of the San Fernando Valley

The early history of the San Fernando Valley was characterized by Native American settlement, Spanish, and Mexican colonization during the late eighteenth century and first part of the nineteenth century, and agricultural development under U.S. governance in the late nineteenth century.

Native American Settlements

During the prehistoric period, the San Fernando Valley was inhabited by the Gabrielino and Fernandeño people. The terms "Fernandeño" and "Gabrielino" are direct references to the associations between the Native American population of the San Fernando and San Gabriel valleys and the Mission San Fernando and Mission San Gabriel de Archangel, respectively. The Fernandeño are associated with the Mission San Fernando and are culturally related to the Gabrielino. [20] The Gabrielino are associated with the San Gabriel Mission.[21] The Gabrielino consist of a number of small bands, some of whom refer to themselves as “Tongva,” and others who refer to themselves as “Kizh.” In early protohistoric times, the Gabrielino occupied a large territory including the coast from Malibu to Aliso Creek, parts of the Santa Monica Mountains, the San Fernando Valley, and the San Gabriel Valley. They also occupied the islands of Santa Catalina, San Clemente, and San Nicolas. From this broad and diverse resource base, the Gabrielino developed an effective subsistence technology, a well-developed trade network, and a ritual system, such that they were among the most materially wealthy and culturally sophisticated cultural native groups in California at the time of European colonization.

The Fernandeño Tataviam Band of Mission Indians is the historic tribe of the northern Los Angeles County with ancestral villages in San Fernando Valley, Santa Clarita Valley, eastern Simi Valley, and the Antelope Valley. The distinct community of the present-day Fernandeño Tataviam Band of Mission Indians (“the Tribe”) originated in the lineages, villages and cultures of the period preceding the establishment of Mission San Fernando, from which the natives received the name Fernandeño.[22]

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[20] *The First Angelinos: The Gabrielino Indians of Los Angeles, William McCawley, 1996.*

[21] *The First Angelinos: The Gabrielino Indians of Los Angeles, William McCawley, 1996.*

[22] *Fernandeño Tataviam Band of Mission Indians, (https://www.tataviam-nsn.us/) accessed May 2022.*

Spanish and Mexican Periods

The San Fernando Valley was mentioned under various names by the Portolá and Anza expeditions in 1769-1770. In 1769, the San Fernando Valley had a native population of 3,500-5,000 people, making it one of the more densely populated in California.[23] In the 1770s, the Catholic Church and Junipero Serra, began the process of establishing a series of missions throughout Alta California, as California was then known. The San Fernando Mission was founded in 1797. It was the seventeenth of twenty-one Franciscan Missions in Alta California.

American Period

Mexico ceded California to the United States on February 2, 1848, with the signing of the Treaty of Guadalupe Hidalgo. California became a state on September 9, 1850. Cattle, sheep, and horse ranching dominated economic activity across the ex-Mission San Fernando Rancho throughout the 1850s. The town of San Fernando was founded in 1874. In 1880, the San Fernando Valley had no streetlights, electricity, or indoor running water. A few hundred homesteaders, Native Americans, and ranch hands were scattered across the plain and in the canyons. The lone township, San Fernando, counted just 1,305 inhabitants. The City of San Fernando, which incorporated in 1911, remained a separate city and refused annexation by Los Angeles.

From the 1910s onward, the separate agricultural communities of the San Fernando Valley grew and merged into residential communities that were increasingly served and designed for automobile use. These communities remained largely agricultural and disparate until after World War II.[24] In the five years following the end of the war, the population of the San Fernando Valley more than doubled from 176,000 to 402,538.[25] The landscape of the San Fernando Valley changed from agricultural land to residential neighborhoods. The most significant postwar industrial development in the San Fernando Valley was in the aerospace and defense industries. The field was so prevalent that by the 1960s, it comprised more than half of the jobs in Los Angeles. During this period, a shift toward the development of multiple-family housing resulted.

Archaeological Records Search

To determine whether any known archaeological resources exist in proximity to the Project Site, a records search was conducted with the South Central Coastal Information Center (SCCIC). The SCCIC record search (dated November 14, 2020) is contained in Appendix B to this Initial Study. The SCCIC records search did not identify any known archaeological resources on the Project Site. The SCCIC records search identified no archaeological resources within a ½-mile radius of the Project Site. It is important to note that the archaeological sensitivity of the project location is unknown because there are no previous archaeological studies for the Project Site. The reported records search result does not preclude the possibility that surface or buried artifacts may be found during a survey of the property or ground-disturbing activities. Therefore,

[23] *Jorgensen, Lawrence C., The San Fernando Valley Past and Present, Pacific Rim Research, 1982.*

[24] *Roderick, Kevin, The San Fernando Valley: America's Suburb, Los Angeles Times Books, 2001.*

[25] *Roderick, Kevin, The San Fernando Valley: America's Suburb, Los Angeles Times Books, 2001.*

customary caution and a halt-work condition should be in place for all ground-disturbing activities.

Based on the findings within the SCCIC records search, while there is no evidence to suggest that archaeological resources are located on-site, there is still a possibility that construction of development on-site could encounter such resources. Because the presence or absence of such materials cannot be determined until earthwork activities begin, the City has established a standard condition of approval to address the inadvertent discovery of archaeological resources. Should archeological resources be inadvertently encountered, this condition of approval provides temporary halting construction activities near the encounter so the find can be evaluated. An archaeologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Applicant shall then comply with the recommendations of the evaluating archeologist, and a copy of the archeological survey report shall be submitted to the Department of City Planning. Ground-disturbing activities may resume once the archeologist's recommendations have been implemented to the satisfaction of the archaeologist. In accordance with the condition of approval, all activities would be conducted in accordance with regulatory requirements. With implementation of the City's established condition of approval to address an inadvertent discovery or archaeological resources, Project impacts would be less than significant, and no mitigation measures are required. Further analysis of this issue is not required.

c. Disturb any human remains, including those interred outside of dedicated cemeteries (see Public Resources Code, Ch. 1.75 §5097.98, and Health and Safety Code §7050.5(b))?

Less Than Significant Impact. A significant adverse effect could occur if grading or excavation activities associated with a project would disturb human remains which presently exist within a project site. Future development on the Project Site may include up to two and a half levels of subterranean parking. As such, excavation on the Project Site may occur up to a depth of approximately 25 feet below surface grade. During construction, there could be a possibility of inadvertently encountering human remains on-site. In the event that human remains are encountered during, demolition, shoring, and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. As such, impacts would be less than significant and further analysis of this issue is not required.

VI. ENERGY

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

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Potentially Significant Impact. A significant impact would occur if a project results in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Construction and operation of development facilitated by the Project would result in the consumption of energy resources, which may have a significant impact on the environment. Pursuant to Section 15126.2(b) of the State CEQA Guidelines, the EIR shall include an analysis of the project's energy use for all project phases and components, including energy, natural gas and transportation energy, during construction and operation. Thus, the Project's potential energy consumption will be analyzed in the EIR.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Potentially Significant Impact. Development facilitated by the Project would be constructed in accordance with all applicable laws and regulations, including applicable State and federal laws, and building regulations pursuant to the LAMC and LA Green Building Code that are intended to promote efficient utilization of resources and minimize environmental impacts. Accordingly, a discussion of the Project's consistency with State or local plans for renewable energy or energy efficiency will be further analyzed in the EIR.

VII. GEOLOGY AND SOILS

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

The following section summarizes and incorporates the reference information from the Seismic Risk Assessment Report, Panorama Mall, 8401 Van Nuys Boulevard, Los Angeles, California 91402, prepared by Partner Engineering and Science, Inc., dated July 23, 2015 ("SRA Report"). The SRA Report is included as Appendix D of this Initial Study.

a. Directly or indirectly cause 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, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The Project Site is located within the seismically active region of southern California, and therefore, has the possibility of being located on or near a fault. According to the SRA Report, based on the review of active regional earthquake faults and the hazard maps published by the California Geological Survey (CGS), the Project Site is not located within a documented Alquist-Priolo Special Study Zone or at risk of damage due to surface fault rupture (see Figure 4-1, below). This determination is based on the proximity of the Project Site to documented earthquake fault traces and the current version of the CGS seismic hazard maps.

The nearest fault to the Project Site is the Northridge Fault, which is located approximately 2.5 miles northwest.[26] As such, build-out of the Project would not have the potential to exacerbate surface rupture conditions. Therefore, impacts would be less than significant and further analysis of this issue is not required.

[26] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map. Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org, and the Los Angeles County Assessor map page https://maps.assessor.lacounty.gov/Geocortex/Essentials/PAIS/REST/sites/PAIS/VirtualDirectory/AssessorMaps/ViewMap.html?val=2638-038, accessed May 2022.*

Source: ArcGIS, 2020.

Figure 4-1
Alquist-Priolo Earthquake Faul Zone Map

ii. Strong seismic ground shaking?

Less Than Significant Impact. The Project Site is located in southern California, which is a seismically active region; ground shaking may occur on-site. The Project involves the phased construction of a new mixed-use development that includes residential, retail, restaurant, office, hotel, entertainment, and medical office/clinic uses. The Project would not involve land uses which could exacerbate ground shaking conditions such as mining. Furthermore, the SRA Report concluded that based on the review of the site soil conditions, and secondary site stability hazards, the Project Site is considered to have a low risk of soil failure when subjected to strong seismic ground shaking.

