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Case Number: ENV-2020-6474-MND

Project Location: 20460 W. Sherman Way, Los Angeles, California, 91306

Community Plan Area: Canoga Park – Winnetka – Woodland Hills – West Hills

Council District: 3 - Blumenfield

Project Description: The applicant is proposing the construction, use, and maintenance of 59 multi-family residential dwelling units, with a total floor area of 36,337 square feet and a height of 56 feet and 5 stories over a subterranean garage all on a 16,743 square foot lot. The proposed project includes 54 market rate and 5 extremely low income units. The applicant is proposing to provide 84 automobile parking spaces and 48 long-term and 6 short-term bicycle parking spaces, and 6,550 square feet of open space including 2,700 square feet of landscaping. No tree removal is proposed herein. No grading or excavation is proposed herein.

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

APPLICANT:
Stephen W. Gregorchuk
Manasseh Building Group, Inc.

February 2024

INITIAL STUDY

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E. LADBS Soils Report Approval Letter Log # 116321-01 (5/5/2021)

F. Soils Reports and Previous LADBS Letters

- **Applied Earth Sciences 4/2/2021**

- **LADBS Log # 116321 (3/12/2021)**
- **Applied Earth Sciences 2/5/2021**
- **LADBS Log # 87245 (2/28/2015)**
- **Applied Earth Sciences 2/4/2015**
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INITIAL STUDY

1 INTRODUCTION

This Initial Study (IS) document evaluates potential environmental effects resulting from construction and operation of the proposed project ("project"). The proposed Project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). Therefore, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City of Los Angeles (City). Based on the analysis provided within this Initial Study, the City has concluded that the project will not result in significant impacts on the environment. This Initial Study and Mitigated Negative Declaration are intended as informational documents, and are ultimately required to be adopted by the decision maker prior to project approval by the City.

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 application for the proposed 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 CEQA, and the preparation of an Initial Study is required.

An Initial Study 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 Initial Study concludes that the Project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report should be prepared; otherwise the Lead Agency may adopt a Negative Declaration or a Mitigated Negative Declaration.

This Initial Study 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).

1.2. ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into four sections as follows:

1 INTRODUCTION

Describes the purpose and content of the Initial Study, 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 Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

INITIAL STUDY

2 EXECUTIVE SUMMARY

PROJECT TITLE	**20460 SHERMAN WAY, 91306**
ENVIRONMENTAL CASE NO.	**ENV-2020-6474-MND**
RELATED CASES	**DIR-2020-6473-TOC-HCA**

PROJECT LOCATION	**20460 SHERMAN WAY, 91306**
COMMUNITY PLAN AREA	CANOGA PARK – WINNETKA – WOODLAND HILLS – WEST HILLS
GENERAL PLAN DESIGNATION	NEIGHBORHOOD COMMERCIAL
ZONING	[Q]C4-1VL-RIO, P-1VL-RIO
COUNCIL DISTRICT	3 - BLUMENFIELD

LEAD AGENCY	**City of Los Angeles**
STAFF CONTACT	LAURA FRAZIN STEELE
ADDRESS	6262 VAN NUYS BLVD., ROOM 430, VAN NUYS CA 91401
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APPLICANT	STEPHEN W. GREGORCHUK, MANASSEH BUILDING GROUP, INC.
ADDRESS	212 N. KANAN RD., OAK PARK, CA 91377
PHONE NUMBER	(818) 416-4193

PROJECT DESCRIPTION

The applicant is proposing the construction, use, and maintenance of 59 multi-family residential dwelling units, with a total floor area of 36,337 square feet and a height of 56 feet and 5 stories over a subterranean garage all on a 16,743 square foot lot. The proposed project includes 54 market rate and 5 extremely low income units. The applicant is proposing to provide 84 automobile parking spaces and 48 long-term and 6 short-term bicycle parking spaces, and 6,550 square feet of open space including 2,700 square feet of landscaping. No tree removal is proposed herein. No grading or excavation is proposed herein.

(For additional detail, see “Section 3. PROJECT DESCRIPTION”).

ENVIRONMENTAL SETTING

The 16,743 square foot project site is located at the southeast corner of W. Sherman Way and Mason Avenue within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area. The Community Plan designates the project site for Neighborhood Commercial land use. The site is dual zoned [Q]C4-1VL-RIO and P-1VL-RIO. The River Improvement Overlay (RIO) Supplemental Use District regulates development standards for projects adjacent to the Los Angeles River.

The project site is currently vacant, and was previously improved with automotive repair and a service station. In 2008, a demolition permit was issued, and subsequently the site was excavated, shored, and then abandoned in relation to a project that was not pursued by a former owner of the property.

The surrounding area is developed with commercial uses at the northeast, northwest, and southwest corners of Sherman Way and Mason Avenue. Commercial uses are also located to the immediate east of the subject site. The commercial uses at the northwest corner abut a church. Sites surrounding commercial and church uses within a 500 foot radius of the subject site are improved with multi- and single-family residential uses.

(For additional detail, see “Section 3. PROJECT DESCRIPTION”).

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

(e.g. permits, financing approval, or participation agreement)

None

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.

Laura Frazin Steele	City Planner
PRINTED NAME	**TITLE**
Laura Frazin-Steele	February 6, 2024
SIGNATURE	**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.

INITIAL STUDY

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The applicant is proposing the construction, use, and maintenance of 59 multi-family residential dwelling units, with a total floor area of 36,337 square feet and a height of 56 feet and 5 stories over a subterranean garage all on a 16,743 square foot lot. The proposed project includes 54 market rate and 5 extremely low income units. The applicant is proposing to provide 84 automobile parking spaces and 48 long-term and 6 short-term bicycle parking spaces, and 6,550 square feet of open space including 2,700 square feet of landscaping. No tree removal is proposed herein. No grading or excavation is proposed herein.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

Figure 1 shows the 16,743 square foot excavated project site located on the southeast corner of W. Sherman Way and Mason Avenue within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area.



FIGURE 1. EXCAVATED PROJECT SITE

3.2.2 Existing Conditions

The project site is currently vacant, and was previously improved with automotive repair and a service station. On July 31, 2008, a demolition permit was issued by the Los Angeles Department of Building and Safety ("LADBS") under Permit No. 08019-20000-01354. On July 31, 2008, Permit No. 07010-20000-05539 was issued by LADBS for a new two-story shopping center over subterranean parking. Subsequently, the site was excavated to a depth of approximately 12 feet (according to information provided by the current owner), shored, and then abandoned by a previous owner.

The Community Plan designates the project site for Neighborhood Commercial land use corresponding to the C1, C1.5, C2, C4, RAS3, and RAS4 Zones. The 36,427 square foot site is dual zoned [Q]C4-1VL-RIO (14,343 square feet) and P-1VL-RIO (2,400 square feet). As codified in Los Angeles Municipal Code ("LAMC") Section 12.16, the C4 "Commercial Zone" allows specific commercial and multi-family residential uses by right. As codified in LAMC Section 12.12.1, the P "Automobile Parking Zone" allows public and private parking areas and parking buildings. Pursuant to Ordinance No. 173,518-SA56 (effective July 7, 2000), the permanent Q Condition associated with the C4 Zone limits the floor area ratio ("FAR") to 0.5:1. Pursuant to LAMC Section 12.21.1, the -1VL height district associated with the C4 Zone limits height to 45 feet with no limitation on the number of stories for buildings used for residential purposes. LAMC Section 12.21.1 A.10 regulates transitional height in the C Zone within certain distances of the abutting RS Zone. Ordinance No. 110,741 (effective January 24, 1958) requires a 6 foot building line along Mason Avenue.

As designated by the site's zone and ZI-2358 River Implementation Overlay ("RIO") Supplemental Use District on ZIMAS, the subject site is located within the RIO District pursuant to LAMC Section 13.17 (Ordinance Nos. 183,144 and 183,145). The subject site is not adjacent to the Los Angeles River, which lies to the south of the subject site. Therefore, the project is required to meet RIO Outer Core development standards pursuant to LAMC 13.17 F.

