CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

Mitigated Negative Declaration

ParkPointe Encino Project

Case Numbers: CPC-2018-3286-VZC-SPE-ELD-SPP-SPR, VTT-74892, ENV-2018-3287-MND

Project Location: 17017-17031 West Ventura Boulevard, 4929 North Genesta Avenue, 5018 North Amestoy Avenue, Los Angeles, CA 91316

Community Plan Area: Encino-Tarzana

Council District: 5 – Paul Koretz

Project Description: The 1.75-acre Project Site comprises two sites located at 17017-17031 Ventura Boulevard, 4929 North Genesta Avenue, and 5018 North Amestoy Avenue. The Assessor's Parcel Number (APNs) for the Project Site are 2258-013-020 through -022, 2258-014-001, and 2258-015-014 through -016. Site 1 comprises several adjoining parcels with a lot area of 22,251 square feet and currently developed with three commercial buildings (totaling approximately 25,000 square feet) and surface parking. Site 1 is bound by Ventura Boulevard to the south; commercial building to the east and west; and an alleyway to the north. Site 2 comprises three adjoining parcels with a lot area of 35,663 square feet and is currently developed with a surface parking lot. Site 2 is bound by an alleyway to the south; Amestoy Avenue to the west; a surface parking lot and multi-family residential building to the north; and Genesta Avenue and a commercial building with surface parking to the east. The Project includes demolition and removal of all existing uses from the Project Site and redevelopment of the site with two distinct buildings. Site 1 would be developed with a 3-story (48 feet and 6 inches in height), 55,416-square-foot medical office building. Site 2 would be developed with a 5-story (59 feet and 6 inches in height), 80,225-square-foot eldercare living facility, comprising 66 senior assisted living guest rooms and 24 Alzheimer's/dementia guest rooms and a total of 364 parking spaces provided in a combination of surface parking area and 3 subterranean parking levels.

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

PREPARED BY:
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APPENDICES

1 INTRODUCTION

An application for the proposed ParkPointe Encino Project (Project) has been submitted to the City of Los Angeles (City) Department of City Planning for discretionary review. The Department of City Planning, as Lead Agency, has determined that the Project is subject to the California Environmental Quality Act (CEQA) and that the preparation of an Initial Study and Mitigated Negative Declaration (IS/MND) is required. Thus, this document has been prepared in compliance with the relevant provisions of CEQA and the State CEQA Guidelines as implemented by the City. Based on the analysis provided in this IS/MND, the City has concluded that with implementation of the identified mitigation measures, the Project would not result in any significant environmental impacts. The IS/MND is an informational document and is required to be adopted by the decision maker prior to Project approval by the City.

1.1 PURPOSE OF AN INITIAL STUDY

CEQA was enacted in 1970 with several basic purposes, including: (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;[1] and (4) to disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

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 shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the Lead Agency shall prepare a Negative Declaration. If the Initial Study identifies potentially significant effects but revisions have been made by or agreed to by the applicant that would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, a Mitigated Negative Declaration is appropriate. If the Initial Study concludes that neither a Negative Declaration or Mitigated Negative Declaration is appropriate, an Environmental Impact Report (EIR) is normally required.[2]

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1 *The study of alternatives to a project is only required as part of an Environmental Impact Report.*

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

1.2 ORGANIZATION OF THE IS/MND

This IS/MND is organized into sections as follows:

1 INTRODUCTION

Describes the purpose and content of the IS/MND 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.

1.2 CEQA PROCESS

In compliance with the State CEQA Guidelines, the City, as the Lead Agency for the Project, will provide opportunities for the public to participate in the environmental review process. As described below, throughout the CEQA process, an effort will be made to inform, contact, and solicit input on the Project from various government agencies and the general public, including stakeholders and other interested parties.

1.2.1 IS/MND

At the onset of the environmental review process, the City has prepared this IS/MND to determine if the Project may have a significant effect on the environment. This IS/MND determined that with mitigation, the Project would not have a significant effect(s) on the environment.

2 EXECUTIVE SUMMARY

PROJECT TITLE	**PARKPOINTE ENCINO**
ENVIRONMENTAL CASE NO.	**ENV-2018-3287-MND**
RELATED CASES	**CPC-2018-3286-VZC-SPE-ELD-SPP-SPR, VTT-74892**

PROJECT LOCATION	**17017-17031 WEST VENTURA BOULEVARD, 4929 NORTH GENESTA AVENUE, 5018 NORTH AMESTOY AVENUE, LOS ANGELES, CA 91316**
COMMUNITY PLAN AREA	ENCINO-TARZANA COMMUNITY PLAN
GENERAL PLAN DESIGNATION	NEIGHBORHOOD OFFICE COMMERCIAL
ZONING	C4-IVL, P-IVL
COUNCIL DISTRICT	5 – PAUL KORETZ

LEAD CITY AGENCY	**City of Los Angeles Department of City Planning**
STAFF CONTACT	ANDREW JORGENSEN
ADDRESS	6262 VAN NUYS BOULEVARD
PHONE NUMBER	818-374-9904
EMAIL	ANDREW.JORGENSEN@LACITY.ORG

APPLICANT	**17017 VENTURA, LLC**
ADDRESS	18653 VENTURA BOULEVARD, SUITE 333 TARZANA, CA 91536
PHONE NUMBER	818-748-4800

PROJECT DESCRIPTION

The Project includes demolition and removal of all existing uses from the Project Site and redevelopment of the site with two distinct buildings. Site 1 would be developed with a 3-story (48 feet and 6 inches in height), 55,416-square-foot commercial building. Site 2 would be developed with a 5-story (59 feet and 6 inches in height), 80,225-square-foot eldercare living facility, comprising 66 senior assisted living guest rooms and 24 Alzheimer's/dementia guest rooms and a total of 364 parking spaces provided in a combination of surface parking area and 3 subterranean parking levels.

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

ENVIRONMENTAL SETTING

The 1.75-acre Project Site comprises two sites located at 17017-17031 Ventura Boulevard, 4929 North Genesta Avenue, and 5018 North Amestoy Avenue. The Assessor's Parcel Number (APNs) for the Project Site are 2258-013-020 through -022, 2258-014-001, and 2258-015-014 through -016. Site 1 comprises several adjoining parcels with a lot area of 22,251 square feet and currently developed with three commercial buildings (totaling approximately 25,000 square feet) and surface parking. Site 1 is bound by Ventura Boulevard to the south; commercial building to the east and west; and an alleyway to the north. Site 2 comprises three adjoining parcels with a lot area of 35,663 square feet and is currently developed with a surface parking lot. Site 2 is bound by an alleyway to the south; Amestoy Avenue to the west; a surface parking lot and multi-family residential building to the north; and Genesta Avenue and a commercial building with surface parking to the east.

The existing land use designation for the entire Project Site in the Community Plan is Neighborhood Commercial with corresponding zones of C1, C1.5, C2, C4, and RAS3. The existing zoning for Site 1 is C4-1VL (Commercial Zone, Height District 1VL). The existing zoning for Site 2 is P-1VL (Parking Zone, Height District 1VL).

The Project Site is located within the boundaries of the Ventura/Cahuenga Boulevard Corridor Specific Plan (Specific Plan. The Project Site is also located within the boundaries of the Encino Streetscape Plan. Additionally, the Project Site is located within the Encino Commons Business Improvement District.

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

PRINTED NAME	**TITLE**
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.