The Project would also be required to comply with Section 91.1803 of the LAMC, which requires specific geotechnical investigation to address seismic design, grading, foundation design, geologic investigations and reports, soil and rock testing, and groundwater. In addition, projects would be designed and constructed in conformance with the most recently adopted 2019 California Build Standards Code (CBSC) design parameters, which are specifically tailored to minimize the potential to expose people or structures to substantial risk of loss or injury due to ground shaking. The Los Angeles Building Code (LABC) incorporates by reference the CBSC, with City amendments for additional requirements. Therefore, regulatory compliance with the CBSC, the LABC and the LAMC would ensure that build-out of the Project would not exacerbate adverse effects involving ground shaking, which may directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death. Impacts resulting from seismic ground shaking would be less than significant and further analysis of this issue is not required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. A significant impact may occur if the Project Site were located in an identified liquefaction area. Based on the State of California's Van Nuys Quadrangle prepared in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act, the Project is not located within an identified liquefaction zone.[27,28] Additionally, the SRA Report concluded that based on the review of the site soil conditions, and the publicly available liquefaction hazard mapping, the site soils are classified as having low liquefaction susceptibility. As such, build-out of the Project would not have the potential to exacerbate liquefaction conditions and no further analysis of this issue is required.

iv. Landslides?

Less Than Significant Impact. A significant impact may occur if the Project Site were located in an identified landslide area. Based on the State of California's Van Nuys Quadrangle prepared in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act, the Project is not located within an identified earthquake-induced landslide zone.[29] Additionally, the

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[27] *State of California, Department of Conservation, Earthquake Zones of Required Investigation, Van Nuys Quadrangle, February 1998.*

[28] *City of Angeles Departments of City Planning, ZIMAS, website: http://zimas.lacity.org, accessed May 2022.*

[29] *State of California, Department of Conservation, Earthquake Zones of Required Investigation, Van Nuys Quadrangle, February 1998.*

SRA Report concluded that based on the relatively flat site topography and fully developed adjacent parcels, the risk of earthquake-induced landslide is classified as low. As such, build-out of the Project would not have the potential to exacerbate landslide conditions. The Project's geological impacts relating to landslides would be less than significant and no further analysis of this issue in the EIR is required.

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

Less Than Significant Impact. The Project Site is developed with a shopping center, restaurants uses and surface parking. Exposed soil on the Project Site is minimal. Nonetheless, as discussed further below in Section X. Hydrology (a), any erosion of topsoil during construction activities would be reduced by implementation of stringent erosion controls as required under the National Pollution Discharge Elimination System (NPDES) stormwater permit. The Project would also be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and implement best management practices (BMPs) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. As such development of the Project would require a permit from the Department of Building and Safety, which would include requirements and standards designed to limit potential impacts related to soil erosion to acceptable levels. In addition, all grading activities would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. The application of BMPs could include but would not be limited to: (a) scheduling grading activities during dry weather periods, (b) installing diversion dikes to channel runoff around the site if grading occurs during the rainy season, (c) lining channels with grass or roughened pavement to reduce runoff velocity, and (d) covering stockpiles, excavated, and exposed soil with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer. Compliance with these BMPs and regulatory measures imposed by the Department of Building and Safety's grading permit process and Los Angeles Sanitation (LASAN) would ensure a less-than-significant impact would occur with respect to erosion or loss of topsoil during construction and no further analysis of this issue is required.

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

Less Than Significant Impact. A significant geologic impact would occur if a project could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. As discussed above under Section VII (iii) and (iv), based on the State of California's Van Nuys Quadrangle prepared in accordance with the Seismic Hazards Mapping Act or the Alquist-Priolo Act, the Project is not located within an identified seismic hazard area, liquefaction zone, nor is the Project Site located within an identified earthquake-induced landslide zone.[30,31] Furthermore, the SRA Report concluded that based on the review of the site soil conditions, and secondary site stability hazards, the Project Site is considered to have a low risk of soil failure when subjected

[30] *State of California, Department of Conservation, Earthquake Zones of Required Investigation, Van Nuys Quadrangle, February 1998.*

[31] *City of Angeles Departments of City Planning, ZIMAS, website: http://zimas.lacity.org, accessed May 2022.*

to strong seismic ground shaking.[32] As discussed in Checklist question VI(a)(ii) development projects would be required to comply the CBSC, the LABC and the LAMC. Adherence to regulatory code compliance would ensure that build-out of the Project would not result in adverse effects related to unstable geological conditions and impacts would be less than significant. No further analysis of this issue in the EIR is required.

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

Less Than Significant Impact. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and which shrink when dried. Foundations constructed on expansive soils are subject to uplifting forces caused by the swelling. Based on the County of Los Angeles soil classification mapping database the Project Site and surrounding area is underlain with Hanford Fine Sandy Loam soils.[33] Hanford soils are well drained and have moderately rapid subsoil permeability and do not have expansive properties.[34] Based on publicly available soils information and the site soil classifications specified by the 2012 IBC and ASCE 7-10, Partner Engineering concluded that the soils underlying the project Site consist of soil Type D (stiff soil), which is most typical.[35] Further, pursuant to Section 17.05(U) of the LAMC, the preliminary soils report will be submitted to the Department of Building and Safety for review and approval. Grading and development of the Project Site would be subject to specific geotechnical engineering requirements addressing seismic design, grading, foundation design, geologic investigations and reports, soil and rock testing, and groundwater. Therefore, with adherence to applicable regulations, adverse impacts associated with expansive soil would be less than significant and no further analysis of this issue is required.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. This question would apply to a project only if it were located in an area not served by an existing sewer system. The Project Site is located in an urban area served by a wastewater collection, conveyance, and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems are necessary, nor are they proposed. Therefore, no impact would occur, and no further analysis is required.

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[32] *Seismic Risk Assessment Report, Panorama Mall, 8401 Van Nuys Boulevard, Los Angeles, California 91402, prepared by Partner Engineering and Science, Inc., dated July 23, 2015 (at page 15)*

[33] *County of Los Angeles, Open Data, LA County Soil Types, website: https://data.lacounty.gov/Shape-Files/LA-County-Soil-Types/sz94-meiu/data?no_mobile=true, accessed May 2022.*

[34] *United States Department of Agriculture, Soils Series, website: https://soilseries.sc.egov.usda.gov/OSD_Docs/H/HANFORD.html, accessed May 2022.*

[35] *Seismic Risk Assessment Report, Panorama Mall, 8401 Van Nuys Boulevard, Los Angeles, California 91402, prepared by Partner Engineering and Science, Inc., dated July 23, 2015 (at page 14)*

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

Less Than Significant Impact. A significant adverse effect could occur if grading or excavation activities associated with a project would disturb paleontological resources or geologic features which presently exist within a project site. The Project Site is not located in an area identified as potentially containing significant paleontological resources or geologic features.[36] Development of the Project Site would involve site clearing and earthwork for the proper base and slope for buildings. Additionally, future development on the Project Site may include up to two and a half levels of subterranean parking. As such, excavation on the Project Site may occur up to a depth of approximately 25 feet below surface grade. A search of paleontological collection records for the Project Site and vicinity was conducted by the Natural History Museum of Los Angeles County. The records search concluded that no paleontological resources are known to exist on-site.[37] The closest fossil localities that have been identified within the vicinity of Project Site are located approximately 2.75 miles to the south.[38]

In the event that paleontological resources are encountered during construction activities, the City has established a standard condition of approval to address the inadvertent discovery of paleontological resources. Should paleontological resources be inadvertently encountered, this condition of approval provides temporary halting of construction activities near the encounter so the find can be properly evaluated by a qualified paleontologist. The paleontologist shall then assess the discovered material(s) and prepare a survey, study or report evaluating the impact. The Applicant shall then comply with the recommendations of the evaluating paleontologist, and a copy of the paleontological survey report shall be submitted to the Los Angeles County Natural History Museum and Department of City Planning. Ground-disturbing activities may resume once the paleontologist's recommendations have been implemented to the satisfaction of the paleontologist. In accordance with the condition of approval, all activities would be conducted in accordance with regulatory requirements. With implementation of the City's established condition of approval to address an inadvertent discovery or paleontological resources, Project impacts would be less than significant, and no mitigation measures are required. No further analysis of this topic is required.

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[36] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps, Vertebrate Paleontological Resources in the City of Los Angeles, September 1996.*

[37] *Natural History Museum of Los Angeles County, Paleontological Resources for the Panorama City Mall Specific Plan EIR Project, September 26, 2020. See Appendix C of this Initial Study.*

[38] *Natural History Museum of Los Angeles County, Paleontological Resources for the Panorama City Mall Specific Plan EIR Project, September 26, 2020. See Appendix C of this Initial Study.*

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

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

Potentially Significant Impact. Global climate change describes alterations in weather features (e.g., temperature, wind patterns, precipitation, and storms) that occur across the Earth as a whole. Global temperatures are modulated by naturally occurring components in the atmosphere (e.g., water vapor, carbon dioxide [CO_2], methane [CH_4], and nitrous dioxide [N_2O]) that capture heat radiated from the Earth's surface, which in turn warms the atmosphere. This natural phenomenon is known as the "greenhouse effect." Excessive human-generated greenhouse gas emissions can affect the global climate. Construction and operation of development facilitated by the Project has the potential to generate greenhouse gas emissions, either directly or indirectly, which may have a significant impact on the environment. Thus, the Project's generation of greenhouse gas emissions will be analyzed in the EIR.

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

Potentially Significant Impact. Construction and operation of the Project has the potential to generate greenhouse gas emissions, either directly or indirectly, which may have a significant impact on the environment. The Project's consistency with applicable plans, policies and regulations adopted for the purpose of reducing the emission of greenhouse gases, including but not limited to AB 32, SCAG's Regional Transportation Plan/Sustainable Communities Strategy, and the City of Los Angeles Building Code, will be analyzed in the EIR.