3.2.3 Surrounding Land Uses

Surrounding sites are developed with retail, multi- and single-family residential, and institutional uses. The abutting sites on the northeast corner of Sherman Way and Mason Avenue are zoned [Q]C4-1VL and P-1VL and designated for Neighborhood Office Commercial land use. These sites are developed with one-story retail uses. Further east, along the north side of Sherman Way, sites are zoned R3-1 and designated for Medium Residential land use. These sites are developed with multi-family residential dwelling units. Abutting sites at the northwest corner of Sherman Way and Mason Avenue are zoned [Q]C4-1VL and (Q)C4-1VL (underlying zone of RA-1) and designated for Neighborhood Office Commercial land use. These sites are improved with two-story retail uses. Further to the northwest along the north side of Sherman Way, a site zoned RA-1 and designated for Low Medium II and Low Residential land use is improved with a house of worship. The abutting sites at the southwest corner of Sherman Way and Mason Avenue are zoned [Q]C4-1VL-RIO and designated for Neighborhood Office Commercial land use. These sites are improved with one-story retail uses. Further west and southwest, along the south side of Sherman Way, sites are zoned RS-1-RIO and designated for Low Medium II and Low Residential land use. These sites are improved

with single-family dwellings. To the east of the subject site, abutting sites along Sherman Way are zoned [Q]C4-1VL-RIO and P-1VL-RIO and designated for Neighborhood Office Commercial land use. These sites are improved with one-story retail uses. Further east along Sherman Way, sites are zoned RS-1-RIO and designed for Low Medium II Residential land use. These sites are improved with single-family dwellings. To the south, across a 20 foot wide alley, sites are zoned RS-1-RIO, designated for Low Residential land use, and improved with single-family dwellings.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The proposed project is the construction, use, and maintenance of 59 multi-family residential dwelling units, with a total floor area of 36,337 square feet and a height of 56 feet and 5 stories over a subterranean garage all on a 16,743 square foot lot. As proposed, the project includes 54 market rate and 5 extremely low income units. The applicant is proposing to provide 84 automobile parking spaces and 48 long-term and 6 short-term bicycle parking spaces, and 6,550 square feet of open space including 2,700 square feet of landscaping. No tree removal is proposed herein. No grading or excavation is proposed herein.

As shown in Figure 2, the 36,427 square foot subject site is dual zoned [Q]C4-1VL-RIO (14,343 square feet) and P-1VL-RIO (2,400 square feet). As previously stated, a 20 foot wide alley abuts the subject site at the southerly property line. For the purpose of calculating the allowable base residential density, the square footage of one-half of the abutting alley is added to the C4 Zoned portion of the lot, which allows a total of 15,543 square feet (14,343 + 1,200 = 15,543 square feet). The C4 Zone allows a maximum of 400 square feet per dwelling units, which calculates to a base residential density of 39 units (15,543/400 = 38.85 rounded up to 39).

The permanent [Q] Condition associated with the [Q]C4-1VL-RIO Zone limits the project's floor area ratio ("FAR") to 0.5:1 pursuant to Ordinance No. 173518-56 (effective July 7, 2000). TOC Guidelines allow the applicant to request a percentage increase of FAR up to 40 percent or an FAR increase resulting in at least a 2.75:1 FAR in the C4 Zone. As such, the applicant is requesting a FAR increase of 2.55:1 for an FAR of 36,337 square feet.



FIGURE 2. ZIMAS MAP

The project is regulated by LAMC Section 12.22 A.31 "Transit Oriented Communities Affordable Housing Incentive Program." The project site was identified as a Transit Oriented Communities ("TOC") Tier 1 site when the Transit Oriented Communities Referral Form No. CP-4050 was reviewed and signed by Planning staff on August 31, 2020 under Case No. PAR-2020-2146-TOC. As it is currently proposed, the project description is consistent with the project proposed under Case No. PAR-2020-2146-TOC, and therefore, the project is eligible to be processed under TOC Tier 1.

As previously stated, pursuant to Ordinance No. 173,518-SA56, the permanent Q Condition associated with the C4 Zone limits the FAR to 0.5:1. Pursuant to LAMC Section 12.21.1, the -1VL height district associated with the C4 Zone limits height to 45 feet with no limitation on the number of stories for buildings used for residential purposes. LAMC Section 12.21.1 A.10 regulates transitional height in the site's C4 Zone, and limits project height to 25 feet within certain distances of the abutting RS Zone. Pursuant to the TOC Affordable Housing Incentive Program Guidelines ("TOC Guidelines"), the applicant is requesting relief from 45 foot height limitation associated with the C4-1VL Zone as well as relief from transitional height regulations.

Pursuant to LAMC Section 12.16, residential uses in the C4 Zone are not required to maintain a front yard setback. However, the project is designed with a 6 foot front yard setback along Mason Avenue in observance of the 6 foot building line established under Ordinance No. 110,741. Residential uses in the C4 Zone are required to provide side and rear yards conforming to the R4 Zone (LAMC Section 12.11) at the lowest residential story. As such, a residential project at this site is required to provide 8 foot side yards (5 feet plus 1 foot for each story over the second story) and a 17 foot rear yard (15 feet plus 1 foot for each story over the third story). However, the applicant is requesting to utilize

TOC yard/setback incentives for commercial zones, which allow the applicant to use yard requirements for the RAS3 Zone as codified in LAMC Section 12.10.5. As such, the project is providing a 5 foot side yard setback along Sherman Way and a 5 foot side yard setback abutting the alley to the south. A 15 foot rear yard is requested along the easterly property line.

3.3.2 Design and Architecture

The project is designed with 33 one-bedroom units and 26 two-bedroom units for a total of 59 residential units. A total of 84 automobile parking stalls are provided including 43 parking stalls in the subterranean garage and 41 parking stalls on the ground floor. The ground floor provides a main pedestrian lobby entrance at the corner of Sherman Way and Mason Avenue. The ground floor also includes and area for short-term bicycle parking (six spaces) and a trash and recycling area. The second floor includes 16 residential dwelling units and a landscaped light court that is open to the sky. Residential dwelling units are on the third floor (17 units), fourth floor (13 units), and fifth floor (13 units). The project is designed with a community garden and landscaped open space on the rooftop as described below.

The project has a maximum height of 56 feet. As previously stated, the applicant is requesting relief from the 45 foot height limitation associated with the C4-1VL Zone as well as relief from transitional height regulations for an additional 11 feet. As shown on the applicant's plans, the structure is designed so that the building height is stepped-back at a 45 degree angle as measured from a horizontal plane originating 15 feet above grade at the property line of the adjoining one-family residential RS Zoned site.

The applicant's plans show that the structure is designed with stucco smooth trowel finish, balconies with storefront glass with aluminum frame, wrought iron railings, glass railings, and dual pane vinyl windows. The colors used are dark pewter, optimum blue, platinum, and cool ashes.

3.3.3 Open Space and Landscaping

Pursuant to LAMC Section 12.21 G, 100 square feet of open space is required for each unit having less than three habitable rooms, 125 square feet of open space is required for each unit having three habitable rooms, and 175 square feet of open space is required for each unit having more than three habitable rooms. The project is required to provide 100 square feet of open space for each of the 33 one-bedroom units and 125 square feet of open space for each of the 26 two-bedroom units or 3,300 square feet of open space for the one-bedroom units and 3,250 square feet of open space for the two-bedroom units for a total requirement of 6,550 square feet of open space. However, the applicant's plans show a total of 5,900 square feet of open space, which creates a deficit of 650 square feet of open space. In compliance with the State Housing Crisis Act, the project was reviewed by LADBS Plan Check as shown on the Preliminary Zoning Assessment Form No. CP-4064 and associated plans stamped by LADBS on 6/5/2023. At that time, LADBS disclosed that the standard of providing Code required open space was not met, and 6,550 square feet of open space is required in lieu of the applicant's proposed 5,900 square feet. Further, Planning staff informed the project applicant in a letter dated 7/17/2023 that if approved, the project would be conditioned to provide Code required open space.

LAMC Section 12.21 G requires that at least 50 percent of the required minimum total of open space, which in this instance is 3,275 square feet, be used as common open space (50 percent of 6,550 = 3,275). The applicant's plans include a 988 square foot indoor recreation room on the ground floor level and a 5,002 square foot rooftop deck including patio tables and chairs and a spa, which together exceed the minimum required common open space for this project.

LAMC Section 12.21 G also requires that a minimum of 25 percent of the common open space area be landscaped with ground cover, trees, or shrubs. As such, for this project 819 square feet of landscaping within the common open space areas is required (25 percent of 3,275 = 818.75). Additionally, pursuant to LAMC Section 12.21 G, at least one 24-inch box tree is required for every four dwelling units on site, and street trees in the parkway may be used to meet this requirement. For this project a minimum of 15 24-inch box trees is required (59/4 = 15). The applicant's plans show 1,862 square feet of landscaped open space on the rooftop deck (planters, community garden), which exceeds common open space landscape requirements. The applicant's plans show a minimum of 15 trees on the ground floor and rooftop, including 24-inch box native, drought tolerant California Buckeye trees. The applicant's landscape plans also show 152 native, drought tolerant shrubs including Bert's Bluff and Margarita Bop.