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

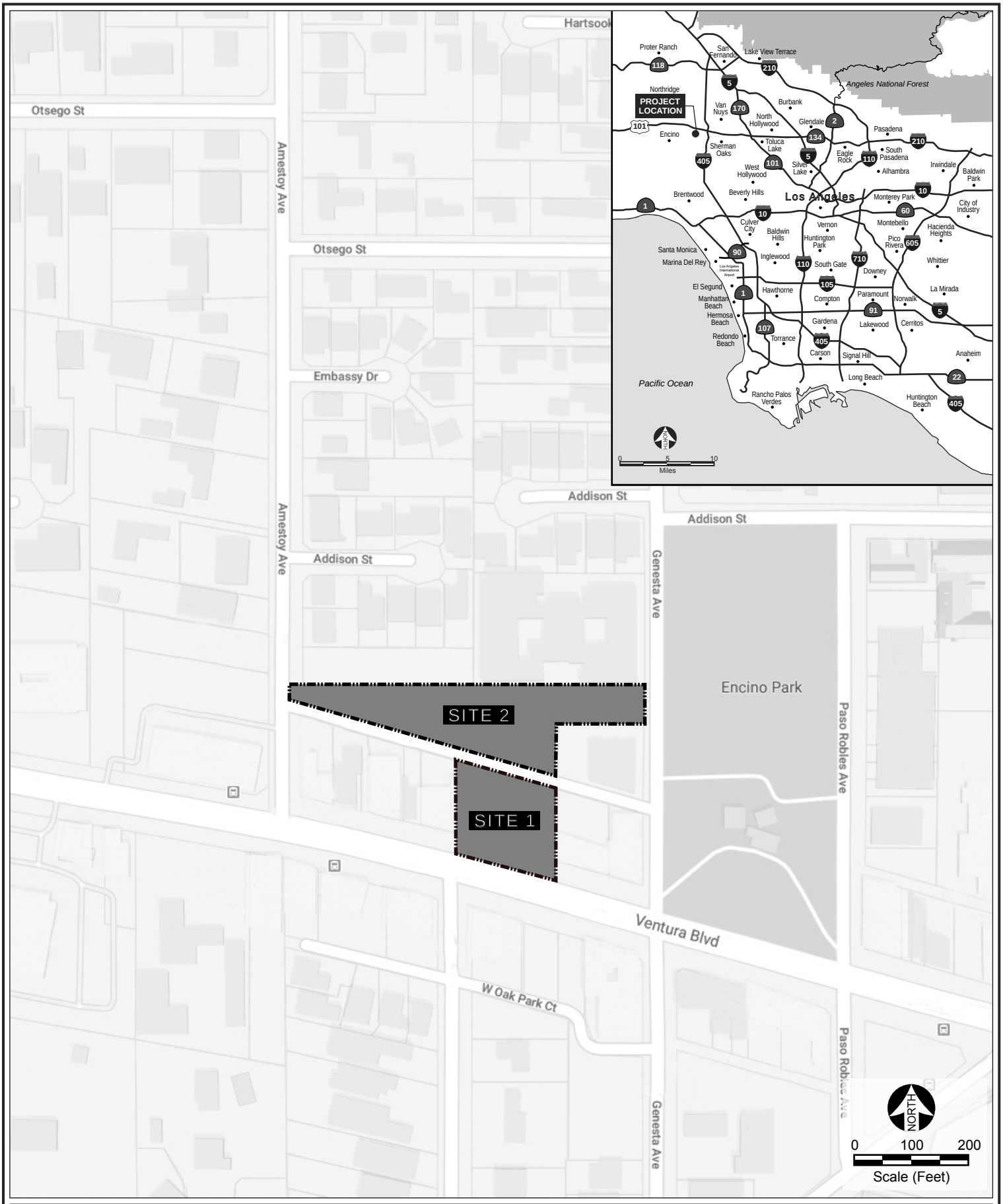
The 1.75-acre Project Site comprises two sites located at 17017-17031 Ventura Boulevard, 4929 North Genesta Avenue, and 5018 North Amestoy Avenue. The Assessor's Parcel Number (APNs) for the Project Site are 2258-013-020 through -022, 2258-014-001, and 2258-015-014 through -016. Site 1 comprises several adjoining parcels with a lot area of 22,251 square feet and currently developed with three commercial buildings (totaling approximately 25,000 square feet) and surface parking. Site 1 is bound by Ventura Boulevard to the south; commercial building to the east and west; and an alleyway to the north. Site 2 comprises three adjoining parcels with a lot area of 35,663 square feet and is currently developed with a surface parking lot. Site 2 is bound by an alleyway to the south; Amestoy Avenue to the west; a surface parking lot and multi-family residential building to the north; and Genesta Avenue and a commercial building with surface parking to the east. The Project includes demolition and removal of all existing uses from the Project Site and redevelopment of the site with two distinct buildings. Site 1 would be developed with a 3-story (48 feet and 6 inches in height) 55,416-square-foot medical office building. Site 2 would be developed with a 5-story (59 feet and 6 inches in height), 80,225-square-foot eldercare living facility, comprising 66 senior assisted living guest rooms and 24 Alzheimer's/dementia guest rooms and a total of 364 parking spaces provided in a combination of surface parking area and 3 subterranean parking levels.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The 1.75-acre Project Site is located at 17017-17031 Ventura Boulevard, 4929 North Genesta Avenue, and 5018 North Amestoy Avenue. The regional and local context of the Project Site is included on Figures 3-1 and 3-2, respectively. The Assessor's Parcel Number (APNs) for the Project Site are 2258-013-020 through -022, 2258-014-001, and 2258-015-014 through -016. Regional access to the Project Site area is provided via U.S. 101 (Ventura Freeway) located approximately 0.5 miles to the north and Interstate 405 (San Diego Freeway) located approximately 3.5 miles to the east.

The existing land use designation for the entire Project Site in the Community Plan is Neighborhood Commercial with corresponding zones of C1, C1.5, C2, C4, and RAS3 (refer to Figure 3-3). The existing zoning for Site 1 is C4-1VL (Commercial Zone, Height District 1VL). The existing zoning for Site 2 is P-1VL (Parking Zone, Height District 1VL). The existing zoning for the entire Project Site is shown on Figure 3-4.