IX. HAZARDS AND HAZARDOUS MATERIALS

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

Existing Conditions

The Project Site is currently improved with a 142,948 square-foot retail center (Panorama Mall), two restaurants that total 11,812 square feet, a 165,000 square-foot retail store (Walmart) and associated surface parking. The Project Site was undeveloped land as early as 1894. Between 1926 and 1953 the Project Site was developed with several dwellings with small agricultural plots and developed with the Panorama Mall. The Broadway department store was constructed in 1955 with subsequent additions. It was converted to the existing Walmart in 2001. The existing El Gallo Giro building was constructed in 1971 for use as a bank. The fast food restaurant located in the southeast portion of the Panorama Mall property was constructed in 2001.

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

Potentially Significant Impact. The types and amounts of hazardous materials to be used for the Project would be typical of those used during construction activities and those typically used in the operation of mixed-use projects with residential and commercial uses, as discussed below.

Construction

Construction of the Project would involve the use of common construction materials, which could be potentially hazardous materials, including vehicle fuels, oils, and transmission fluids, if not handled properly. Construction activities would also include (i) demolition of existing structures on the Project Site that contain potentially hazardous materials; and (ii) grading, excavation, and removal of soils on the Project Site that may be contaminated. Hence, construction activities would have the potential to release hazardous materials into the environment if the activities are not properly mitigated or performed pursuant to applicable regulatory requirements. Therefore, the Project's potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction will be analyzed in the EIR.

Operation

Potentially Significant Impact. With respect to the proposed residential, commercial, hotel, entertainment, office space proposed by the Project, no hazardous materials would be utilized during day-to-day operation of the Project other than typical housekeeping, restaurant, vehicle, pool, and landscape maintenance materials such as cleaning supplies, paints, oil, grease, pesticides, herbicides, water disinfectants, and fertilizers. The use of these materials would be in small quantities and in accordance with the manufacturers' instructions for transport, use, storage, and disposal of such products.

The Project would also allow for development of medical offices and clinic space, the operation of which could result in the routine transport, use, or disposal of potentially hazardous medical waste. Potential impacts related to significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials during operation will be addressed in further detail in the EIR.

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?

Potentially Significant Impact. The Project would result in the demolition of up to 319,760 square feet of existing structures, the export of up to approximately 581,389 cy of soil, and the development of up to 5,187,006 square feet of new development consisting of residential, entertainment, restaurant, office, medical office, and hotel land uses. The potential for the Project to 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 will be evaluated within the scope of the EIR.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. The Michelle Obama Elementary School, a Los Angeles Unified School District school, is located approximately 0.13 mile south of the Project Site at 8150 S. Cedros Avenue. The Project would result in the demolition of up to 319,760 square feet of existing structures, the export of up to approximately 581,389 cy of soil, and the development of up to 5,187,006 square feet of new development consisting of residential, entertainment, restaurant, office, medical office, and hotel land uses. The potential impacts upon local schools will be further evaluated within the scope of the EIR.

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 create a significant hazard to the public or the environment?

Potentially Significant Impact. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks (USTs), contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if the Project Site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses. This issue will be addressed in further detail in the EIR.

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

Less Than Significant Impact. The Van Nuys Airport is located approximately 2.2 miles west of the Project Site. The Project Site is located within an area designated as an airport hazard area, which imposes a 150 feet height limit above grade level for buildings located above an elevation of 790 feet msl.[39] Elevation on the Project Site ranges from approximately 812 feet above msl on the northwest quadrant to 802 feet above msl in the southeast quadrant. The

[39] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org. accessed May 2022.*

Project would include structures up to 30 stories in height (350 feet above grade level). The Project Site would therefore be subject to the Federal Aviation Administration (FAA) noticing requirements to confirm the height and location of the proposed structures would not obstruct air navigation, and navigational and communication facilities. As such, pursuant to CFR, Title 14 of CFR, Part 77.9, the Applicant would be required to submit an FAA Form 7460-1, Notice of Proposed Construction to the FAA 45 days prior to commencing construction.[40] Therefore, with adherence to federal regulations pertaining to airport hazards, impacts would be less than significant, and no further analysis of this issue is required.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

According to the Safety Element of the City of Los Angeles General Plan and County of Los Angeles Department of Public Works Disaster Route Map for the Los Angeles Valley area, Van Nuys Boulevard and Roscoe Boulevard are identified as selected disaster routes and secondary disaster routes, respectively.

Construction

Less Than Significant Impact. Buildout of the Project may require temporary and/or partial sidewalk and road closures along Van Nuys Boulevard and Roscoe Boulevard during construction activities to connect the Project to existing infrastructure and utilities in the adjacent right-of-way. Such activities, however, are not expected to impair or interfere with emergency response plans. Signs would be posted advising pedestrians of temporary sidewalk closures and providing alternative routes. A work site traffic control plan would be prepared and approved by the Los Angeles Department of Transportation (LADOT) prior to the start of construction of development under the Project. The work site traffic control plan would show the location of any temporary street parking or sidewalk closures, warning signs and access to abutting properties. Any potential closures of the adjacent roadways (in whole or in part) would be coordinated with and approved by Bureau of Street Services and LADOT. As such, the potential impacts associated with the impairment to, or physical interference of an adopted emergency response plan or emergency evacuation plan, would be less than significant no further analysis of this issue is required.

[40] *CFR, Title 14, Part 77,website: https://www.ecfr.gov/current/title-14/part-77. accessed May 2022.*

Operation

Less Than Significant Impact. With respect to operational impacts, the Project would not interfere with emergency response or an evacuation plan. Three primary entry/exit access points would be provided mid-block of the Project Site, along Chase Street to the north, Van Nuys Boulevard to the east and Roscoe Boulevard to the south. Two secondary entry/exit access points would be provided along Tobias Avenue and one secondary entry/exit access point along Van Nuys Boulevard. The buildout of the Project would not close, interfere with or physically impede access to Van Nuys Boulevard or Roscoe Boulevard. As such, operational impacts associated with the impairment to, or physical interference of an adopted emergency response plan or emergency evacuation plan, would be less than significant no further analysis of this issue is required.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. A significant impact may occur if a project is located in close proximity to wildland areas that may pose a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The Project Site is located in an urbanized area within the City of Los Angeles and is not located in a very high fire hazard severity zone.[41] As such, the Project would not expose people or structures or exacerbate any existing potentially hazardous conditions associated with a significant risk of loss, injury or death involving wildland fires, and therefore this issue does not require further analysis in the EIR.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

[41] *State of California, Department of Forestry and Fire Protection (CAL FIRE). Map of CAL FIRE's Fire Hazard Severity Zones in State Responsibility Areas (Los Angeles). Website: https://osfm.fire.ca.gov/media/5830/los_angeles.pdf, accessed May 2022.*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. A project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. A significant impact may occur if a project discharges water which does not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if the Project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB) through its nine Regional Boards. The Project Site lies within the jurisdiction of the Los Angeles Regional Water Quality Control Board

(RWQCB).[42] These regulations include compliance with the NPDES, Low Impact Development Ordinance (LID Ordinance) and Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

As required under the NPDES, the Project would be responsible to prepare a Storm Water Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BPMs) to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. Examples of BMPs may include, but are not limited to, applying soil binders and mulch, constructing temporary sandbag or straw bale barriers, and installing storm drain protection devices. Plans would be reviewed as a standard regulatory requirement and would require approval by Los Angeles Sanitation (LASAN) and the Los Angeles Department of Public Works (LADPW). Therefore, implementation of SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction on the Project Site would not violate any water quality standards and discharge requirements, or otherwise substantially degrade water quality.

Furthermore, the Project would be required to comply with the City of Los Angeles' LID Ordinance (No. 181,899) and prepare a LID Plan and a SUSMP, as necessary. The LID Ordinance requires projects to capture and treat the first ¾-inch of rainfall or the rainfall from an 85th percentile 24-hour rainfall event, whichever is greater, in accordance with established stormwater treatment priorities. Full compliance with the LID Plan, SUSMP, and implementation of design-related BMPs would ensure that full build-out of the Project would not violate any water quality standards and discharge requirements or otherwise substantially degrade water quality. Therefore, through compliance with existing regulatory requirements, the Project would result in a less than significant impact to water quality during its construction and operation, and no further analysis is required.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. The LADWP currently supplies water to the Project Site. The LADWP is responsible for ensuring that water demands within the City are met and that State and Federal water quality standards are achieved. Primary sources of water supplies for the City include the Los Angeles Aqueduct (LAA), local groundwater, purchased water from the Metropolitan Water District (MWD), and recycled water.