According to the Arboricultural Consultation Report provided by BL Land and Arbor Consulting, Inc. (see **Appendix A**), there are no trees on site. However, Historic Places LA and SurveyLA designate two street trees abutting the project site along Sherman Way as historic palm trees (Sherman Way Palm Trees, SurveyLA, Canoga Park-Winnetka-Woodland Hills-West Hills Non-Parcel Resources).

The project is located within the outer core of the River Improvement Overlay (RIO) Supplemental Use District, which regulates development standards for projects adjacent to the Los Angeles River as codified in LAMC Section 13.08. In compliance with the RIO, the project will be required to show that all landscaping complies with the RIO Ordinance to provide plants that are either native species, Watershed Wise, and/or from the Los Angeles County River Master Plan Landscaping Guidelines and Plant Palettes (an exception is made for herbs, fruits, and vegetable plants).

Finally, as noted on the Preliminary Zoning Assessment Form No. CP-4064 stamped by LADBS on 6/5/2023, pursuant to LAMC Section 12.22 A.23(a)(10), the project is subject to Commercial Corner Development landscape standards. All landscaping is required to comply with LAMC Sections 12.41-12.43 and provide a minimum 5 foot wide landscaped planted area along all street frontages of the lot. In addition to this landscaped setback, an automatic irrigation system is required. The applicant's plans show 5 feet of landscaping and irrigation along sections of Mason Avenue. Planning staff informed the project applicant in a letter dated 7/17/2023 that if approved, the project would be conditioned to meet all Code required landscaping.

3.3.4 Access, Circulation, and Parking

The project is located at the southeast corner of Sherman Way and Mason Avenue. Sherman Way is designated a Scenic Highway and Boulevard II by the Mobility Plan 2035 with a designated right-of-way width of 110 feet and a designated roadway width of

80 feet. Sherman Way is a divided street with a partially landscaped median that is zoned OS-1-XL and designated for Open Space. Sherman Way is improved with a curb, gutter, and sidewalk. Mason Avenue is designated an Avenue II by the Mobility Plan 2035 with a designated right-of-way width of 86 feet and a designated roadway width of 56 feet. Mason Avenue is improved with a curb, gutter, and sidewalk. As previously stated, a 20 foot wide alley abuts the subject site to the south. The alley intersects Mason Avenue and runs to the east and west in an irregular-shaped configuration. Fulbright Avenue intersects Sherman Way to the east and is designated a Local Street – Standard by the Mobility Plan 2035. Fulbright Avenue has a designated right-of-way width of 60 feet and a designated roadway width of 36 feet. Fulbright Avenue is improved with a curb, gutter, and sidewalk. Enadia Way, Delco Avenue, and Gault Street all lie to the south of the subject site and are all designated Local Street – Standard by the Mobility Plan 2035 with a designated right-of-way width of 60 feet and a designated roadway width of 36 feet. Enadia Way, Delco Avenue, and Gault Street all are improved with a curb, gutter, and sidewalk. Both Enadia Way and Gault Street dead end in a cul-de-sac for vehicular access at the east and west sides of Mason Avenue but provide pedestrian access to Mason Avenue.

Vehicular access to the site is provided via a driveway along Sherman Way at the northeast corner of the site within the [Q]P1-VL-RIO Zoned portion of the site. The driveway leads to the subterranean garage. Vehicular access is also provided via a driveway along Mason Avenue that leads to the ground floor enclosed garage.

LAMC Section 12.21 A.4(a) requires one parking space for each dwelling unit of less than three habitable rooms, 1.5 parking spaces for each dwelling unit of three habitable rooms, and two parking spaces for each dwelling unit of more than three habitable rooms. The applicant is providing 26 two-bedroom units and 33 one-bedroom units, thereby requiring a total of 101 parking spaces in compliance with Section 12.21 A.4(a). However, TOC Guidelines, Tier 1 allows automobile parking to be provided at 0.5 spaces per bedroom. The project is providing a total of 85 bedrooms thereby requiring 43 automobile parking spaces. However, the applicant is providing a total of 84 parking spaces including 43 spaces in the subterranean garage and 41 spaces on the ground floor.

Pursuant to LAMC Section 12.21 A.16, 48 long-term and 5 short-term bicycle parking spaces are required. Short-term bicycle parking for six bicycles is provided along Mason Avenue, and 48 long-term bicycle parking spaces and a 100 square foot bicycle maintenance area are provided in the subterranean parking garage.

The area is served by mass transit including the Metro 162 bus line which runs in an east-west direction along Sherman Way. The LADOT DASH bus connects with the Metro 162 bus line at Sherman Way and Wilbur Avenue, which is approximately 2 miles east of the project site. The Metro G line (Orange) runs 6.2 miles southeast of the project site.

3.3.5 Sustainability Features

The Green Code and Title 24 apply to the project. The project is providing nine EV automobile parking spaces and 25 future EV parking spaces. The applicant's plans also show LID stormwater hydrozones (ground floor, second floor, rooftop) and solar panels. The project will be reviewed for compliance by the Bureau of Sanitation and the Los Angeles Department of Building and Safety.

3.4 REQUESTED PERMITS AND APPROVALS

The list below includes the anticipated requests for approval of the project. The Mitigated Negative Declaration will analyze impacts associated with the project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the project. The discretionary entitlements, reviews, permits and approvals required to implement the project include, but are not necessarily limited to, the following:

- Pursuant to LAMC Section LAMC Section 12.22 A.31, Transit Oriented Communities Tier 1 project with 59 residential dwelling units including 54 market rate and 5 extremely low income units (11%) with the following base incentives and additional incentives:

  Base Incentives
  1) 50% increase in residential density for a total of 59 units, and
  2) FAR increase of 2.55:1 for an FAR of 36,337 square feet, and
  3) 0.5 parking spaces per bedroom (85 bedrooms) with 46 automobile parking spaces required.

  Two additional incentives:

  1) 11 additional feet in height and TOC transitional height for a total height of 56 feet and 5 stories over a subterranean garage, and
  2) yards/setbacks as allowed in the RAS3 Zone for 5 foot side yards and a 15 foot rear yard.

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

INITIAL STUDY

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099 would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☒	☐	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views 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 With Mitigation. A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. An impact on a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected.

The project site is located within a fully developed area of the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan. As discussed in the Mobility Plan 2035, Scenic

Highways have special controls for the protection and enhancement of scenic resources. The Mobility Plan specifically designates the portion of Sherman Way between Variel Avenue to Kester Avenue as a Scenic Highway because it is a wide street with a landscaped median. (This portion of Sherman Way is not a State designated Scenic Highway.) The project will not encroach into the landscaped median along Sherman Way, and no construction activities will take place within the landscaped median. The project would increase height and massing on the site, but with the mitigation measures herein, the project would not have a substantial adverse effect on landscaped median. Therefore, any impacts related to scenic vistas will be less than significant as mitigated herein.

Mitigation Measure AES-1: Landscape Plan. Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant impact with the following measure:

- All landscaped areas shall be maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect in accordance with LAMC Sections 12.40 and 12.41. The final landscape plan shall be reviewed and approved by the City of Los Angeles Department of City Planning during the building permit process.

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. A significant impact would occur if the proposed project would substantially damage scenic resources within a State Scenic Highway. The project is located at the southeast corner of Sherman Way and Mason Avenue. Sherman Way is designated a Scenic Highway and Boulevard II by the Mobility Plan 2035 with a designated right-of-way width of 110 feet and a designated roadway width of 80 feet. Sherman Way is a divided street with a partially landscaped median that is zoned OS-1-XL and designated for Open Space. Sherman Way is improved with a curb, gutter, and sidewalk. Sherman Way is a fully improved right-of-way with residential, commercial, and institutional uses on both side of street. Further, Sherman Way is not designated as a state scenic highway by the Caltrans State Scenic Highway Mapping System. The project site is located approximately 5 miles east of the closest state designated scenic highway (State Route 27). Therefore, any impacts to scenic resources within a state scenic highway would be less than significant.

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. A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area.

As previously stated, the project site is located in an area that is fully developed with residential, commercial, and institutional uses. The project is designed and landscaped to enhance the visual quality of the area. Accordingly, the proposed project would not degrade the existing visual character or quality of the project site and its surroundings. Therefore, the proposed project would result in a less than significant impact on visual quality.