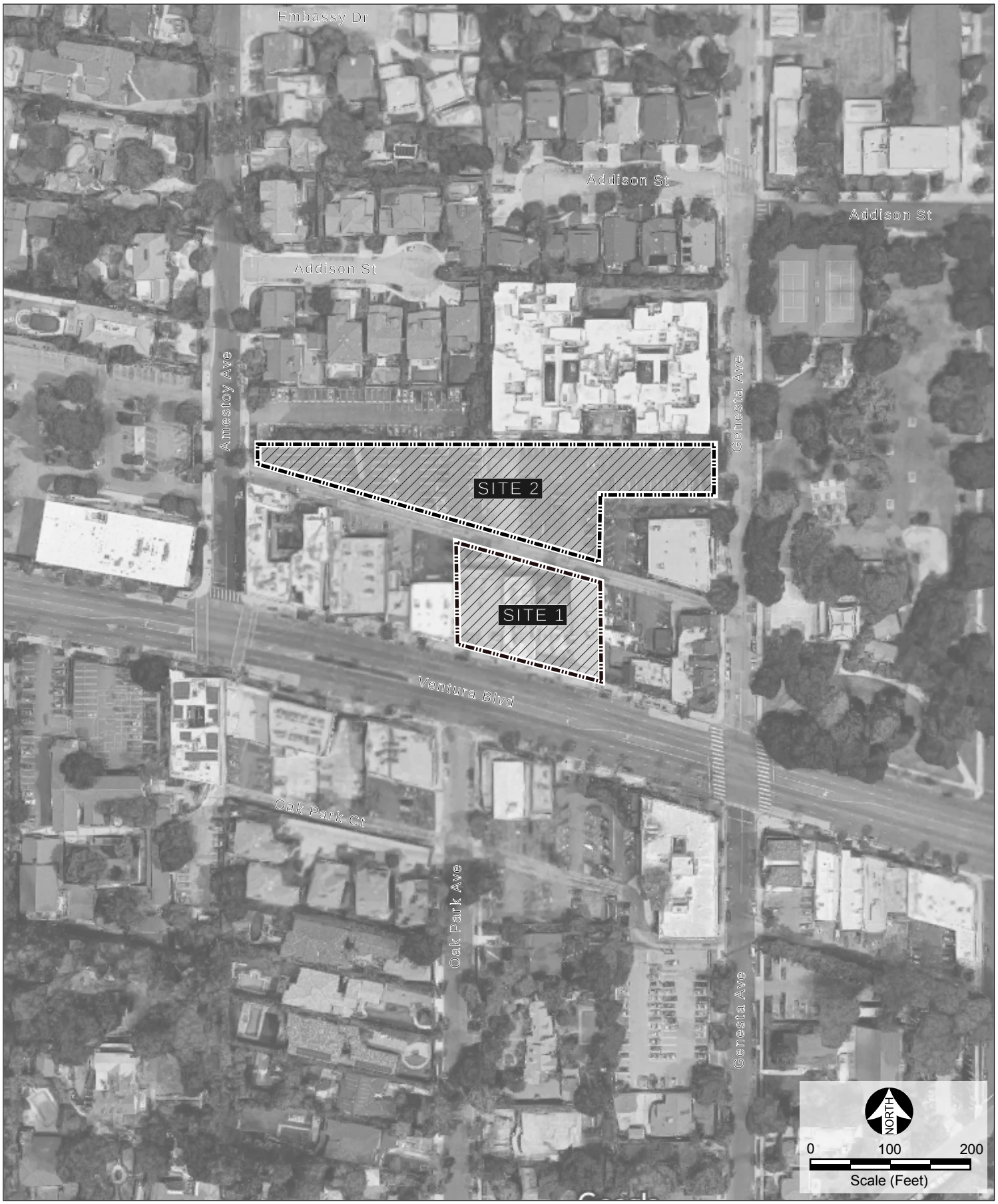


Legend

Project Site

Source: Google Maps 2019.

Figure 3-1
Regional Location Map

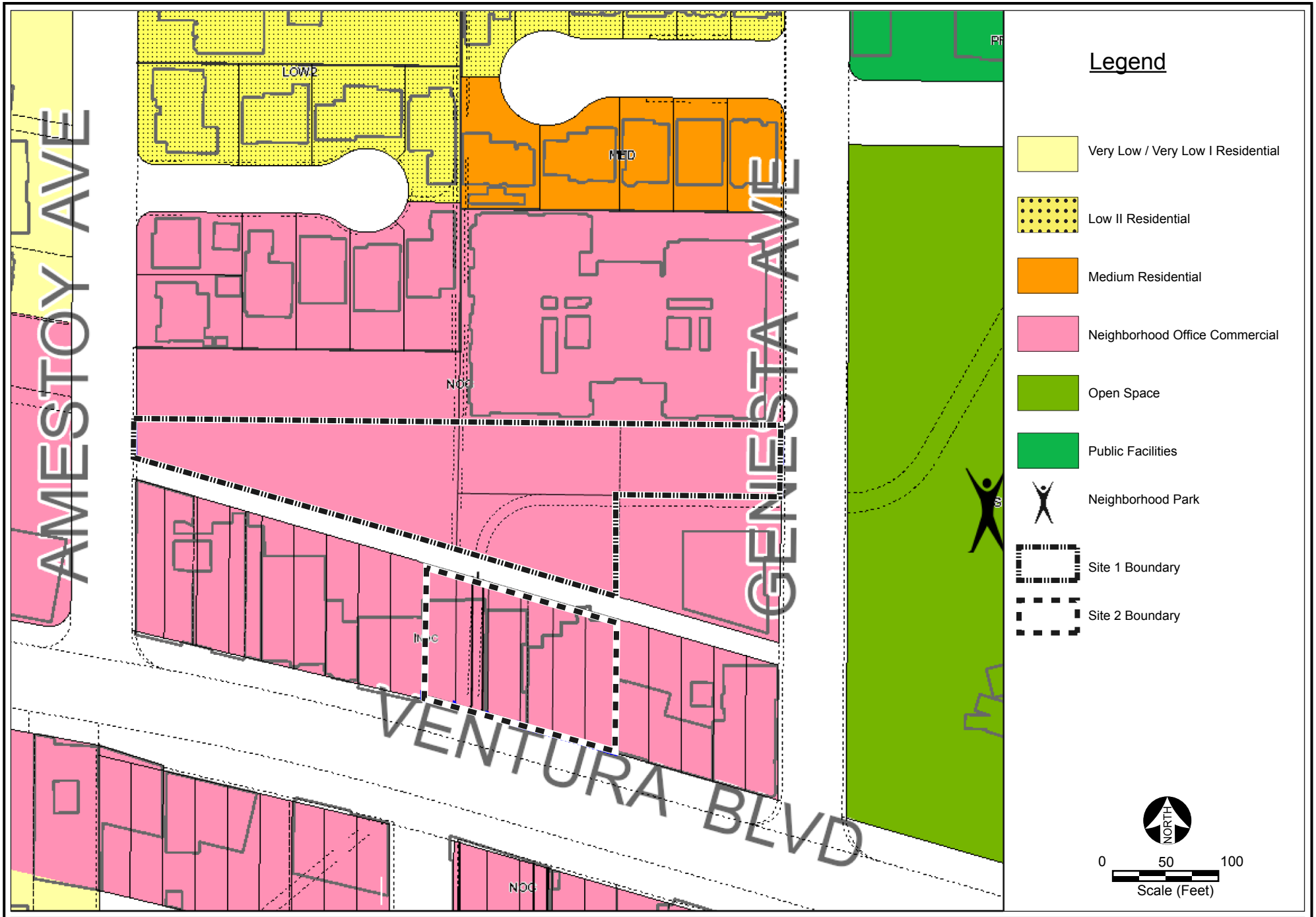


Legend

Project Site

Source: Google Maps 2019.

Figure 3-2
Aerial of the Project Site



Source: Los Angeles City Planning Department: http://zimas.lacity.org/, accessed May 8, 2019.

Figure 3-3
Existing Land Use Designation

Source: Los Angeles City Planning Department: http://zimas.lacity.org/, accessed May 8, 2019.

Figure 3-4
Existing Zoning

The Project Site is located within the boundaries of the Ventura/Cahuenga Boulevard Corridor Specific Plan (Specific Plan), which establishes numerous use and development regulations that, when they differ from the Los Angeles Municipal Code (LAMC), supersede the LAMC's regulations. The Project Site is also located within the boundaries of the Encino Streetscape Plan, which expands on the landscaping provisions and standards of the Specific Plan. Additionally, the Project Site is located within the Encino Commons Business Improvement District.