The amount of water obtained from these sources varies from year to year and is primarily dependent on weather conditions and demand. Historically, LADWP has operated its groundwater resources along with surface water supplies by reducing or increasing pumping, depending on the availability of surface water supplies. LADWP's projected groundwater supply

[42] *Los Angeles Regional Water Quality Control Board, website: https://www.waterboards.ca.gov/losangeles/about_us/, accessed May 2022.*

is expected to increase 31 percent from a total of 87,045 acre-feet per year (AFY) in 2014-2015 to 114,070 AFY in 2039-2040.[43]

The Project Site overlies the San Fernando Subbasin of the San Fernando Valley Groundwater Basin.[44] Recharge to the Groundwater Basin occurs from the infiltration of runoff and imported water at spreading basins, infiltration of precipitation and irrigation, and infiltration of streamflow from the major rivers and their tributaries.[45] The Project Site is developed with a shopping center, restaurants, and surface parking, resulting in a nearly 100 percent impervious site, with the exception of ornamental trees and landscaping. Development of the Project would primarily result in paved surfaces across the Project Site to accommodate the proposed commercial and residential land uses. Because the Project Site is nearly 100 percent paved with impermeable surfaces, development on the Project Site would not have the potential to increase impermeable surfaces as compared to existing conditions and thus would not alter groundwater infiltration within the Basin. In addition, the Project would include a maximum of two and half levels of subterranean parking, which would require excavations of approximately 25 feet beneath the Project Site. Based on the conclusions of the Phase I ESA (see Appendix F to this Initial Study), the depth to groundwater in the vicinity of the Project Site is inferred to be approximately 200 feet below ground surface. Thus, construction activities would not impact the groundwater table. Lastly, as discussed above, under question (a), full compliance with the LID Plan, SUSMP, and implementation of BMPs would ensure that the Project would not violate any water quality standards or discharge requirements. Therefore, the Project would not have the potential to substantially deplete groundwater supplies or interfere with groundwater rechange such that the Project would impede sustainable groundwater management of the basin. A less than significant impact would occur, and no further analysis is required on this issue.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. A significant impact may occur if a project results in a substantial alteration of drainage patterns that would result in a substantial increase in erosion or siltation during construction or operation of a project. The Project Site is located in a highly urbanized area within the City. There are no natural watercourses on the Project Site or in the vicinity of the Project Site because it is largely developed with buildings and paved surfaces. The Project would be required to prepare a SWPPP and implement BMPs to reduce runoff, prevent off-site erosion and siltation, and preserve water quality during construction. Further, the Project would be required to implement an LID Plan during operation, which would reduce the

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[43] *Los Angeles Department of Water and Power, 2015 Urban Water Management Plan, p. 6-24, June 2016.*

[44] *California State Water Resources Control Board, Los Angeles County Groundwater Basin Maps, website: https://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan//BasinPlanUpdate2Chapt3/Supplementary%20Groundwater%20Basin%20Maps.pdf, accessed May 2022.*

[45] *U.S. Geological Survey and the California State Water Resources Control Board, Fact Sheet 2011-3139. Website: https://pubs.usgs.gov/fs/2011/3139/, accessed May 2022.*

amount of surface water runoff leaving the Project Site after a storm event. LID Plans would require the implementation of stormwater BMPs to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour rainfall event, whichever is greater. Therefore, through compliance with standard regulatory requirements, development of the Project would not increase site runoff or result in any changes to the local drainage patterns. The Project would result in a less than significant impact in relation to surface water hydrology and would not result in substantial erosion or siltation on- or off-site. No further analysis on this issue is required.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Less Than Significant Impact. The Project Site is nearly 100 percent impervious with the exception of landscaping in the surface parking areas. As such, stormwater from the impervious areas is directed to the stormwater lines in the vicinity of the Project. Based on a review of NavigateLA, there is an existing storm drain line located along Tobias Avenue and one along Roscoe Boulevard, adjacent to the Project Site.[46] During construction and operation of the Project stormwater would continue to be directed to these stormwater inlets and inlets along the surrounding roadways and intersections.

As discussed above under Threshold a), the Project would be required to prepare a SWPPP and implement BMPs to reduce runoff. Further, the Project would be required to implement an LID Plan during operation, which would reduce the amount of surface water runoff leaving the Project Site after a storm event. , build-out of the Project would not substantially increase the rate or amount of surface runoff leaving the Project Site in a manner which would result in flooding on- or off-site. Further, there are no nearby streams or rivers, and as such, the Project could not alter any watercourse. Impacts related to surface runoff would be less than significant, and no further analysis is required on this issue.

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

Less Than Significant Impact. There is an existing storm drain line located along Tobias Avenue and Roscoe Boulevard, adjacent to the Project Site. Stormwater runoff on the Project Site is directed to storm drain inlets located throughout the surrounding roadways and intersections.[47] The Project Site is currently nearly 100 percent impervious and most surface water is directed off-site to the adjacent storm drain system. Runoff from the Project Site currently is and would continue to be collected on the Project Site and directed towards existing storm drains in the Project Site's vicinity, pursuant to NPDES regulation. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. As required under the NPDES, the Project would be responsible to prepare a SWPPP and implement BMPs to mitigate the effects

[46] *City of Los Angeles, Department of Public Works, Navigate LA, website: www.navigatela.lacity.org/navigatela/, accessed May 2022.*

[47] *City of Los Angeles, Department of Public Works, Navigate LA, website: www.navigatela.lacity.org/navigatela/, accessed May 2022.*

of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system during construction. Implementation of SWPPP and compliance with the NPDES and City discharge regulatory requirements would ensure that the construction on the Project Site would not violate any water quality standards and discharge requirements, or otherwise substantially degrade water quality.

Further, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance. Accordingly, the Project would be required to demonstrate compliance with LID Ordinance standards and retain and treat the first ¾ inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour rainfall even (whichever is greater), which would reduce the Project's impact to the stormwater infrastructure. Therefore, the Project would not 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. Therefore, potential impacts to surface water quality would be less than significant and no further analysis would be required in the EIR.

iv. Impede or redirect flood flows?

No Impact. A significant impact may occur if the Project Site was located within a 100-year flood zone and would impede or redirect flood flows. The Project Site is not located within an area identified by Federal Emergency Management Agency (FEMA) as potentially subject to 100-year floods nor is it located within a City-designated 100-year or 500-year flood plain.[48] The Project Site is located in Zone X, areas determined to be outside of the 0.2% annual chance floodplain, which indicates that the Project Site is outside of the 100-year floodplain.[49] As such, the Project is in an area of minimal flooding and would not impede or redirect flood flows.[50] Therefore, no impact would occur, and no further analysis of this issue is required.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. A significant impact would occur if the Project Site was sufficiently close to the ocean or other water body (levee or dam) to be potentially at risk of the effects of seismically induced tidal phenomena (i.e., seiche and tsunami) and if discharges associated with the project operation would create pollution and contamination due to inundation. Seiches are large waves generated in very large, enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement.

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[48] *City of Los Angeles Department of City Planning, Safety Element of the General Plan, Exhibit F, 100-Year & 500-Year Flood Plains In the City of Los Angeles, March 1994.*

[49] *Federal Emergency Management Agency, FEMA Flood Map Center, website: https://msc.fema.gov/portal/home, accessed May 2022.*

[50] *County of Los Angeles, Department of Public Works, Flood Zone Determination Website, FIRM Panel: 06037C1305F, September 26, 2008. Website: http://dpw.lacounty.gov/wmd/floodzone/, accessed May 2022.*

The Project Site is not located within a coastal area, and the risk of tsunami hazard at the Project Site is considered very low.[51] A review of the City's General Plan Safety Element indicates that the Project Site is located within a potential inundation area within the Los Angeles Dam, Pacoima Dam, and Hansen Dam.[52] However, the reservoirs, as well as others in California, are continually monitored by various governmental agencies (such as the State of California Division of Safety of Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure.[53] As such, the potential for project inundation (including flooding as a result of the failure of a levee or dam), seiches, or tsunamis is low. Furthermore, as required under the NPDES, the Project would be responsible to prepare a SWPPP and implement BMPs to mitigate the effects of erosion and the inherent potential for sedimentation and other pollutants entering the stormwater system. Further, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance. Therefore, the risk of the Project to release pollutants from inundation would be less than significant and no further analysis is required.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. A significant water quality impact could occur if a project is not consistent with the Los Angeles Regional Water Quality Control Plan or the Sustainable Groundwater Management Act (SGMA). The LARWQCB Water Quality Control Plan for the Los Angeles Region ("Basin Plan"), which was adopted on June 13, 1994, is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (i) designates beneficial uses for surface and ground waters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (iii) describes implementation programs to protect all waters in the Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations. The Project would be required to comply with all applicable laws and regulations pertaining to stormwater runoff and water quality. Implementation of SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction on the Project Site would not violate any water quality standards and discharge requirements, or otherwise substantially degrade water quality. Therefore, the Project would not include potential sources of water pollutants that would have the potential to substantially degrade water quality and impacts to water quality would be less than significant. Furthermore, as discussed above under Threshold b), because the Project Site is nearly 100 percent paved with impermeable surfaces, development on the Project Site would not have the potential to increase impermeable surfaces as compared to existing conditions and thus would not alter groundwater infiltration within the Basin. The Project is not subject to a Groundwater Sustainability Plan and would not conflict with or obstruct implementation of the LADWP Water

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[51] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org, accessed May 2022.*

[52] *City of Los Angeles Department of City Planning, Safety Element of the Los Angeles City General Plan, Exhibit G: Inundation & Tsunami Hazard Areas In the City of Los Angeles, March 1994.*

[53] *California Department of Water Resources, Division of Safety of Dams, Our Mission, website: http://www.water.ca.gov/damsafety/, accessed May 2022.*

Quality Control Plan. Therefore, impacts would be less than significant, and no further analysis of this issue is required.

XI. LAND USE AND PLANNING

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

a. Physically divide an established community?