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

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

Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. As noted on the Preliminary Zoning Assessment Form No. CP-4064 stamped by LADBS on 6/5/2023, the project is subject to Commercial Corner Development standards pursuant to LAMC Section 12.22 A.23. Section 12.22 A.23 (a)(5) requires that lighting be designed to eliminate glare. With Code requirements, there are expected to be less than significant impacts due to glare.

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?	☐	☐	☐	☒
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. A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site is currently vacant and excavated. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.

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

No Impact. A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The project site is not zoned for agricultural use or under a Williamson Contract. ZIMAS shows that the project site is designated as an Urban Agricultural Incentive Zone, but the only agricultural use proposed is an approximately 210 square foot rooftop community garden. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Contract. Therefore, no impacts would occur.

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 would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or resulted in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

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

No Impact. A significant impact would occur if the proposed project conflicted with existing zoning or caused rezoning of forest land or timberland, or resulted in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. Accordingly, the proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.

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 would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.

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?

Less Than Significant Impact. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2022 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The proposed project is also subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. The project will produce fugitive dust and mobile source emissions as a result of construction activity. The proposed project and the entire Los Angeles metropolitan area are located within the South Coast Air Basin. According to the SCAQMD 2022 Air Quality Management Plan, the Los Angeles area is characterized as having the highest levels of ozone (smog) in the nation. The key pollutant that creates ozone (O3) is nitrogen oxide (NOx). The Los Angeles region also has among the highest levels of fine particulate matter (PM2.5) in the nation. In August 2018, the U.S. EPA designated the South Coast Air Basin as "extreme" nonattainment for ozone. The Basin is characterized as a federal nonattainment area for PM2.5, PM10, nitrogen dioide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), and lead (Pb). The 2022 Plan designates the Basin as a nonattainment area for State ambient air quality for O3, PM2.5, and PM10 but designates the Basin as an attainment area for State ambient air quality standards for Pb, CO, NO_2, SO_2, and sulfates.

There is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. Based on published studies from similar projects, the project would not likely exceed the regional SCAQMD significance thresholds for pollutants. When a project has less than 80 multi-family residential dwelling units and involves less than 20,000 cubic yards of soil export, it will not likely exceed the SCAQMD construction or operational thresholds. The project has 59 multi-family residential dwelling units and no grading or excavation will occur. Furthermore, the project is subject to regulatory compliance measures, which reduces the impacts of operational and construction regional emissions. Therefore, a project of this size would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants, and the impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of maximum daily localized construction emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These apply to projects that are less than or equal to five acres in size and are only applicable to respirable particulate matter (PM10 and PM2.5), carbon monoxide (CO), and nitrogen oxides (NOx). When a proposed project has less than 80 residential dwelling units and involves less than 20,000 cubic yards of soil export, it will not likely exceed the SCAQMD construction or operational thresholds. Therefore, localized emission impacts for the proposed project would be less than significant for all construction phases and the project would not expose sensitive receptors to substantial localized criteria pollutant emissions during construction. The proposed project would result in a less than significant impact.

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

Less Than Significant Impact. Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the proposed project would not cause an odor nuisance.

According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less than significant impact related to objectionable odors.

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, 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 would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located in a highly urbanized area along Sherman Way in the southwest San Fernando Valley. There is no vegetation on the project site, which is currently excavated and vacant. There are two street trees along Sherman Way (palms) that will be protected during construction as discussed below. These street trees are not identified as 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. No significant impacts to nesting birds or sensitive biological species or habitat would occur. Therefore, impacts are less than significant.

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

Less Than Significant Impact. A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. The project site does not abut the Los Angeles River or any other stream/water course. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and less than significant impacts would occur.

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. A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands or wetland resources. The project site is located in a highly urbanized area and that is developed with residential, commercial, and institutional uses. Therefore, the proposed project would not have any effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and no impacts would occur.

d) 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. A significant impact would occur if the proposed project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of trees that will remain in place, the project site does not support habitat for native resident or migratory species or contain native nurseries. Therefore, the proposed project would not interfere with wildlife movement or impede the use of native wildlife nursery sites, and no impact would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant With Mitigation. A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with the City of Los Angeles Protected Tree Ordinance (No. 186,873), because the project site does not contain locally protected biological resources, including oak trees, Southern California black walnut, western sycamore, California bay trees, toyon, and Mexican elderberry.

According to the Arboricultural Consultation Report provided by BL Land and Arbor Consulting, Inc. (see **Appendix A**), there are no trees on site. However, Historic Places LA and SurveyLA designate two street trees abutting the project site along Sherman Way as historic palm trees (Sherman Way Palm Trees, SurveyLA, Canoga Park-Winnetka-Woodland Hills-West Hills Non-Parcel Resources). The historic palm trees will be protected in place as mitigated herein. As further mitigated herein, no street tree will be removed without the review and approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161 - 62.171. At the time of preparation of this document, no approvals have been given for any tree removals in the right-of-way by BPW. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC). Both the MBTA and CDFW protects migratory birds that may use trees adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. Therefore, the project will not conflict with any local policies or ordinances protecting biological resources, and impact will be less than significant as mitigated herein.

MM BIO-1. Tree Preservation

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

MM BIO-2. Tree Removal (Public Right-of-Way)

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.

- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).

- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the

unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.

- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

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 and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.

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?	☐	☐	☒	☐

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

Less Than Significant Impact. SurveyLA designates two street trees abutting the project site along Sherman Way as historic palm trees within the context of Cultural Landscapes, 1875-1980. (Sherman Way Palm Trees, SurveyLA, Canoga Park-Winnetka-Woodland Hills-West Hills Non-Parcel Resources). The trees appear to be a historic stand of palm trees that represent the street planting plan for Sherman Way, which was a main corridor from central Los Angeles to the San Fernando Valley. Currently, the trees are not on the National or California Register. As mitigated elsewhere herein (see **IV. Biological Resources**), the street trees will be protected in place. Therefore, there will be less than significant impact to a historic resource.

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 impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Per regulatory compliance measures, personnel of a proposed project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of a project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Impacts to Tribal cultural resources are analyzed herein pursuant to State AB 52 under **Section XVIII. Tribal Cultural Resources**. Therefore, the impact would be less than significant.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features, including human remains. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Impacts to Tribal human remains regulated under State AB 52 are discussed herein in **Section XVIII. Tribal Cultural Resources**. Therefore, the impact to human remains would be less than significant.

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?

Less Than Significant Impact. The construction of a 59 unit multi-family residential project will result in an increase in energy use; however, the project will be subject to Title 24 California Building Codes as well as the CALGreen building code. Due to these sustainability requirements, the building and project's construction will minimize wasteful, inefficient, or unnecessary consumption of energy resources and the project will result in a less than significant impact.

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

No Impact. The subject site has not been identified for any future use for renewable resources. The project will not conflict with or obstruct any state or local plan for renewable energy or energy efficiency. Therefore, the project will have no impact.

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 waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to ZIMAS records, the nearest active fault is the Santa Susana, which is located approximately 11.5 km from the project site. ZIMAS shows that the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. Furthermore, the project was reviewed and approved by LADBS **(See Appendix E – Soils Report Approval Letter Log # 116321-01 dated May 5, 2021 and Appendix F - Soils Reports and Previous LADBS Letters)** and by reference the conditions in these letters are incorporated herein. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.

ii) Strong seismic ground shaking?

Less Than Significant Impact. A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local Building Codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. As previously stated, the project was reviewed and approved by LADBS **(See Appendix E – Soils Report Approval Letter Log # 116321-01 dated May 5, 2021 and Appendix F - Soils Reports and Previous LADBS Letters)** and by reference the conditions in these letters are incorporated herein. Therefore, impacts related to strong seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. A significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. While the subject site is located within a Liquefaction Zone, the project was reviewed and approved by LADBS **(See Appendix E – Soils Report Approval Letter Log # 116321-01 dated May 5, 2021 and Appendix F - Soils Reports and Previous LADBS Letters)** and by reference the conditions in these letters are incorporated herein. Furthermore, specific Regulatory Compliance Measures in the City of Los Angeles regulate the grading and construction of projects in

these particular types of locations and will reduce any potential impacts to less than significant. Regulatory Compliance Measures (RCMs) include the Uniform Building Code Chapter 18, Division 1, Section 1804.5: Liquefaction Potential and Soil Strength Loss. These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment the project is located. Therefore, impacts related to seismic-related ground failure, including liquefaction, would be less than significant.

iv) Landslides?