3.2.2 Existing Conditions

Site 1 comprises several adjoining parcels with a lot area of 22,251 square feet and currently developed with three commercial buildings (totaling approximately 25,000 square feet) and surface parking. Site 1 is bound by Ventura Boulevard to the south; commercial building to the east and west; and an alleyway to the north. Photos of Site 1 are shown on Figure 3-5.

Site 2 comprises three adjoining parcels with a lot area of 35,663 square feet and is currently developed with a surface parking lot. Site 2 is bound by an alleyway to the south; Amestoy Avenue to the west; a surface parking lot and multi-family residential building to the north; and Genesta Avenue and a commercial building with surface parking to the east. Photos of Site 2 are shown on Figure 3-6.

3.2.3 Surrounding Land Uses

Land uses in the vicinity of the Project Site include a mix of commercial, retail, and institutional uses along the Ventura Boulevard corridor; commercial and retail uses to the west; a single-family neighborhood to the north; and Encino Park to the east. Photos of surrounding land uses are shown on Figures 3-7 and 3-8.

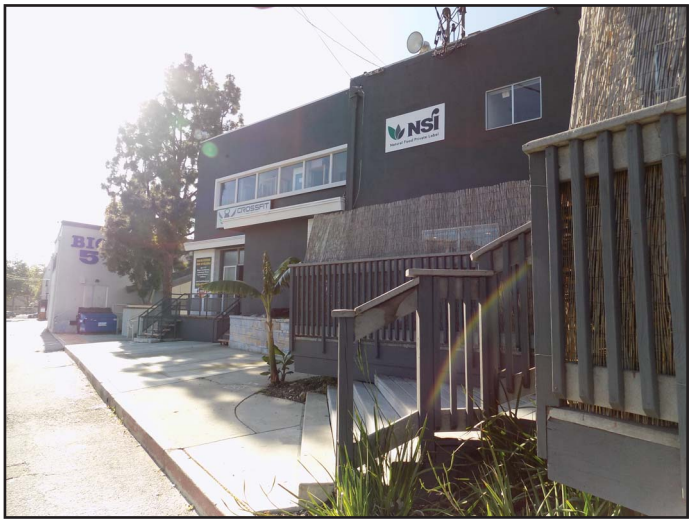
3.3 DESCRIPTION OF PROJECT

The Project includes demolition and removal of all existing uses from the Project Site and redevelopment of the site with two distinct buildings (refer to Figure 3-9). Site 1 would be developed with a 3-story (48 feet and 6 inches in height), 55,416-square-foot medical office building (refer to Figures 3-10 through 3-17). Site 2 would be developed with a 5-story (59 feet and 6 inches in height), 80,225-square-foot eldercare living facility, comprising 66 senior assisted living guest rooms and 24 Alzheimer's/dementia guest rooms and a total of 364 parking spaces provided in a combination of surface parking area and 3 subterranean parking levels (refer to Figures 3-18 through 3-45). Landscape plans for the Project are included as Figures 3-41 through 3-45.

View 1: View looking northwest along Ventura Boulevard at existing commercial buildings on "Site 1" Project Site.

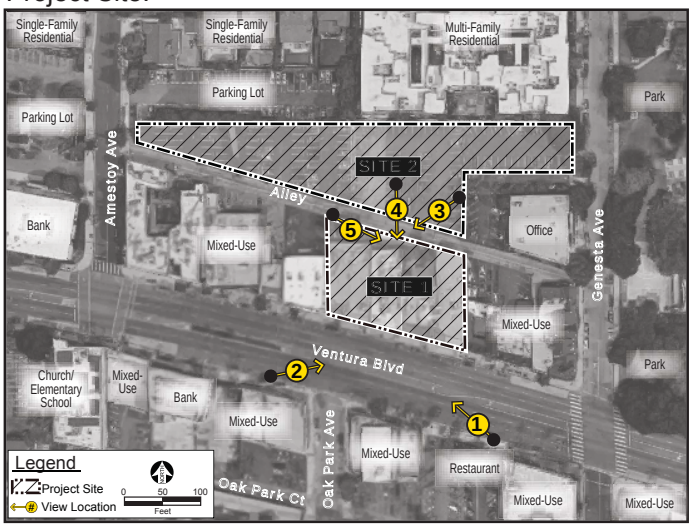
View 2: View looking northeast along Ventura Boulevard at existing commercial buildings on "Site 1" Project Site.

View 3: View looking southwest along alleyway at rear portion of existing commercial buildings on"Site 1" Project Site.



View 4: View looking southeast along Alleyway at rear portion of existing commercial buildings on"Site 1" Project Site.

View 5: View looking south along alleyway at rear portion of existing commercial buildings on"Site 1" Project Site.



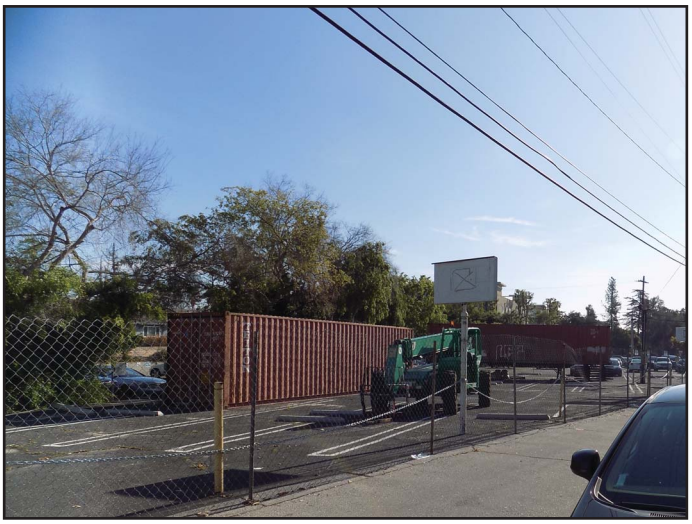
View Location Map

Figure 3-5
Views of the Project Site, Site 1

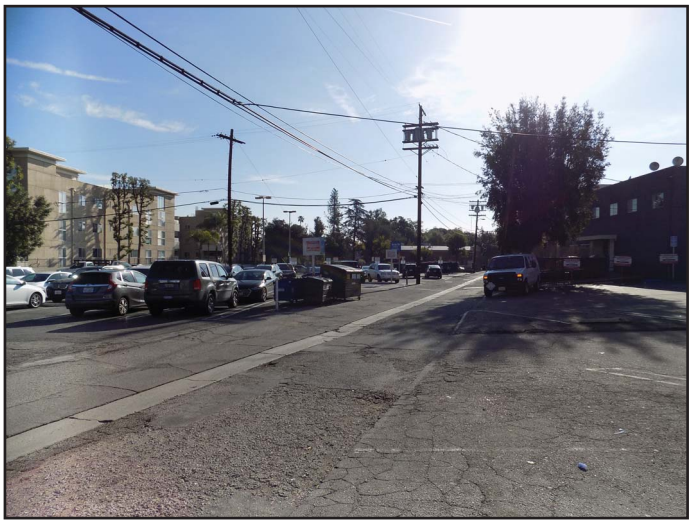
Source: CAJA Environmental Services LLC, 2019.

View 1: View looking west along Genesta Avenue at surface parking lot on "Site 2" Project Site.

View 2: View looking northwest along Alleyway towards the surface parking lot on "Site 2" Project Site.