No Impact. A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community (a typical example would be a project that involved a continuous right-of-way such as a roadway which would divide a community and impede access between parts of the community). The Project Site is immediately bounded by Chase Street to the north, Tobias Avenue to the west, Roscoe Boulevard to the south, and Van Nuys Boulevard to the east. The Project Site is surrounded by commercial and multi-family residential uses to the west fronting Tobias Avenue, commercial/retail uses to the north fronting Chase Street, commercial/retail uses to the east fronting Van Nuys Boulevard, and commercial offices and undeveloped land to the south fronting Roscoe Boulevard. The Project would include demolition of the existing buildings and surface parking on-site to facilitate mixed-use development, which includes retail, restaurant, entertainment, office, medical, hotel, and multi-family residential uses. All development will be confined within the boundaries of the Project Site and would not result in any permanent physical barriers within the existing ROW along the Project Site. The Project is an infill development and would not disrupt or divide the physical arrangement of the established community, and no impact would occur. Therefore, no further analysis in the EIR is required.

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The Project includes a number of discretionary entitlement requests**.** The Project could potentially conflict with land use plans, policies or regulations that were adopted for the purpose of avoiding or mitigating an environmental effect. The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the LAMC. The Project Site is located within the

Mission Hills – Panorama City – North Hills CPA in the City of Los Angeles. The Project Site is also located within the Panorama City Community Design Overlay District and Panorama City Center Streetscape Plan area. The determination of whether the Project would conflict with applicable land use policies and ordinances will be addressed in the EIR.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. A significant impact may occur if a project is located in an area used or available for extraction of a regionally important mineral resource, or if the project would convert an existing or future regionally important mineral extraction use to another use, or if the project would affect access to a site used or potentially available for regionally important mineral resource extraction. The Project Site is not located near any oil fields and no oil extraction activities have historically occurred on the Project Site or are presently conducted at the Project Site.[54] Furthermore, the Project Site is not in an area identified by the City as containing significant mineral deposits that would be of value to the region and the residents of the state.[55] No locally designated resources would be impacted by the Project. Therefore, no impact would occur, and no further analysis of this issue is required.

[54] *City of Los Angeles Department of City Planning, Safety Element of the General Plan, Exhibit E, Oil Field & Oil Drilling Areas In the City of Los Angeles, May 1994.*

[55] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Areas Containing Significant Mineral Deposits in the City of Los Angeles, September 1996.*

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?

No Impact. As discussed under Checklist Question XII(a), the Project is not located near any oil fields and is not in an area identified by the City as containing significant mineral deposits that that may be locally important. No impact would occur, and no further analysis of this issue is required.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. Build-out of the Project would require the use of construction equipment during grading, hauling, establishing building foundations, installation of utility lines and services, and other construction activities associated with development on-site. The potential exists for construction noise to be generated in excess of the noise standards established by the City of Los Angeles. Additionally, the potential exists for operational noise, such as traffic and increased human activity on-site associated with the Project's commercial and residential uses, to be generated in excess of the noise standards established by the City. Therefore, further analysis of this issue will be included in the EIR.

b. Generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. A significant impact would occur if a project exposed people to or generated excessive groundborne vibration or groundborne noise levels. Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of surfaces is called groundborne noise. The ground motion caused by vibration is measured as particle velocity in inches per second and in the United States is referenced as vibration decibels (VdB). Construction and operation of the Project has the potential to generate groundborne vibration that could impact surrounding land uses. The EIR will further analyze the Project's potential to generate excessive vibration and groundborne noise during construction and operation.

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

No Impact. A significant impact may occur if a project is within the vicinity of a private airstrip or if a project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or near the Project Site. The Project Site is not located in the vicinity of a private airstrip or within an airport land use plan. The closest airport is the Van Nuys Airport located approximately 2.2 miles west from the Project Site. The Project Site is located outside the Airport Influence Area and the Airport Land Use Plan Noise Contour for the Van Nuys Airport.[56] Therefore, no impact would occur and no further analysis of this issue in the EIR is required.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

[56] *Los Angeles County Airport Land Use Commission, Airport Influence Area, Van Nuys Airport, website: https://planning.lacounty.gov/assets/upl/project/aluc_airport-van-nuys.pdf, accessed May 2022.*

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

Less Than Significant Impact. A significant impact may occur if a project were to locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing unplanned population growth.

On September 3, 2020, SCAG's Regional Council adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), which the Regional Council now calls Connect SoCal. Connect SoCal builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

Based on the regional growth projections in the Connect SoCal plan, SCAG estimated that the City had a population of approximately 3,933,800 persons, approximately 1,367,000 dwelling units, and 1,848,300 jobs for year 2016. By the year 2045, SCAG forecasts that the City of Los Angeles will increase to 4,771,300 persons (a 21% increase since 2016), 1,793,000 households (a 31% increase since 2016), and 2,135,900 jobs (a 16% increase since 2016). SCAG's population, household, and employment projections for the City of Los Angeles, Los Angeles County, and the SCAG region as a whole for 2016 and 2045 are further summarized in Table 4-1, below.

Table 4-1
SCAG Population and Housing Projections for the City of Los Angeles, Los Angeles County and the SCAG Region

Population			
	2016	**2045**	**%Growth (2016-2045)**
Los Angeles City	3,933,800	4,771,300	21%
Los Angeles County	10,110,000	11,674,000	15%
SCAG Region	18,832,000	22,504,000	19%
Households			
	2016	**2045**	**%Growth (2016-2045)**
Los Angeles City	1,367,000	1,793,000	31%
Los Angeles County	3,319,000	4,119,000	24%
SCAG Region	6,012,000	7,633,000	27%
Employment			
	2016	**2045**	**%Growth (2016-2045)**
Los Angeles City	1,848,300	2,135,900	16%
Los Angeles County	4,743,000	5,382,000	13%
SCAG Region	8,389,000	10,049,000	20%

Source: SCAG, Connect SoCal, Demographics and Growth Forecast Appendix, Table 13 – County Forecast of Population, Households, and Employment, and Table 14 – Jurisdictional Growth Forecast, adopted September 3, 2020.

The Project Site does not currently contain any housing units and, therefore, does not have any on-site residents. The Project Site is developed with a 142,948 square-foot shopping mall, 3,187 square feet of fast-food restaurant space, and associated surface parking. As shown in Table 4-2, based on the size of existing facilities, the Project Site is estimated to currently generate approximately 1,003 employees.[57]

Table 4-2
Estimated Existing Employment

Land Use	Size	Employee Generation Factor [a]	Estimated Employees
Shopping Mall	142,948 sf	2 employee / 1,000 sf	286
Wal-Mart Supermarket	165,000 sf	4 employee / 1,000 sf	660
Quality Restaurant	8,625 sf	4 employee / 1,000 sf	35
Fast-Food Restaurant	3,187 sf	6.7 employee / 1,000 sf	22
		Total Current Employees	**1,003**

Notes: sf = square feet
Source: LADOT and LA DCP, City of Los Angeles VMT Calculator Documentation, Version 1.3, Table 1: Land Use and Trip Generation Base Assumptions, May 2020.

The Project would include the development of mixed-use residential and commercial land uses which would include a retail, restaurant, entertainment, office, medical, hospitability and multi-family residential spaces. The Project would include the construction of approximately 3,554 residential dwelling units, 120 hotel rooms, and 1,056,900 square feet of commercial retail, entertainment, office, medical office, and recording studio, education/classrooms, movie studio/logistics uses. It is estimated that the Project would generate a net increase of 8,630 new residents and up to 2,374 new jobs on-site.[58] The Project's estimated increase of new residents and new jobs would be consistent with SCAG's growth projections for the City. When considering the estimated growth projections calculated in SCAG's Connect SoCal, it is estimated that the City's population would increase by 577,586 persons in 2042 compared to the estimated population in 2022. The Project's estimated 8,630 future residents represent approximately 1.5 percent of the total population growth anticipated to occur within the City of Los Angeles between 2022 and 2042. The 8,630 new residents anticipated to be generated by the Project would result in an increase in the City's population growth that is within SCAG's population growth projections for the City of Los Angeles.

As noted above, the Project Site is estimated to currently generate approximately 1,003 employees. As shown in Table 4-3, it is estimated that the Project would generate 3,377 new employees, resulting in a net increase of 2,374 new employees.[59] When considering the estimated growth projections calculated in SCAG's Connect SoCal, it is estimated that the City's employment opportunities would increase by 198,341 jobs in 2042 compared to 2022. The

[57] *LADOT and LA DCP, City of Los Angeles VMT Calculator Documentation, Version 1.3, Table 1: Land Use and Trip Generation Base Assumptions, May 2020.*

[58] *LADOT and LA DCP, City of Los Angeles VMT Calculator Documentation, Version 1.3, Table 1: Land Use and Trip Generation Base Assumptions, May 2020.*

[59] *LADOT and LA DCP, City of Los Angeles VMT Calculator Documentation, Version 1.3, Table 1: Land Use and Trip Generation Base Assumptions, May 2020.*

Project's estimated 2,374 potential employees represent approximately 1.05 percent of the total employment growth anticipated to occur within the City of Los Angeles between 2022 and 2042, which is an increase that is within SCAG's employment growth projections for the City of Los Angeles. Further, the Project would increase employment on an area that is designated for Regional Center Commercial uses. The Project Site is also in a High Quality Transit Area (HQTA) as designated by SCAG and is near existing and planned public transit. Therefore, the Project's population housing and employment growth is appropriate for the Project's location and is accounted for in the citywide and regional population projections. Impacts related to substantial unplanned population growth would be less than significant. No further analysis of this issue is required.