No Impact. A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. ZIMAS records show that the project site is not located within a landslide hazard zone. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.·

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

Less Than Significant Impact. A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Site clearance, excavation, and grading (which may create potential for soil erosion) have previously occurred on this site. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. Furthermore, LADBS issued a Soils Report Approval Letter dated May 5, 2021 (Log # 116321-01) **(see Appendices E and F)** which contains conditions which are by reference incorporated herein. Therefore, less than significant impacts resulting in soil erosion or loss of topsoil are expected.

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

Less Than Significant Impact. A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide as previously discussed. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. According to ZIMAS records, the project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements and the Department of Building and Safety's Soils Report Approval Letter issued on May 5, 2021 (Log # 116321-01) and the conditions in the May 5, 2021 LADBS letter which are by reference incorporated herein **(see Appendices E and F)**, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less than significant.

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?

Less Than Significant Impact. A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. However, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.

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?

Less than Significant Impact. A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in a highly urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Impacts to human remains regulated under State AB 52 are discussed herein in **Section XVIII. Tribal Cultural Resources**. Therefore, the impact to paleontological resources would be less than significant.

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?	☐	☐	☒	☐

The Scoping Plan is a greenhouse gas emission (GHG) reduction roadmap developed and updated by the California Air Resources Board (CARB) at least once every 5 years, as required by Assembly Bill (AB) 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB published the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) in November 2022, as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business as usual activities (*CARB 2008, Climate Change Scoping Plan*.) The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs) *(CARB 2014. First Update to the Climate Change Scoping Plan).* The 2017 Scoping Plan Update (*CARB 2017. California's 2017 Climate Change Scoping Plan)*, shifted focus to the newer Senate Bill (SB) 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan. The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan Update also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires.

Estimated Statewide Greenhouse Gas Emissions Reductions in the 2022 Scoping Plan

Emissions Scenario	GHG Emissions ($MMTCO_2e$)
2019	
2019 State GHG Emissions	404
2030	
2030 BAU Forecast	312
2030 GHG Emissions without Carbon Removal and Capture	233
2030 GHG Emissions with Carbon Removal and Capture	226
2030 Emissions Target Set by AB 32 (i.e., 1990 level by 2030)	260
Reduction below Business-As-Usual necessary to achieve 1990 levels by 2030	52 (16.7%)[a]
2045	
2045 BAU Forecast	266
2045 GHG Emissions without Carbon Removal and Capture	72
2045 GHG Emissions with Carbon Removal and Capture	(3)

$MMTCO_2e$ = million metric tons of carbon dioxide equivalents; parenthetical numbers represent negative values.

[a] 312 – 260 = 52. 52 / 312 = 16.7%

Source: CARB, Final 2022 Climate Change Scoping Plan, November 2022.

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor's Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update discusses the role of local governments in meeting the State's GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements, and play a critical role in facilitating the rollout of Electric Vehicle (EV) infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority. The City has taken the initiative in combating climate change by developing programs in the General Plan (Housing Element, Mobility Plan 2035) and regulations such as requirements for All-Electric Buildings, the Green New Deal Green Building Code, converting the City's fleet to zero emission vehicles, and energy emissions retrofits.

Housing Element (Housing Needs Assessment)

The Housing Element of the General Plan is prepared pursuant to state law and provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create and preserve sustainable, mixed-income neighborhoods across the City.

The Housing Needs Assessment chapter of the Housing Element discusses the City's population and housing stock to identify housing needs for a variety of household types across the City. The current RHNA goal for affordable housing within the City is approximately forty percent of new construction. However, the City's projections show affordable housing comprising twenty percent of new construction, which falls short of the forty percent RHNA goal. In order to address this shortfall in affordable housing, the Housing Element provides measures to streamline and incentivize development of affordable housing. Such measures include revising density bonuses for affordable housing; identifying locations which are ideal for funding programs to meet low-income housing goals; and rezoning areas to encourage low-income housing. With implementation of such measures to increase affordable housing, the Housing Element predicts a significant increase in housing production at all income ranges compared to previous cycles.

The Housing Element also promotes sustainability and resilience, and environmental justice through housing, as well as the need to reduce displacement. It encourages the utilization of alternatives to current parking standards that lower the cost of housing, support GHG and VMT goals and recognize the emergence of shared and alternative mobility. The Element also identifies housing strategies for energy conservation, water conservation, alternative energy sources and sustainable development which support conservation and reduce demand.

Mobility Plan 2035

In August 2015, the City Council adopted Mobility Plan 2035 (Mobility Plan), which serves as the City's General Plan circulation element. The City Council has adopted several amendments to the Mobility Plan since its initial adoption, including the most recent amendment on September 7, 2016. The Mobility Plan incorporates "complete streets" principles and lays the policy foundation for how the City's residents interact with their streets. While the Mobility Plan 2035 mainly relates to transportation, certain components would serve to reduce VMT and mobile source GHG emissions. One component of the Mobility Plan is a GHG emission tracking program to establish compliance with SB 375, AB 32 and the region's Sustainable Community Strategy.

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

Less Than Significant Impact. California continues to experience a severe housing shortage. The State must plan for more than 2.5 million residential units over the next eight years, and no less than one million of those residential units must be affordable to lower-income households. This represents more than double the housing planned for during the last eight years. The housing crisis and the climate crisis must be confronted simultaneously, and it is possible to address the housing crisis in a manner that supports the State's climate and regional air quality goals. The Project represents an infill development within an existing urbanized area that would concentrate new development consistent with the overall growth pattern encouraged in the RTP/SCS. The Project's convenient access to public transit and opportunities for walking and biking would result in a reduction of vehicle trips, vehicle miles traveled (VMT), and GHG emissions. Specifically, the Project Site is located in a transit-rich neighborhood serviced by Los Angeles County Metropolitan Transit Authority (Metro) bus lines. In addition, the project site's proximity to a variety of commercial uses and services would encourage employees of the project site to walk to nearby destinations to meet their shopping needs, thereby reducing VMT and GHG emissions. Therefore, the project would be consistent with these reduction strategies.

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

Less Than Significant Impact. The project represents an infill development within an existing urbanized area that would concentrate new development consistent with the overall growth pattern encouraged in the RTP/SCS. The project's convenient access to public transit and opportunities for walking and biking would result in a reduction of vehicle trips, vehicle miles traveled (VMT), and GHG emissions. Specifically, the subject site is located in a transit-rich neighborhood serviced by the Los Angeles County Metropolitan Transit Authority (Metro) bus lines. In addition, the site's proximity to a variety of commercial uses and services would encourage project residents to walk to nearby destinations to meet their shopping needs, thereby reducing VMT and GHG emissions. Therefore, the project would be consistent with these reduction strategies. The project would not involve retrofit of existing buildings and would be completely new construction. Therefore, the project would be consistent and not conflict with policies to implement energy efficiency retrofits.

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 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?	☐	☐	☒	☐

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

Less Than Significant Impact. A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a residential development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant With Mitigation. A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The project site contained underground storage tanks, and a site investigation and corrective action for any potential petroleum release related to the underground storage tanks was closed as documented by the Los Angeles Regional Water Quality Control Board (LARWQCB) in a letter dated June 10, 2013 (see **Appendix G**). Compliance with the mitigation measure incorporated herein would reduce any impact to a less than significant level.

MM HAZARDS-1 Creation of a Health Hazard

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

- The applicant shall provide updated documentation from the Los Angeles Regional Water Quality Control Board (LARWQCB) stating that no further corrective action is needed relative to the underground storage tanks and the proposed residential development. However, if further action is needed as determined by LARWQCB, the applicant shall submit documentation from the LARWQCB showing that the project site is not hazardous for residential use.
- Prior to the issuance of a use of land or building permit, or issuance of a change of occupancy, the applicant shall obtain approval from the Fire Department and the Department of Public Works, for the transport, creation, use, containment, treatment, and disposal of any hazardous material(s).
- Approved plans for the transport, creation, use, containment, treatment, and disposal of the hazardous material(s) shall be submitted to the decision-maker for retention in the case file.

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

Less Than Significant With Mitigation. The closest Los Angeles Unified School District (LAUSD) school to the subject site is Fullbright Avenue Elementary School, which is located 0.4 miles to the southeast of the subject site at 6940 Fullbright Avenue. However, the potential exists for private schools (including pre-schools) to be sighted within one-quarter mile of the subject site. Further, a significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (see EnviroStor at http://www.envirostor.dtsc.ca.gov/public/) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. The subject site is not identified on the EnviroStor database. However, given the previous use of the site for underground storage tanks, as discussed above (**see Appendix G**), any impact to schools would be reduced to a less than significant impact with incorporation of the above mitigation measure.