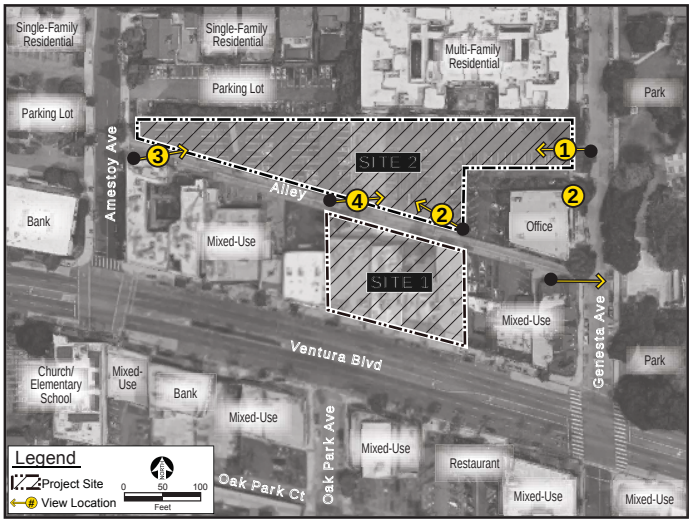


View 3: View looking northeast along Amestoy Avenue towards the surface parking lot on "Site 2" Project Site.



View 4: View looking east along Alleyway towards the surface parking lot on "Site 2" Project Site.

View 5: View east along ally towards the surface parking lot on "Site 2" Project Site.



View Location Map

Figure 3-6
Views of the Project Site, Site 2

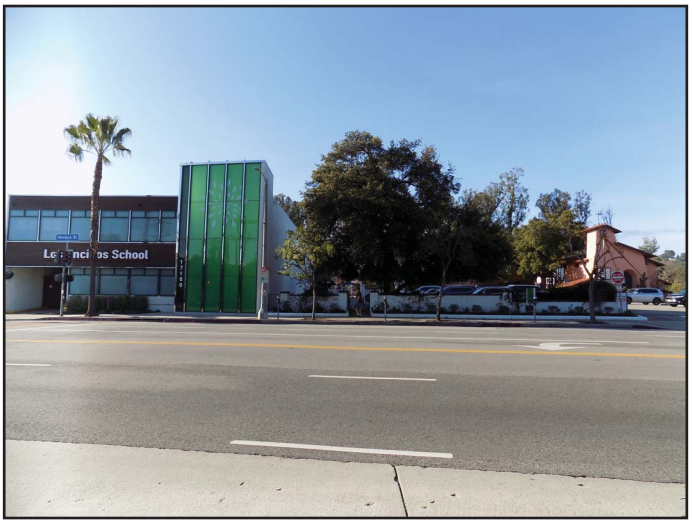
Source: CAJA Environmental Services LLC, 2019.

View 1: View looking southwest along Ventura Boulevard at commercial buildings across from "Site 1" Project Site.

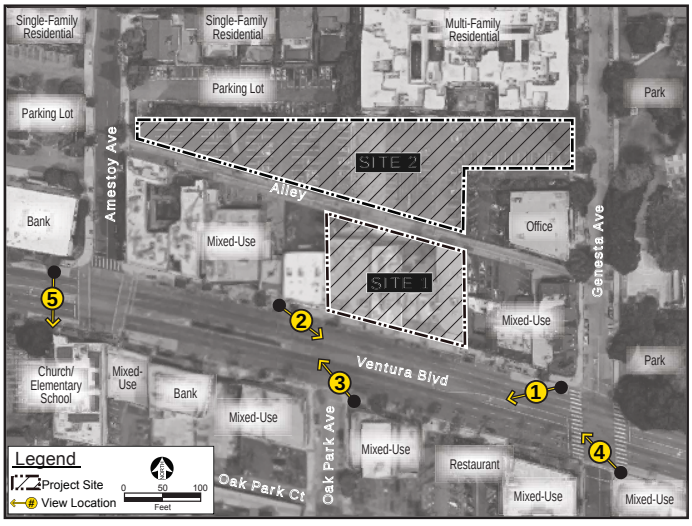
View 2: View looking southeast along Ventura Boulevard at commercial buildings across from "Site 1" Project Site.

View 3: View looking northwest along Ventura Boulevard at commercial buildings adjacent to "Site 1" Project Site.

View 4: View looking northeast along Ventura Boulevard at commercial buildings adjacent to "Site 1" Project Site.



View 5: View looking south at corner of Amestoy Avenue and Ventura Boulevard at Los Encinos School and Saint Nicholas Episcopal Church.

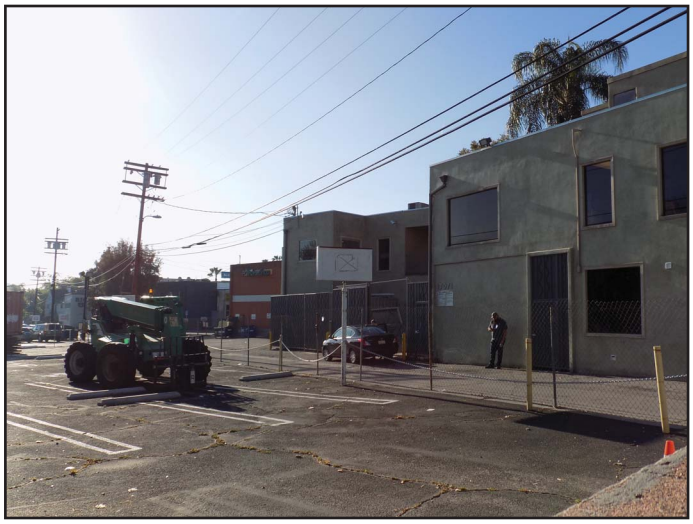


View Location Map

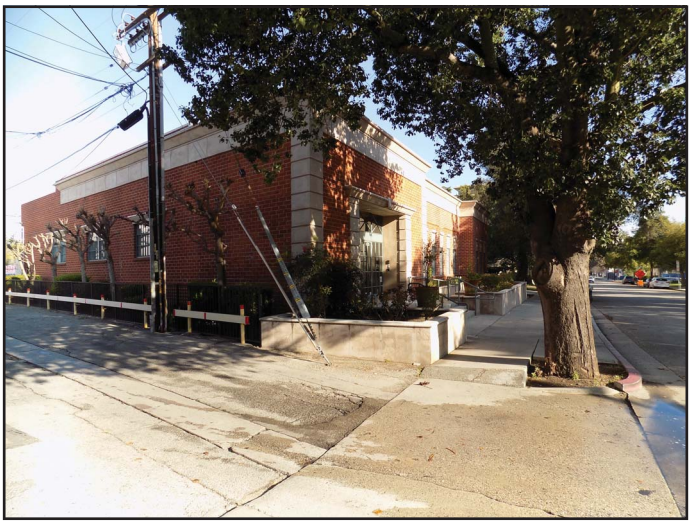
Figure 3-7
Views of the Surrounding Land Uses, Site 1

Source: CAJA Environmental Services LLC, 2019.

View 1: View looking northeast along alleyway at Encino Park Apartment building, single-family residential and private parking lot adjacent to "Site 2" Project Site.