Table 4-3
Estimated Project Employment

Land Use	Quantity	Employment Generation Rate	Total Employees
Retail	389,000 sf	2 emp / 1,000 sf	778
Health Club	34,000 sf	1 emp / 1,000 sf	34
Fast-Food Restaurant	24,320 sf	6.7 emp / 1,000 sf	163
High Turnover Restaurant [a]	60,480 sf	4 emp / 1,000 sf	242
Entertainment [b]	105,000 sf	4 emp / 1,000 sf	420
Theater/Cinema	2,300 seats	0.02 emp / seat	46
Office[a]	194,800 sf	4 emp / 1,000 sf	780
Medical Office	284,500	3 emp / 1,000 sf	854
Hotel	120 rooms	0.5 emp / room	60
		Total Employment	**3,377**
		Less Existing	**-1,003**
		Net Employment	**2,374**

Notes: Units are in sf = square feet; emp = employee

[a] *Employment generation rates are based on the City of Los Angeles Department of Transportation's VMT Calculator Documentation (November 2019), Land Use and Trip Generation Base Assumptions (Table 1).*

[b] *Includes quality dining and food hall dining.*

[c] *Entertainment uses include event space/banquet/museum and recording studio uses. Employment factors for entertainment uses are based on general office land use as no employment factors were provided for these land uses.*

Source: LADOT and LA DCP, City of Los Angeles VMT Calculator Documentation, Version 1.3, Table 1: Land Use and Trip Generation Base Assumptions, May 2020.

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

No Impact. The Project Site is currently developed with an existing shopping center, two restaurants and surface parking. The site contains only non-residential uses; there are no residential units currently located on-site. Therefore, the Project would not displace any residential units, housing, or people, necessitating the construction of replacement housing elsewhere. No impact would occur and no further analysis on this issue in the EIR is required.

XV. PUBLIC SERVICES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	☒	☐	☐	☐
b. Police protection?	☒	☐	☐	☐
c. Schools?	☐	☐	☒	☐
d. Parks?	☒	☐	☐	☐
e. Other public facilities?	☐	☐	☒	☐

a. Fire protection?

Potentially Significant Impact. A significant impact may occur if the Project would result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain response times, access, or fire hydrant/water availability during project operations. The Project Site is located within the LAFD Central Bureau service area. The Project Site is currently served by LAFD Station No. 81, located at 14355 Arminta Street. The Project would result in an increase in the utilization of the Project Site compared to existing conditions, which could result in the need for new or physically altered fire protection facilities. The potential impact of the Project will therefore be analyzed in the EIR.

b. Police protection?

Potentially Significant Impact. A significant impact may occur if the City of Los Angeles Police Department ("LAPD") could not adequately serve development proposed by the Project, necessitating a new or physically altered police station, the construction of which would cause substantial adverse physical impacts. The Project is currently served by LAPD Mission Community Police Station, located at 11121 N. Sepulveda Boulevard. The Project would increase the utilization of the Project Site compared to existing conditions, potentially necessitating the construction of new facilities. The potential impact of the Project will therefore be analyzed in the EIR.

c. Schools?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities, the construction of which would result in substantial adverse physical impacts.

The LAUSD is divided into six local districts (Central, East, Northeast, Northwest, South, West). The Project Site is located within LAUSD Northeast district. As shown in Table 4-4, the Project Site is currently served by one elementary school (Michelle Obama Elementary School), one middle school (Vista Middle School), and one high school (Panorama Senior High).[60]

Table 4-4
Schools Serving the Project Site

School Name	Grades	Address
Michelle Obama Elementary	K-5	8015 Van Nuys Boulevard
Vista Middle School	6-8	15040 Roscoe Boulevard
Panorama Senior High	9-12	8150 Cedros Avenue

Note: Some schools require an application process prior to student enrollment.
Source: Los Angeles Unified School District, Resident School Identifier, website: http://rsi.lausd.net/ResidentSchoolIdentifier/, accessed May 2022.

The Project would result in the development and operation of 3,544 new multi-family housing units with an estimated 8,630 new residents.[61] The Project's student generation would result in a net increase in students attending schools within the LAUSD Northeast district. Table 4-5 includes student generation rates for commercial uses and multi-family residential uses based upon LAUSD's 2020 Developer Fee Justification Study. As indicated in Table 4-5, the Project is estimated to generate a net increase of approximately 2,352 new students, including 1,223 additional elementary students, 329 middle school students, 700 high school students, and 352 special day class students. While it is likely that some of the students generated by the Project would already reside in areas served by LAUSD and may already be enrolled in LAUSD schools, it is assumed that all students generated by the Project would be new to the LAUSD for a conservative analysis.

[60] *Los Angeles Unified School District, Resident School Identifier, website: http://rsi.lausd.net/ResidentSchoolIdentifier/, accessed May 2022.*

[61] *LADOT and LA DCP, City of Los Angeles VMT Calculator Documentation, Version 1.3, Table 1: Land Use and Trip Generation Base Assumptions, May 2020.*

Table 4-5
Project Estimated Student Generation

Land Use	Size	Elementary School Students	Middle School Students	High School Students	SDC Students	Total Students
Existing Uses						
Commercial Retail [a]	319,760 sf	60	16	35	5	116
Total Existing Students:		**60**	**16**	**35**	**5**	**116**
Project Uses [b]						
Multi-Family	3,554 du	806	217	461	69	1,553
Hotel	113,800 sf	16	4	9	1	30
Office	194,800 sf	103	28	59	8	198
Medical Office	284,500 sf	149	40	86	11	286
Commercial/Retail/Ent.[c]	628,800 sf	209	56	120	16	401
Total Project Student Generation:		**1,283**	**345**	**735**	**105**	**2,468**
Less Existing Students:		***-60***	***-16***	***-35***	***-5***	***-116***
NET Student Generation:		**1,223**	**329**	**700**	**100**	**2,352**

Notes: sf = square feet; du = dwelling units

a Student generation rates for the existing commercial uses are based on the community shopping center land use designation in Table 15 of the LAUSD's 2020 Developer Fee Justification Study. The allocation of students by school type are assumed to be proportionate to the distribution of student generation factors for multi-family housing (52% elementary school, 14% middle school, 30% high school, and 4% special day class).

b Student generation rates for residential land uses are based on Table 3 in the 2020 Developer Fee Justification Study. Student generation rates for commercial land uses are based on Table 15 in the 2020 Developer Fee Justification Study. The allocation of students by school type for commercial uses are assumed to be proportionate to the distribution of total student enrollment as shown in Table 4, LAUSD Development Impact Analysis (52% elementary school, 14% middle school, 30% high school, and 4% special day class).

c Commercial/retail/entertainment includes all land uses other than the residential, hotel and office uses and are based on the neighborhood shopping center land use as no student generation rates are provided for these land uses.

Source: Los Angeles Unified School District, 2020 Developer Fee Justification Study, March 2020.

Pursuant to SB 50, the project applicants of development projects are required to pay development fees for schools to the LAUSD prior to the issuance of the Project's building permit. Pursuant to Government Code Section 65995, the mandatory payment of developer fees to the LAUSD is deemed to provide full and complete mitigation of school facilities impacts. Upgrades to existing schools and the construction of new schools is addressed by the LAUSD's Facilities Services Division, which is responsible for the execution of the District's current bond programs, the maintenance and operations of schools, the utilization of existing assets, and master planning for future capital projects.[62] The LAUSD Facilities Services Division Strategic Execution Plan (2019) outlines the New School Construction Plan, the Repair and Modernization Program, the Joint Use/Innovation Fund and Charter Facilities Program, the Capital Improvement Program, and the Capital Needs Assessment Master Planning and Facilities Condition Assessment. Payment of applicable development school fees to the LAUSD would offset additional student enrollment at schools serving the Project Site. Therefore, the Project would not result in any adverse physical impacts associated with the provision of new or

[62] *Facilities Services Division, Los Angeles Unified School District, website: https://www.laschools.org/new-site/sep/, accessed May 2022.*

physically altered school facilities. Impacts to schools would be less than significant and no further analysis is warranted.

d. Parks?

Potentially Significant Impact. A significant impact would occur if the available City of Los Angeles Department of Recreation and Parks ("LADRP") recreation and park services could not accommodate the projected population increase resulting from the implementation of a project, or if the Project results in the construction of new recreation and park facilities that could create significant direct or indirect impacts to the environment. As discussed above, the Project proposes development that may generate up to approximately 2,374 new employees and 8,630 new residents. Therefore, the Project would increase the number of employees and residents on the Project Site compared to existing conditions, which may increase the use of local parks. The Project's impact upon parks and recreational facilities will be addressed within the scope of the EIR.

e. Other public facilities?

Less Than Significant Impact. A significant impact would occur if a project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities (such as libraries), need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. Within the City of Los Angeles, the Los Angeles Public Library ("LAPL") System provides services at the Central Library, 8 Regional Branch Libraries and 64 Community Branch Libraries.

The closest branch library to the Project Site is the Panorama City Branch Library, located at 14345 Roscoe Boulevard, approximately 0.2-mile east of the Project Site. The Mid-Valley Regional Library is located at 16244 Nordhoff Street, approximately three miles to the northwest of the Project Site. As discussed in Question XIV(a), above, the Project would increase resident population in the vicinity. The Project is expected to generate approximately 2,374 new employees and 8,630 new residents, which would generate additional demands upon library services. However, revenues to the City's General Fund would help offset the increase in demand for library services as a result of the Project. It is reasonably anticipated that development of any new LAPL facilities (1) would occur where allowed under the designated land use, (2) would be located on parcels that are infill opportunities on lots that are between 0.5 and 1 acre in size, and (3) could qualify for a categorical exemption or Mitigated Negative Declaration under CEQA Guidelines Section 15301 or 15332 and would not be expected to result in significant impacts.