MM HAZARDS-1 Creation of a Health Hazard

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant With Mitigation. A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database (see EnviroStor at http://www.envirostor.dtsc.ca.gov/public/) that provides access to detailed information on hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. The subject site is not identified on the EnviroStor database. However, given the previous use of the site for underground storage tanks, as discussed above (**see Appendix G**), any impact to schools would be reduced to a less than significant impact with incorporation of the above mitigation measure.

MM HAZARDS-1 Creation of a Health Hazard

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?

No Impact. The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. The closest airport is the Van Nuys Airport, which is approximately 5.9 miles east of the project site. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and no impacts would occur.

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

Less Than Significant Impact. A significant impact would occur if the project impaired the implementation or physically interfered with an adopted emergency response plan or emergency evacuation plan. Updates to the City of Los Angeles Safety Element were adopted in November 2021. The Safety Element references the City's Emergency Management Department 2018 Local Hazard Mitigation Plan (LHMP). The LHMP identifies Critical Facilities and Infrastructure including critical response facilities and critical infrastructure (transportation and utilities). Due to the sensitivity of this information, a detailed list of facilities is not provided therein. Based on the available information, the proposed project would not impair or physically interfere with an adopted emergency response or emergency evacuation plan. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, there is no information to indicate that the proposed project would result in inadequate emergency access or interfere with an emergency response plan or emergency evacuation plan. Therefore, less than significant impacts would occur.

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 would occur if the proposed project exposed people to significant loss, injury, or death from a wildfire. The greatest wildfire risks are in areas designated as a Very High Fire Severity Zone, High Wind Velocity Area, and Hillside areas. The subject site is not located within a Very High Fire Severity Zone, High Wind Velocity Area, or Hillside area. The subject site is located on a flat in-fill site that is surrounded by improved properties. The project site is located in the San Fernando Valley which is surrounded by mountain ranges on all sides (Santa Susana Mountains to the northwest, Simi Hills to the west, Santa Monica Mountains to the south, Verdugo Mountains to the east, San Gabriel Mountains to the northeast). It is possible that pollutant concentrations from wildfires in mountain ranges surrounding the San Fernando Valley could negatively impact the subject site. Impacts to project residents due to pollutant concentrations can be mitigated on an as needed basis by closing windows and using individual air filtration devices. Therefore, the impact of a possible spread of a wildfire would be less than significant.

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?	☐	☐	☒	☐
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 significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB). Stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (pesticides and fertilizers) and paved surfaces (ordinary household cleaners). Thus, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The ordinances contain requirements for construction activities and operation of projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all projects consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less than significant impacts.

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. A significant impact would occur if the proposed project would substantially deplete groundwater or interferes with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by the Los Angeles Department of Water and Power (LADWP), which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Excavation to accommodate subterranean levels has been completed, and has not resulted in the interception of existing aquifers or penetration of the existing water table. No further excavation will take place. Therefore, the impact on groundwater supplies or groundwater recharge would be less than significant.

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 would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation would result. There are no streams or rivers that abut the project site, which is 0.2 mile east of the Los Angeles River. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving

surface water runoff under existing conditions. Significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Therefore, the proposed project would result in less than significant impact related to the alteration of drainage patterns and on- or off-site erosion or siltation.

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. A significant impact would occur if the proposed project would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the development of the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the proposed project would result in less than significant impacts related to the alteration of drainage patterns and on- or off-site flooding.

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

Less Than Significant Impact. A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Site-generated surface water runoff would continue to flow to the City's storm drain system. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution. Therefore, the proposed project would result in less than significant impacts related to existing storm drain capacities or water quality.

iv. Impede or redirect flood flows?

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially create or contribute runoff water which would such that flooding would result. There are no streams or rivers abutting the project site that would flood. The closest river, the Los Angeles River, is 0.2 miles east of the project site. Further, during project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from the development of the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site or redirect flood flows. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. Therefore, the proposed project would result in less than significant impacts related to the flooding.

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

No Impact. A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, mudflow, or flooding. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located in the San Fernando Valley and not near an ocean or lake. According to ZIMAS and NavigateLA, the project site is not located within a flood zone. Therefore, the project would have a less than significant impact related release of pollutants due to inundation by seiche, tsunami, mudflow, or floods.

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

No Impact. The project will not conflict with or obstruct the implementation of a water quality control plan or sustainable ground water management plan or regulations, including the regulations governed by the Los Angeles Regional Water Quality Control Board (LARWQCB), the National Pollutant Discharge Elimination System (NPDES), the City's Stormwater and Urban Runoff Pollution Control, the City's Low Impact Development (LID), and the City's Standard Urban Stormwater Mitigation Plan (SUSMP). Therefore, there will be no impact to water quality control plans and sustainable groundwater management plans.

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 would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, the construction of new residential infill development in an urbanized area in Los Angeles, would not divide an established community. Therefore, no impact would occur.

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?

Less than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan area. The site is dual zoned [Q]C4-1VL-RIO and P-1VI-RIO, with a General Plan land use designation of Neighborhood Commercial. The applicant is showing that the P Zoned portion of the lot will be used for driveway access and no residential dwelling will be sited on the P Zoned portion of the site. The C4 Zoned portion of the lot and one-half of the alley allows a total of 15,543 square feet of lot area for the purpose of calculating density (14,343 + 1,200 = 15,543 square feet). The C4 Zone allows a maximum of 400 square feet per dwelling units, which calculates to a base residential density of 39 units (15,543/400 = 38.85 rounded up to 39). The permanent [Q] Conditions associated with the [Q]C4-1VL-RIO Zone limits the project's floor area ratio ("FAR") to 0.5:1 pursuant to Ordinance No. 173518-56 (effective July 7, 2000). The project is regulated by LAMC Section 12.22 A.31 "Transit Oriented Communities Affordable Housing Incentive Program" based on the Transit Oriented Communities Referral Form No. CP-4050 signed by Planning on August 31, 2020. TOC Guidelines allow the applicant to request a percentage increase of FAR up to 40 percent or an FAR increase resulting in at least a 2.75:1 FAR in the C4 Zone. As such, the applicant is requesting a FAR increase of 2.55:1 for an FAR of 36,337 square feet.

The decision makers will determine whether discretionary requests will conflict with applicable plans/policies. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, the impact would be less than significant.

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 would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.

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. A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits nor is it designated for mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.

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?

Less Than Significant With Mitigation. A significant impact would occur if the project caused a substantial temporary or permanent increase in noise levels above existing ambient levels. Demolition excavation, and grading has previously taken place on the project site and no further demolition, excavation, and/or grading is expected to occur. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. While construction noise for the project will cause a temporary increase in the ambient noise levels, the project will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. With mitigation incorporated herein, temporary increase in ambient noise levels would be reduced to a less than significant level.

Any impacts due to a permanent increase in ambient noise levels are expected to be less than significant. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five dBA. With implementation of the regulations that address rooftop mechanical equipment, a substantial permanent increase for nearby sensitive receptors would be reduced to a less than significant level.

Therefore, with the implementation of Code requirements and the mitigation measure herein, any impacts due to the 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 would be reduced to a less than significant impact.

MM-Noise-1. Increased Noise Levels (Construction Activities)

- Construction shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- A temporary noise control barrier shall be installed on the property line of the construction site abutting residential uses. The noise control barrier shall be engineered to reduce construction-related noise levels at the adjacent residential structures with a goal of a reduction of 10 dBA. The supporting structure shall be engineered and erected according to applicable codes. The temporary barrier shall remain in place until all windows have been installed and all activities on the project site are complete.

b) Generation of, excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment used. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Unless heavy construction activities are conducted extremely close (within a few feet) to the neighboring structures, vibrations from construction activities rarely reach the levels that damage structures. By complying with regulations, the project would result in a less than significant impact related to construction vibration.

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 would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport, public use airport, or private airstrip. The proposed project is not located within two miles of a public airport, public use airport, or private air strip. The closest airport is the Van Nuys Airport, which is located 5.9 miles to the east of the project site. The project site is outside of the Los Angeles International Airport Land Use Plan. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport, public use airport, or private airstrip. Therefore, no impact would occur.

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?	☐	☐	☐	☒

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 potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would result in the development of 59 multi-family residential dwelling units. The increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth for the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan, and is within the Southern California Association of Governments' (SCAG) 2020 population projections for the City in their 2012-2035 Regional Transportation Plan. The project would meet a growing demand for housing near jobs and transportation centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Operation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately mitigated in other portions of this document. Therefore, the impact would be less than significant.