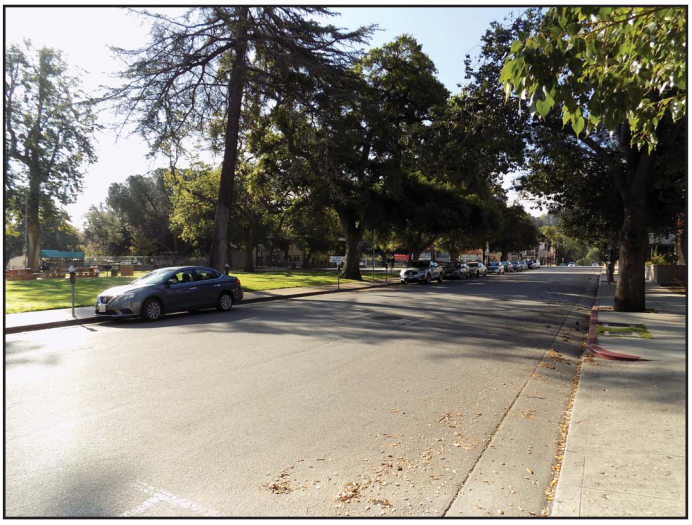


View 2: View looking southeast along alleyway at rear facing commercial buildings adjacent to Site 2" Project Site.

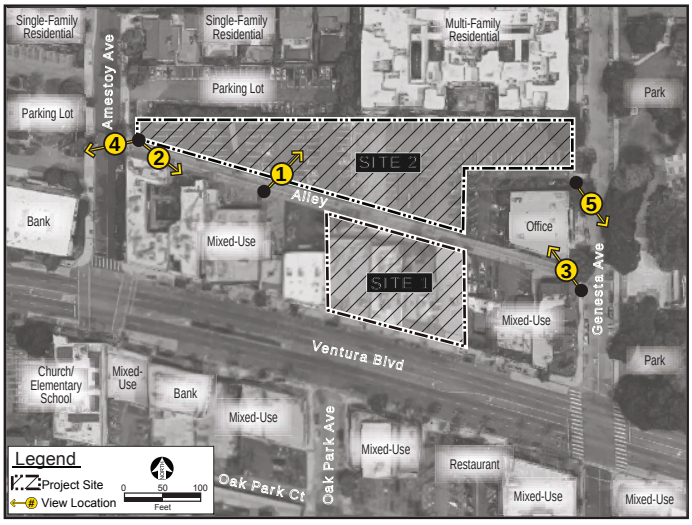


View 3: View looking northwest along Genesta Avenue at office building adjacent to "Site 2" Project Site.

View 4: View looking southwest along Amestoy Avenue at bank and parking lot across from "Site 2" Project Site.



View 5: View looking southeast along Genesta Avenue at Encino Park adjacent to "Site 2" Project Site.



View Location Map

Figure 3-8
Views of the Surrounding Land Uses, Site 2

Source: CAJA Environmental Services LLC, 2019.

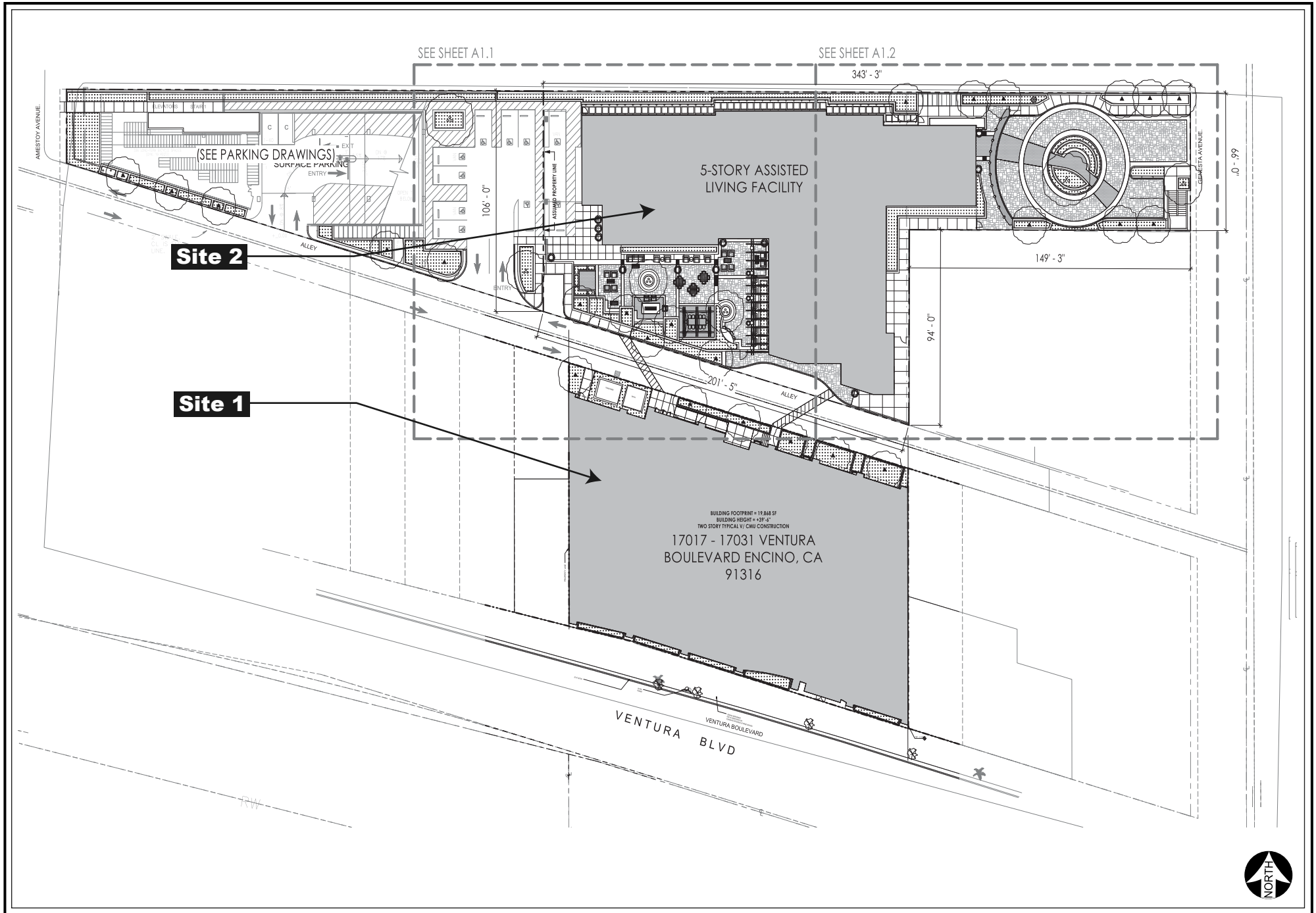
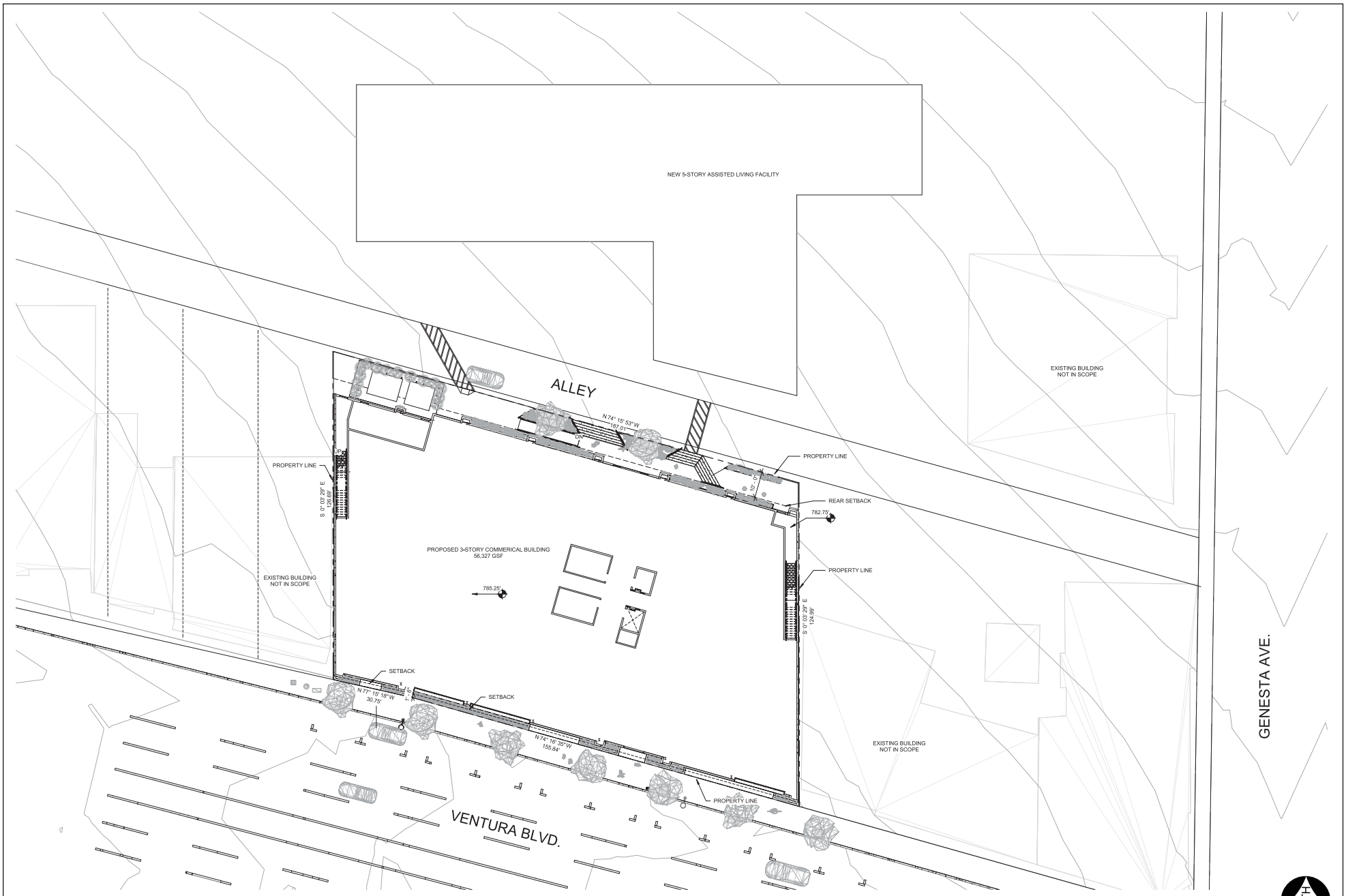