Furthermore, with the shift in technology from books to computers, the demand for library facilities is changing. The LAPL Strategic Plan sets goals and objectives to increase participation from students and patrons for certain collections and online resources, as well as to increase the amount of collections and materials available both in the libraries and online, and as stated in the Strategic Plan, LAPL has been increasing their online services, including a variety of e-books, study materials, and support, available to users through the LAPL online resources. The availability of such resources reduces the demand for physical library space. Thus, the increase in demand for Library resources would not result in the need for the

construction of new library facilities to serve the Proposed Project. Therefore, based on the above, the Project's impact on libraries would be less than significant and no further analysis of this issue is required in the EIR.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☒	☐	☐	☐

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. A significant impact may occur if a project would include substantial employment or population growth that could generate an increased demand for public park facilities which exceeds the capacities of existing parks and/or causes premature deterioration of public park facilities or the need for new public recreational facilities. As discussed above, the Project would result in direct employment and population growth since the Project would include the construction of commercial, retail, hotel, entertainment, medical and residential uses. The Project would develop approximately 3,544 dwelling units and would generate approximately 8,630 new residents. In addition, development of the Project would generate approximately 2,374 new employees as commercial, entertainment, retail, office, medical, and hotel uses on the Project Site would increase as compared to existing conditions. As the Proposed Project would increase the utilization of existing neighborhood and regional parks or other recreational facilities compared to existing conditions, the Project's impact on neighborhood and regional parks or other recreational facilities will be analyzed in the EIR.

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. As discussed under Checklist Question, XVI(a), the Project would induce population growth in the area by increasing the intensity of development on the Project Site, as compared to existing conditions. The Project would develop approximately 3,544 dwelling units and would generate approximately 8,630 new residents. In addition, development of the Project would generate approximately 2,374 new employees. The Project would provide publicly accessible open space areas such as plazas and courtyards and common open space and recreational amenities (i.e., fitness and recreational rooms) to serve the residential uses. The construction of on-site open space and recreational uses will be analyzed in the EIR.

XVII. TRANSPORTATION

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

a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway bicycle or pedestrian facilities?

Potentially Significant Impact. A significant impact may occur if a project were to conflict with an applicable plan, ordinance or policy related to the circulation system, which considers all modes of transportation including but not limited to intersections, streets, highways, freeways, pedestrian and bicycle paths, and mass transit. To help guide whether a project conflicts with the City's circulation system policies, the Los Angeles Departments of Transportation (LADOT) Transportation Assessment Guidelines (TAG) provides a list of screening questions to assist in identifying key policy documents that may be relevant to a project. Build-out of the Project would have the potential to impact the circulation system and area roadways. Therefore, the Project's consistency with applicable plans and policies related to traffic and circulation, pedestrian flows, mass transit utilization and bicycle routes will be evaluated in the EIR.

b. Conflict with or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?

Potentially Significant Impact. CEQA Guidelines Section 15064.3(b)(1) states for land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing Major Transit Stop or a stop along an existing High Quality Transit Corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

On July 30, 2019, the City of Los Angeles adopted LADOT's CEQA Transportation Assessment Guidelines ("TAG"), which sets forth the revised thresholds of significance for evaluating transportation impacts as well as screening and evaluation criteria for determining impacts in conformance with SB 743. The adopted TAG establishes VMT as the City's formal method of evaluating a project's transportation impacts. As part of the preparation of this version of the City's TAG, the City updated its travel demand simulation model and transportation impact thresholds to be consistent with the VMT impact methodology. The Project would include demolition of the existing structures on-site and for mixed-use development that includes retail, restaurant, entertainment, office, medical, hotel and multi-family residential uses. As such, the Project would increase VMT in the local area. Thus, the impact of the Project increase in VMT will be evaluated within the scope of the EIR.

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

Less Than Significant Impact. A significant impact may occur if the Project includes new roadway design or introduces a new land use or feature into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if Project Site access or other features were designed in such a way as to create hazard conditions. Vehicular access to the Project Site is provided from three driveways along Tobias Avenue, one driveway along Chase Street, two driveways along Van Nuys Boulevard, and one driveway along Roscoe Boulevard. As shown in Figure 3-11, the Project would provide a private internal street grid. Three primary vehicle entry/exit access points would be provided mid-block, of the Project Site, along Chase Street to the north, Van Nuys Boulevard to the east and Roscoe Boulevard to the south. Two secondary vehicle entry/exit access points would be provided along Tobias Avenue and one secondary entry/exit access point would be provided along Van Nuys Boulevard. As shown in Figure 3-12, a future transit station would be provided mid-block along Van Nuys Boulevard. Pedestrian pathways and crosswalks would be provided through, and along the perimeter of, the Project Site. All access and circulation associated with the Project would be designed and constructed in conformance with all applicable requirements established by LADOT, LADBS, LAFD and the LAMC. As such the Project would not include any new roads or driveways that would result in an increase in hazards due to a design feature. Furthermore, the Project's residential and commercial land uses are compatible with surrounding land uses. Thus, impacts related to increased hazardous design features or incompatible uses would be less than significant and no further analysis of this topic is required in the EIR.

d. Result in inadequate emergency access?

Less Than Significant Impact. A significant impact may occur if the Project's design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site. Development projects facilitated by the Project would be required to maintain adequate emergency access on to the Project Site during construction and operation of each component of the Project. The Project would not involve the long-term closure of any public roadway. Temporary road closures may occur along Van Nuys Boulevard, Roscoe Boulevard, Chase Street and Tobias Street during construction and utility connections. Temporary road closures would be subject to the review and approval of LADOT and the Department of Public Works, Bureau of Street Services to ensure adequate provisions are made for emergency vehicle access and pedestrian detour routes. As shown in Figure 3-11, the Project proposes an internal private road street grid. Three primary vehicle entry/exit access points would be provided mid-block, of the Project Site, along Chase Street to the north, Van Nuys Boulevard to the east and Roscoe Boulevard to the south. Two secondary vehicle entry/exit access points would be provided along Tobias Avenue and one secondary entry/exit access point would be provided along Van Nuys Boulevard. Design requirements would be specified during LAFD and LADOT's standard required plan review process during permitting for certain components of the Project (driveway widths and turning radii) to facilitate the LAFD's access to the Project Site in the event of emergencies. The Project would be required to comply with LAFD access requirements and applicable LAFD regulations regarding safety. As such, the Project would be required to be designed in such a way as to provide adequate emergency access. Thus, the Project would not impede emergency access on-site or off-site. Therefore, impacts related to emergency access would be less than significant, and no further analysis of this issue is required in the EIR.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Potentially Significant Impact (a and b): A project would cause a substantial adverse change in the significance of a tribal cultural resource with cultural value to a California Native American tribe if such resource is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or if such resource is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. AB 52 was approved on September 25, 2014. The primary intent of AB 52 is to involve California Native American Tribes early in the environmental review process and to establish a category of resources related to Native Americans, known as tribal cultural resources, that require consideration under CEQA. PRC Section 21080.3.1 requires that, within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency of projects within their geographic area of concern.[63] Tribes interested in consultation must respond in writing within 30 days from receipt of the lead

[63] *Public Resources Code, Section 21080.3.1(b) and (c).*

agency's formal notification and the lead agency must begin consultation within 30 days of receiving the tribe's request for consultation.[64]

Build-out of the Project would include site clearing and earthwork for the proper base and slope for proposed buildings. Development on the Project Site may include up to two and a half levels of subterranean parking. As such, excavation on the Project Site may occur up to a depth of approximately 25 feet below surface grade. As such, the Project could have the potential to disturb existing but undiscovered tribal cultural resources. In compliance with AB 52, the City sent AB 52 consultation notification letters to the tribal representatives on May 11, 2022 and will participate in any requested consultations for the Project. Further analysis of this topic will be provided in the EIR.

XIX. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☒	☐	☐	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☒	☐	☐	☐

[64] *Public Resources Code, Sections 21080.3.1(d) and 21080.3.1(e).*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☒	☐	☐	☐

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Potentially Significant Impact. A significant impact may occur if a project would increase demands upon infrastructure to such a degree that the construction or relocation of facilities currently serving the Project Site would result in significant environmental impacts. The Project would increase the utilization of the Project Site by increasing on-site floor area and the number of people on-site compared to existing conditions, which could increase demands on infrastructure as compared to existing conditions. The Project's potential demands on infrastructure and impacts related to the construction or expansion of facilities, which could cause significant environmental effects, will be analyzed in the EIR.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Potentially Significant Impact. Two of the state laws addressing the assessment of water supply necessary to serve large-scale development projects include SB 610 and SB 221. SB 610, codified in Water Code Sections 10910-10915, specifies the requirements for water supply assessments (WSAs) and their role in the CEQA process, and defines the role Urban Water Management Plans (UWMP) play in the WSA process. SB 610 requires that, for projects subject to CEQA that meet specific size criteria, the water supplier prepare WSAs that determine whether the water supplier has sufficient water resources to serve the projected water demands associated with the projects. In accordance with SB 610, projects for which a WSA must be prepared are those subject to CEQA that meet any of the following criteria:

- Residential developments of more than 500 dwelling units;
- Shopping centers or business establishments employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- Commercial office buildings employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- Hotels, motels, or both, having more than 500 rooms;
- Industrial, manufacturing, or processing plants, or industrial parks planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area
- Mixed-use projects that include one or more of the projects specified in this subdivision; or

- Projects that would demand an amount of water equivalent to or greater than the amount of water required by a 500-dwelling-unit project. (Water Code Section 912, CEQA Guidelines Section 15155(a).