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

No Impact. A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project is located on a vacant site and would not result in the demolition of any residential dwellings. Therefore, no existing people or housing would be displaced as a result of the project, and the project would not necessitate the construction of replacement housing elsewhere.

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?

Less Than Significant Impact. A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by LAFD Los Angeles Fire Department Fire Station 72, located at 6811 De Soto Avenue (approximately 1 mile southwest of the project site). The proposed project would result in a net increase of 59 multi-family residential dwelling units, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that there is an existing fire station in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less than significant impact.

b) Police protection?

Less Than Significant Impact. A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project would result in a net increase of 59 multi-family residential dwelling units and could increase demand for police service. The project site and the surrounding area are currently served by LAPD's Valley Bureau Topanga Community Police Station, located at 21501 Schoenborn Street (approximately 2.6 miles northwest of the project site).

Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Regarding operations, in the event a situation should arise requiring increased staffing or patrol units, additional resources can be called in. Therefore, the proposed project would result in a less than significant impact related to police protection services.

c) Schools?

Less Than Significant Impact. A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would add

59 multi-family residential dwelling units, which could increase enrollment at schools that serve the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less than significant impact to public schools.

d) Parks?

Less Than Significant Impact. A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 59 multi-family residential dwelling units, which could result in increased demand for parks and recreation facilities. Pursuant to Section 21.10 of the LAMC, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less than significant impact on park facilities.

e) Other public facilities?

Less Than Significant Impact. A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project would result in a net increase of 59 multi-family residential dwelling units, which could result in increased demand for library services and resources of the Los Angeles Public Library System. However, the proposed project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the proposed project would result in a less than significant impact on other public facilities.

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 facilities would occur or be accelerated?

Less Than Significant Impact. A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 59 multi-family residential dwelling units, which could result in increased demand for parks and recreation facilities. Pursuant to Section 21.10 of the LAMC, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less than significant impact on park or other recreational facilities.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 59 multi-family residential dwelling units, which could result in increased demand for parks and recreation facilities. Pursuant to Section 21.10 of the LAMC, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less than significant impact on park or other recreational facilities.

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 and pedestrian facilities?

Less Than Significant Impact. A significant impact may occur if the project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The Los Angeles Department of Transportation (LADOT) reviewed and signed a Transportation Study Assessment Referral Form No. CP-2151.1 (see **Appendix B**) for the project on July 19, 2023 and noted that a VMT Analysis is required. On September 18, 2023, LADOT (see **Appendix C**) reviewed the transportation assessment prepared for the proposed project by Overland Traffic Consultants, Inc. dated August 2023 (see **Appendix D**) and found that no CEQA mitigation measures are required. LADOT determined that a freeway ramp analysis is not required. It was determined that the project does exceed the net 250 daily vehicle trips threshold (net daily traffic flow for the project is calculated at 299 daily trips) but would not have a significant transportation impact that conflicts with plans, programs, ordinances, or policies. Per the Overland Traffic Consultants Assessment, the project is consistent with the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) plan. The project is also consistent with the City of Los Angeles General Plan including but not limited to the Mobility Plan 2035, Plan for a Healthy LA, the Los Angeles Municipal Code (Section 12.21 A.16); and the City's Vision Zero Action Plan. Therefore, the project will not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities and there is less than significant impact to programs, plans, ordinances, and policies addressing the circulation system.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact. A significant impact may occur if the proposed project individually or cumulatively exceeded the service standards of the Los Angeles County Metropolitan Transportation Authority (Metro) Congestion Management Program (CMP). This program was created Statewide as a result of Proposition 111 and has been implemented locally by Metro. The CMP for Los Angeles County requires that the traffic impacts of individual development projects of potential regional significance be analyzed. Specific arterial roadways and all State highways comprise the CMP system, and a total of 164 intersections are identified for monitoring throughout Los Angeles County. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add more than 50 trips during either the a.m. or p.m. peak hours.

The Los Angeles Department of Transportation (LADOT) reviewed and signed a Transportation Study Assessment Referral Form No. CP-2151.1 (see **Appendix B**) for the project on July 19, 2023 and noted that a VMT Analysis is required. On September 18, 2023, LADOT (see **Appendix C**) reviewed the transportation assessment prepared for the proposed project by Overland Traffic Consultants, Inc. dated August 2023 (see **Appendix D**) and found that no CEQA mitigation measures are required. LADOT determined that a freeway ramp analysis is not required. It was determined that the project does exceed the net 250 daily vehicle trips threshold (net daily traffic flow for the project is calculated at 299 daily trips using the LADOT VMT calculator), but as cited in the Overland Traffic Consultants report, the project's VMT analysis includes two transportation demand management (TDM) measures that reduce trips and VMT for the project as follows: (1) The project's TDM program includes reduced vehicle parking if approved for reduced parking at 0.5 spaces per bedroom under the TOC program, thereby requiring 48 parking spaces in lieu of the 101 spaces otherwise required under LAMC Section 12.21 A.4(a). The applicant is providing parking for 84 vehicles on two parking levels – one at grade and one subterranean level. (2) The applicant is providing bicycle parking (48 long-term spaces and 6 short-term spaces) as required under LAMC Section 12.21 A.16. No additional TDM measures are required. Therefore, LADOT concluded that implementation of the project would result in no significant VMT impact. Additionally, projects that generate more than 500 daily vehicle trips shall be required to perform an access and circulation analysis to determine if any access enhancements, transit amenities, intersection improvements, traffic signal upgrades, neighborhood traffic calming, or other improvements are needed. It was determined that the subject project traffic will not exceed 500 daily vehicle trips. Therefore, a circulation analysis is not required. As such, LADOT determined that no CEQA mitigation requirements are required for this project. Therefore, less than significant impacts would occur as a result of conflicts or inconsistencies 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)?

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially increase an existing hazardous design feature or introduce incompatible uses to the existing traffic pattern. As stated in the transportation assessment prepared for the proposed

project by Overland Traffic Consultants, Inc. dated August 2023 (see **Appendix D**) the project will not substantially increase hazards due to a geometric design feature or incompatible use. Finally, on September 18, 2023, LADOT determined that no CEQA mitigation requirements are required for this project. Therefore, there are less than significant impacts due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.

d) Result in inadequate emergency access?

Less Than Significant Impact. A significant impact may occur if the project design threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. Updates to the City of Los Angeles Safety Element were adopted in November 2021. The Safety Element references the City's Emergency Management Department 2018 Local Hazard Mitigation Plan (LHMP). The LHMP identifies Critical Facilities and Infrastructure including critical response facilities and critical infrastructure (transportation and utilities). Due to the sensitivity of this information, a detailed list of facilities is not provided therein. Based on the available information, the proposed project would not impair or physically interfere with an adopted emergency response or emergency evacuation plan. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, there is no information to indicate that the proposed project would result in inadequate emergency access or interfere with an emergency response plan or emergency evacuation plan. Therefore, less than significant impacts would occur.

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	☐	☐	☒	☐
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) 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: 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)?

Less Than Significant Impact. Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice.

The Lead Agency requested a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search on 11/7/23, but did not receive results at the time of preparation of this Initial Study.

On September 15, 2023, notification was mailed to 10 Tribes that are traditionally and culturally affiliated with the geographic area associated with the proposed project. Planning received a response from two tribes as detailed below.

On October 4, 2023, the Fernandeño Tataviam Band of Mission Indians (FTBMI) requested additional information from the project applicant via submittal of an intake form. On November 16, 2023, the FTBMI contacted Planning staff and stated that no consultation is required.

On October 13, 2023, Planning staff received a request for consultation from the Gabrieleño Band of Mission Indians - Kizh Nation. Consultation began on November 7, 2023 with Department of City Planning staff and Tribal members. The City provided soils reports (including but not limited to LADBS Soils Report Approval Letter dated May 5, 2021 – Log # 116321-01; Los Angeles Regional Water Quality Control Board letter dated June 10, 2013). During the consultation, the Tribe documented the regional significance of the project site to the Tribe, particularly along Sherman Way where the project is located. Tribal trade routes were located along waterways including the LA River and railways, including the old Pacific Electric railway along Sherman Way. As such, the LA River and railways are part of the Tribal sacred landscape. The Tribe requested that the City use mitigation measures recommended by the Tribe. However, via email correspondence on November 13, 2023, November 28, 2023, and January 8, 2024, the City requested that the Tribe review and possibly revise its request for mitigation based on the project description which discloses that the site was excavated to 12 feet in 2008, and the project does not involve further excavation and/or shoring. Consultation was closed on February 6, 2024 with the City stating that no impacts to Tribal resources are anticipated.