Figure 3-9
Overall Site Plan
(Sites 1 and 2)

Source: HPI Architecture, 2020



Source: NEO & Associates Inc., 2020.

Figure 3-10
Site Plan
(Site 1)

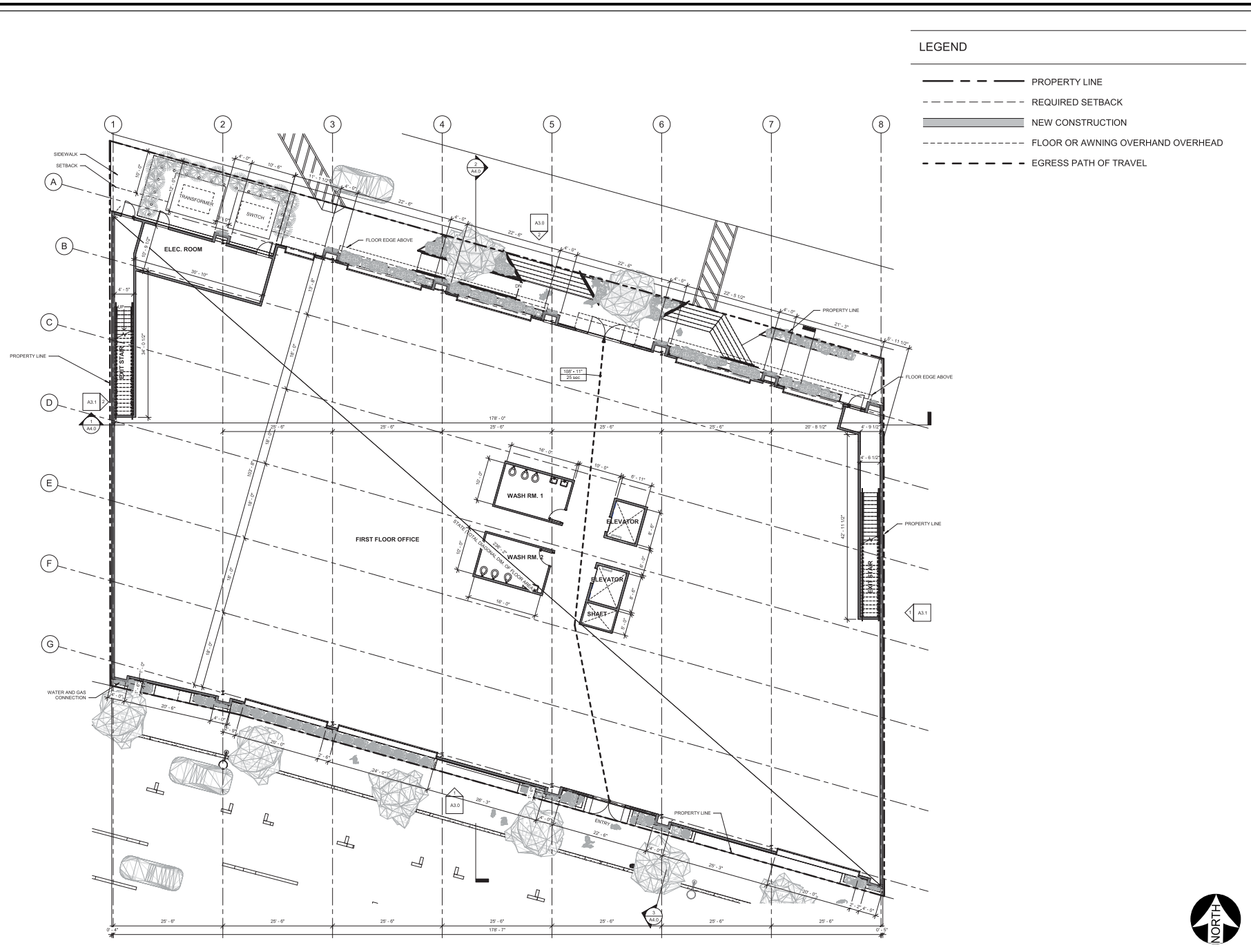


Figure 3-11
First Floor Plan
(Site 1)

Source: NEO & Associates Inc., 2020.