Based on the criteria listed above, development of the Project would have the potential to increase water consumption, which could result in insufficient water supplies available to serve future development projects on-site, which could result in new or expanded entitlement needs. Therefore, a WSA will be prepared for the Project to determine the availability of water supply to serve the Project. The potential impacts associated with the availability of water supplies to serve the Project will be analyzed in the EIR.

c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Potentially Significant Impact. A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the Project Site would be exceeded. Full build-out of the Project would have the potential to increase wastewater generation, which could result in inadequate treatment capacity by the wastewater treatment provider that serves the Project Site vicinity. The potential impacts associated with the provision of wastewater treatment services to the Project will be analyzed in the EIR.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Potentially Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste or impair the attainment of solid waste reduction goals. The Project would facilitate a variety of new development to the Project Site. Development of the Project would increase the amount of solid waste generation, including possible medical waste such as sharp needle waste or biohazardous wastes that would be subject to special handling and disposal regulations, which could result in inadequate capacity of landfills and disposal sites serving the Project Site. The potential impacts associated with the Project's solid waste disposal needs will be analyzed in the EIR.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Potentially Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Such regulations include AB 939 – California Integrated Waste Management Act of 1989, California Green Building Code, the Los Angeles County Integrated Waste Management Plan, the City of Los Angeles Solid Waste Integrated Resources Plan, and the LAMC. The Project's consistency with applicable plans, policies and regulations adopted for the purpose of reducing and regulating solid waste will be analyzed in the EIR.

XX. WILDFIRE

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

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project Site is located in an urbanized area within the City of Los Angeles and is not located within or near a state responsibility area or land classified as a Very High Fire Hazard Severity Zone (VHFHSZ).[65] As such, no impact would occur and no further analysis of this issue is required in the EIR.

[65] *State of California, Department of Forestry and Fire Protection (CAL FIRE). Map of CAL FIRE's Fire Hazard Severity Zones in Locally Responsibility Areas (Los Angeles). Website: https://osfm.fire.ca.gov/media/5830/los_angeles.pdf. accessed May 2022.*

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. As noted above, the Project Site is not located within or near a state responsibility area or land classified as a VHFHSZ.[66] As such, no impact would occur and no further analysis of this issue is required in the EIR.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. As noted above, the Project Site is not located within or near a state responsibility area or land classified as a VHFHSZ.[67] As such, no impact would occur and no further analysis of this issue is required in the EIR.

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As noted above, the Project Site is not located within or near a state responsibility area or land classified as a VHFHSZ.[68] As such, no impact would occur and no further analysis of this issue is required in the EIR.

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[66] *State of California, Department of Forestry and Fire Protection (CAL FIRE). Map of CAL FIRE's Fire Hazard Severity Zones in Locally Responsibility Areas (Los Angeles). Website: https://osfm.fire.ca.gov/media/5830/los_angeles.pdf. accessed May 2022.*

[67] *State of California, Department of Forestry and Fire Protection (CAL FIRE). Map of CAL FIRE's Fire Hazard Severity Zones in State Responsibility Areas (Los Angeles). Website: https://osfm.fire.ca.gov/media/5830/los_angeles.pdf. accessed May 2022.*

[68] *State of California, Department of Forestry and Fire Protection (CAL FIRE). Map of CAL FIRE's Fire Hazard Severity Zones in State Responsibility Areas (Los Angeles). Website: https://osfm.fire.ca.gov/media/5830/los_angeles.pdf. accessed May 2022.*

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Potentially Significant Impact. A significant impact may occur if a project would degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. The Project Site is currently developed with an existing shopping center and associated surface parking lot. The Project Site has been previously disturbed and does not provide any suitable habitat to support riparian habitat or sensitive species. Thus, the Project's potential to

substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range of a rare or endangered plant or animal is less than significant.

As discussed under Checklist Question V (a), according to SurveyLA, the Broadway-Valley Department Store located at 8333 N. Van Nuys Boulevard, is identified as eligible for listing in the National Register, the California Register, and for local listing as a Los Angeles Historic-Cultural Monument. The Project would include the demolition of the Panorama Mall. Development of new proposed buildings could potentially impact the historic eligibility of this potentially historic resource. Further, with respect to Tribal Cultural Resources, discussion on the outcome of the AB 52 notices will be included in the EIR. Project impacts associated with historic and tribal resources will be further analyzed in the EIR.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact. A significant impact may occur if a project, in conjunction with other related projects in the surrounding area, would result in impacts that are less than significant when viewed separately, but would be significant when viewed together. The EIR will analyze the Project's contribution to cumulative impacts and address cumulative impacts for each environmental issue topic included within the scope of the EIR including air quality; cultural resources (historic resources); energy; greenhouse gas emissions; hazards and hazardous materials, land use and planning; noise; public services (fire and police protection, recreation and parks); transportation (programs and vehicle miles traveled); tribal cultural resources; and utilities and service systems. The Project's incremental contribution to cumulative impacts for each environmental issue determined to have a less than significant, or no impact, within the scope of this Initial Study is discussed below.

With respect to aesthetic impacts, based on the mixed-use commercial and residential character of the Project and its location on an infill site within a TPA as defined by CEQA on the Citywide TPA map attached to ZI No. 2452, PRC Section 21099 applies to the Project. Therefore, the Project is exempt from aesthetic impacts. Related projects would be reviewed on a case-by-case basis by the City to comply with LAMC development requirements. Related project would also be subject to the City's design review process for consistency. Thus, cumulative impacts associated with aesthetics would be less than significant and no further analysis of this issue is required.

Development of the Proposed Project in combination with related projects would not result in significant adverse impacts with respect to agricultural, biological, and mineral resources as no such resources are located on the Project Site or within the surrounding area. The project would have no impact on agricultural and mineral resources and would have a less than significant impact on biological resources, and thus would not have the potential to combine with other projects to result in cumulative impacts. Therefore, cumulative impacts associated with the aforementioned resources would be less than significant and no further analysis of these issues is required.

Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. As discussed in Section V. Cultural Resources, development of the Proposed Project would not cause a substantial adverse impact with respect to archeological resource or to human remains with adherence to the City's conditions of approval and regulatory compliance. The Project would have a less than significant impact on archeological resources and human remains, and would not have the potential to combine with other projects to result in cumulative impacts. Therefore, cumulative impacts would be less than significant, and no further analysis is warranted.

With respect to geology and soils, hazards and hazardous materials, and hydrology and water quality, due to their site-specific nature, these topics are typically addressed on a case-by-case basis. Therefore, as with the Project, related projects would address site-specific geological hazards, soils, paleontological resources, hazardous materials, and hydrology and water quality, through site-specific recommendations, and/or mitigation, and adherence to regulatory code. Thus, project impacts related to geology and soils, hazards and hazardous materials, and hydrology and water quality, would not be cumulatively considerable and impacts would be less than significant. No further analysis of these issues is required.

With respect to population, the Project would develop 3,554 dwelling units, resulting in a population increase of 8,630 new residents. It is estimated that the Project would result in 2,374 net new jobs. Based on the regional growth projections in the Connect SoCal plan, SCAG estimated that by the year 2045, the City of Los Angeles will increase to 4,771,300 persons (a 21% increase since 2016), 1,793,000 households (a 31% increase since 2016), and 2,135,900 jobs (a 16% increase since 2016). The Project's increase in housing, population and employment would be within the regional projections for the City and impacts related to population growth would be less than significant. Related projects within the surrounding area may introduce additional housing developments that would have the potential to generate additional population, housing and employment growth within the City. However, the Project's cumulative contribution to housing, population and employment growth would be within the growth projections of the SCAG region as a whole and therefore, cumulative impacts would be less than significant. No further analysis is warranted.

The Project in combination with related projects within the vicinity would result in increased demand for LAUSD school services, parks, and public and recreational facilities. With respect to schools, like the Project, applicable related projects would be expected to pay the required developer school fees to their respective school district (pursuant to SB 50) to reduce any impacts they may have on school services to a less -than-significant level. With respect to other public facilities, such as libraries, revenues to the City's General Fund would help offset the increase in demand for library services as a result of the Project and the related projects. Furthermore, it is reasonably anticipated that development of any new LAPL facilities (1) would occur where allowed under the designated land use, (2) would be located on parcels that are infill opportunities on lots that are between 0.5 and 1 acre in size, and (3) could qualify for a categorical exemption or Mitigated Negative Declaration under CEQA Guidelines Section 15301 or 15332 and would not be expected to result in significant impacts. Thus, cumulative impacts associated with public services, including schools, parks and public and recreational facilities, would be less than significant. As such, no further analysis with respect to the aforementioned issues is required.

With respect to cumulative impacts related to transportation, specifically roadway hazards and emergency access, like the Project, each related Project within the surrounding area would be reviewed by LADOT, the Department of Building and Safety and LAFD on a case-by-case basis to ensure compliance with regulatory code and requirements pertaining to roadway design and onsite-emergency access. As the Project would not result in increased hazardous design features or incompatible uses, nor would the Project impede emergency access on-site or off-site, the Project would not cumulatively contribute to impacts and impacts would be less than significant. No further analysis of these issues are required.

Lastly, the Project Site and surrounding area is located in an urbanized area within the City of Los Angeles and is not located within or near a state responsibility area or land classified as a Very High Fire Hazard Severity Zone (VHFHSZ). Therefore, there is no potential for cumulative impacts to occur resulting from the development of the Project in combination with related projects in the vicinity and no further analysis of this issue is warranted.

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

Potentially Significant Impact. A significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. As identified in this Initial Study, the Project has the potential to result in significant impacts. Impacts for each potentially significant impact category identified in items I through XIX above will be individually addressed in the EIR to analyze the potential environmental impacts of the Project, which could cause substantial adverse effects on human beings, either directly or indirectly.