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

Less Than Significant Impact. See a) above which is by reference incorporated herein.

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?	☐	☐	☒	☐
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?

Less Than Significant Impact. A significant impact may occur if the project would require or result in the relocation or construction of water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities to such a degree that the construction or relocation of which would cause significant environmental effects. The subject property is located in an established neighborhood in the Canoga Park – Winnetka – Woodland Hills – West Hills community that has long been developed and urbanized. The project is entirely consistent with the applicable City long-range and development plans, which have accounted for any potential project impacts on utility capacity and infrastructure. In addition, the project will comply with all applicable regulations regarding energy usage and discharge, per the requirements of

the applicable managing utility departments/agencies. Therefore, the project will have a less than significant impact on the relocation or construction of new or expanded utility facilities.

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

Less Than Significant Impact. A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The construction of a 59 unit, 36,337 square foot multi-family residential use as a result of the proposed project would be consistent with Citywide growth, and therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already in the LADWP 2015 Urban Water Management Plan (UWMP). Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have less than significant impact related to water supplies.

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?

Less Than Significant Impact. A significant impact may occur if the amount of wastewater that the project would generate would exceed the capacity of the existing wastewater treatment provider. Although the project proposes to intensify the residential density on the subject property, it is unlikely to generate such a substantial increase in demand that would exceed the capacity of the existing wastewater treatment system. In addition, all wastewater from the project will be treated in accordance with the requirements of the Los Angeles Regional Water Quality Control Board. The project is entirely consistent with the applicable City long-range and development plans and projected growth, and thus alone will not likely exceed the capacity of the existing system. Prior to any construction activities, the applicant will be required to coordinate with the Los Angeles Bureau of Sanitation to determine the exact wastewater conveyance requirements of the proposed project. Any upgrades to the wastewater infrastructure in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as a part of the development. Therefore, the project will have a less than significant impact on wastewater capacity.

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?

Less Than Significant Impact. A significant impact may occur if the amount of solid waste that the project would generate would exceed the capacity of existing infrastructure. The Los Angeles Bureau of Sanitation and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. The entire Southern California region is served by an extensive network of landfills and other waste disposal methods. Although the project proposes to intensify the existing

residential use on the subject property, it is unlikely to generate such a substantial increase in waste that would exceed the capacity of the existing waste disposal system. The project will comply with all applicable federal, State, and local regulations involving solid waste. Therefore, the project will have a less than significant impact on the generation of solid waste.

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

Less Than Significant Impact. A significant impact may occur if the project would conflict with any statutes and regulations governing solid waste. The Los Angeles Bureau of Sanitation and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. The entire Southern California region is served by an extensive network of landfills and other waste disposal methods. Although the project proposes to intensify the existing residential use on the subject property, it is unlikely to generate such a substantial increase in waste that would exceed the capacity of the existing waste disposal system. The project will comply with all applicable federal, State, and local regulations involving solid waste. Therefore, the project will have a less than significant impact on statutes and regulations governing solid waste.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?

Less Than Significant Impact. Updates to the City of Los Angeles Safety Element were adopted in November 2021. The Safety Element references the City's Emergency Management Department 2018 Local Hazard Mitigation Plan (LHMP). The LHMP identifies Critical Facilities and Infrastructure including critical response facilities and critical infrastructure (transportation and utilities). The City of Los Angeles Emergency Management Department coordinates with City departments, municipalities, and community-based organizations to ensure that the City and its residents have the resources to prepare, respond, and recover from emergencies, disasters and significant events. The City's Emergency Operations Organization comprises all agencies of the City's government, including Fire. Therefore, the construction of a 59 unit, 36,337 square foot multi-family residential structure will not significantly impair any adopted emergency response plan or emergency evacuation.

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?

Less Than Significant Impact. A significant impact would occur if the proposed project exposed people to pollutant concentrations from a wildfire. The greatest wildfire risks are in areas designated as a Very High Fire Severity Zone, High Wind Velocity Area, and Hillside areas.

The subject site is not located within a Very High Fire Severity Zone, High Wind Velocity Area, or Hillside area. The subject site is located on a flat in-fill site that is surrounded by improved properties. The project site is located in the San Fernando Valley which is surrounded by mountain ranges on all sides (Santa Susana Mountains to the northwest, Simi Hills to the west, Santa Monica Mountains to the south, Verdugo Mountains to the east, San Gabriel Mountains to the northeast). It is possible that pollutant concentrations from wildfires in mountain ranges surrounding the San Fernando Valley could negatively impact the subject site. Impacts to project residents due to pollutant concentrations can be mitigated on an as needed basis by closing windows and using individual air filtration devices. Therefore, the impact of a possible spread of a wildfire would be less than significant.

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?

Less Than Significant Impact. A significant impact may occur if a project would require the installation or maintenance of associated infrastructure that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment. The project would involve the construction of a 59 unit, 36,337 square foot multi-family structure in a highly urbanized area of the City of Los Angeles. No roads, fuel breaks, or emergency water sources would be installed or maintained. Installation of any required power lines or other utilities would be done in a manner consistent with other construction projects typical of urban development requiring connection to the existing utility grid and infrastructure and in accordance with applicable City building codes and utility provider policies and would not exacerbate fire risk. Hydrants, water lines, and water tanks would be installed per Fire Code requirements. In addition, the LAFD would review the plans for compliance with applicable City Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, thereby ensuring that the project would not create any undue fire hazard. Automatic fire sprinkler systems are also required for the proposed land uses as part of the project. Compliance with all building code, developmental regulations, and utility providers' requirements and policies would ensure that the project would not exacerbate fire risks and impacts would be less than significant.

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?

Less Than Significant Impact. A significant impact may occur if a project were to expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope stability, or drainage changes. The project site is located on a flat lot and is not in a designated Hillside area. Furthermore, the site is not designated as a Landslide area and is outside of a flood zone. The project would be required to comply with all developmental regulations, City building codes, and regulatory compliance measures with regard to fire safety. Therefore, impacts would be less than significant.

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?

Less Than Significant Impact. Based on the analysis of this Initial Study and as mitigated, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Implementation of the mitigation measures identified and compliance with existing regulations would reduce impacts to less than significant levels

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

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

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

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

5 PREPARERS AND PERSONS CONSULTED

Los Angeles Department of Building and Safety

Los Angeles Department of Transportation

Overland Traffic Consultants, Inc.

BL Land & Arbor Consulting, Inc.

Applied Earth Sciences

Los Angeles Regional Water Quality Control Board

Native American Heritage Commission

Fernandeño Tataviam Band of Mission Indians (FTBMI)

Gabrieleño Band of Mission Indians - Kizh Nation

6 REFERENCES, ACRONYMS AND ABBREVIATIONS

ACM - asbestos-containing materials

AQMP – Air Quality Management Plan

BMP – Best Management Practices

BOS – City of Los Angeles Bureau of Sanitation

CARB – California Air Resources Board

CDFW – California Department of Fish and Wildlife

CEQA – California Environmental Quality Act

CFGC – California Fish and Game Code

CMP – Congestion Management Program

DTSC – California Department of Toxic Substances Control

EV – Electric Vehicle

FMMP – Farmland Mapping and Monitoring Program

GHG – greenhouse gasses

LADBS – Los Angeles Department of Building and Safety

LADOT – Los Angeles Department of Transportation

LADWP – Los Angeles Department of Water and Power

LAFD – Los Angeles Fire Department

LAGBC – Los Angeles Green Building Code

LAMC – Los Angeles Municipal Code

LAPD – Los Angeles Police Department

LBP – lead-based paint

LESA - Land Evaluation and Site Assessment

LID – low impact development

LST – localized significance thresholds

MBTA – Migratory Bird Treaty Act

Metro – Los Angeles County Metropolitan Transportation Authority

MND – Mitigated Negative Declaration

NAHC – Native American Heritage Commission

PRC – California Public Resources Code

RAP – Los Angeles Department of Recreation and Parks

REC – Recognized Environmental Condition

RHNA – Regional Housing Needs Assessment

RTP – Regional Transportation Plan

SCAG – Southern California Association of Governments

SCAQMD – South Coast Air Quality Management District

SCCIC - Central Coastal Information Center

SCS – Sustainable Communities Strategy

SLCP – Short Lived Climate Pollutants

TDP - Treatment and Disposition Plan

UBC – Uniform Building Code

USFWS – U.S. Fish and Wildlife Services