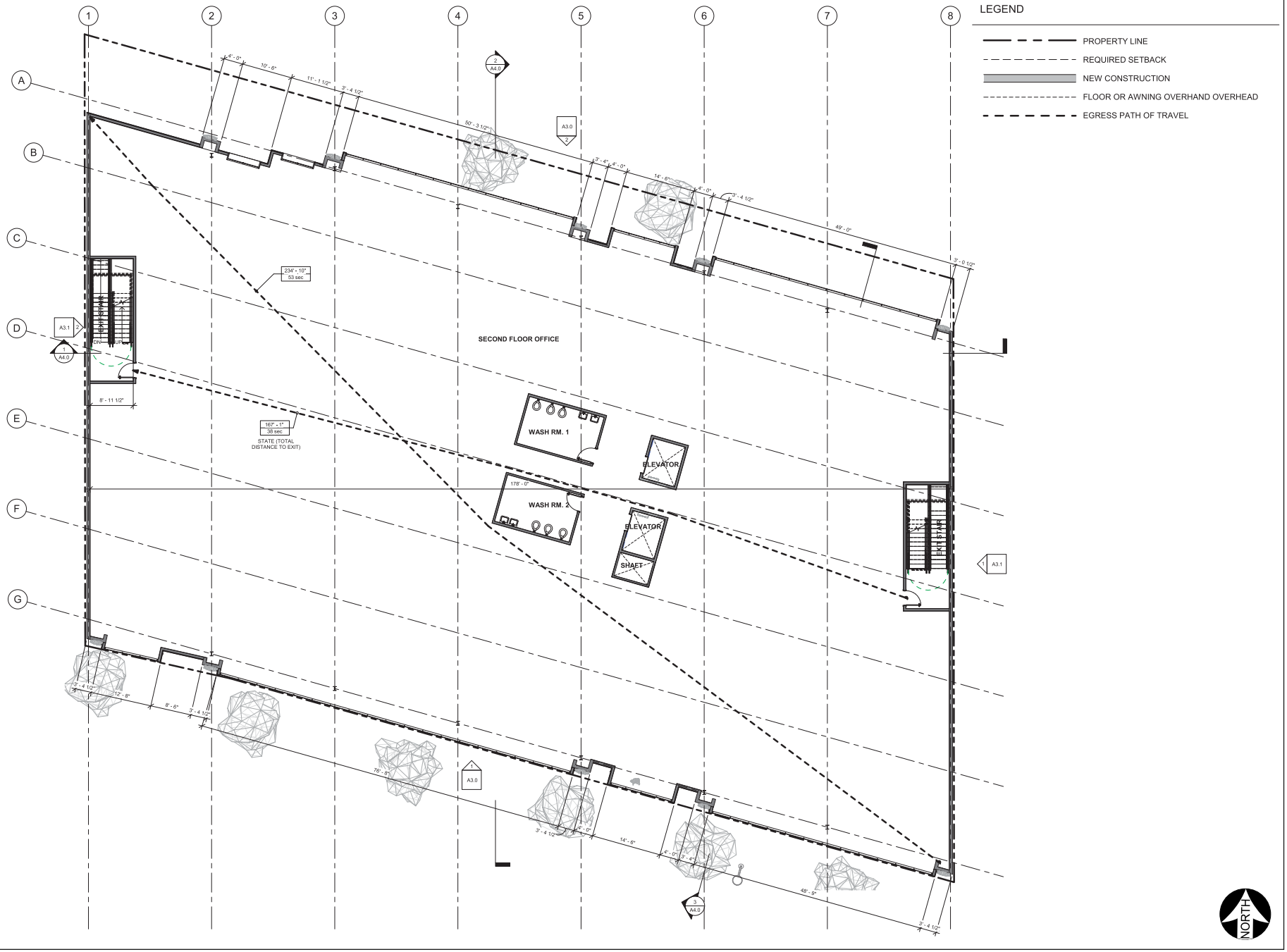
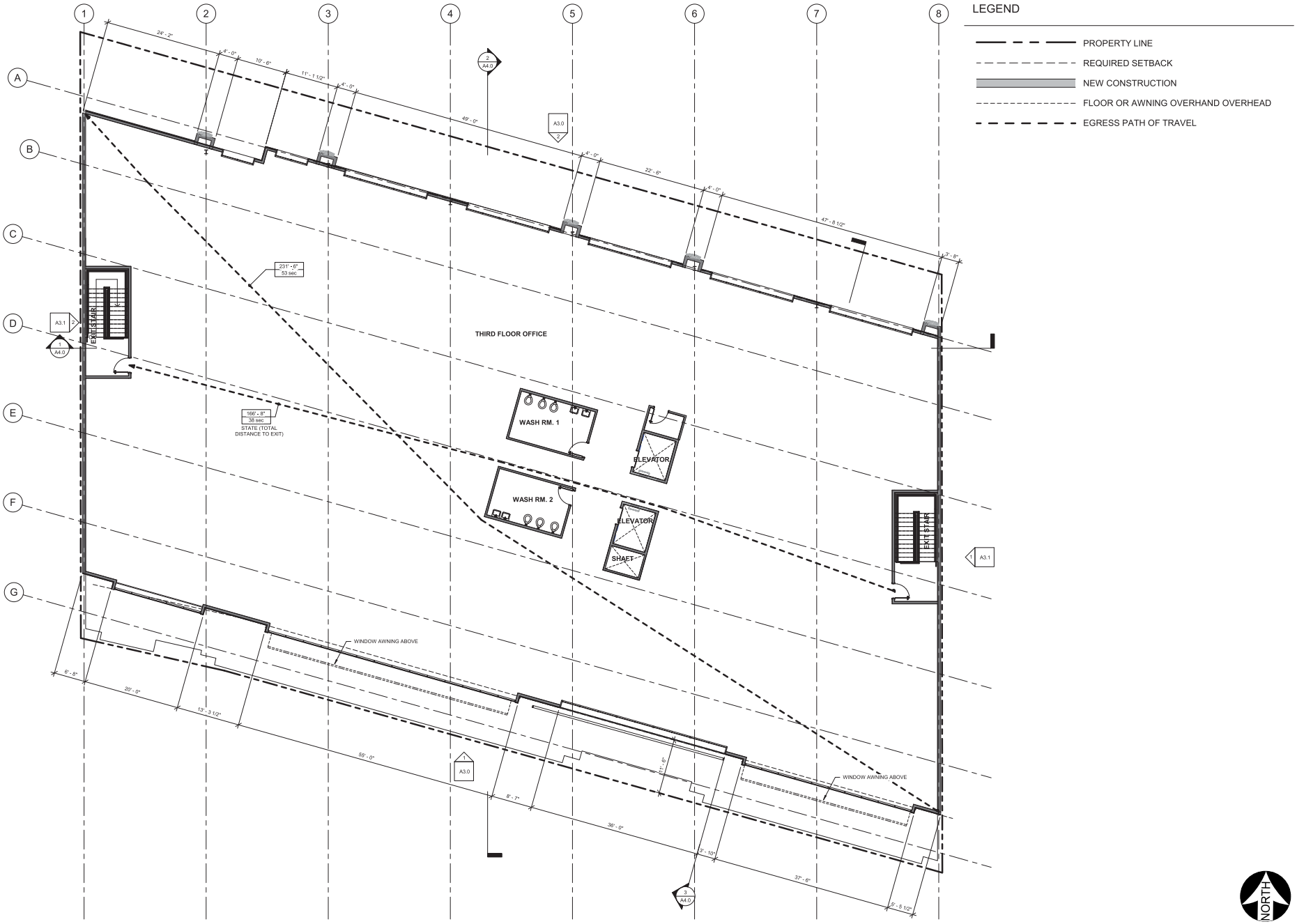


Figure 3-12
Second Floor Plan
(Site 1)

Source: NEO & Associates Inc., 2020.



Source: NEO & Associates Inc., 2020.

Figure 3-13
Third Floor Plan
(Site 1)

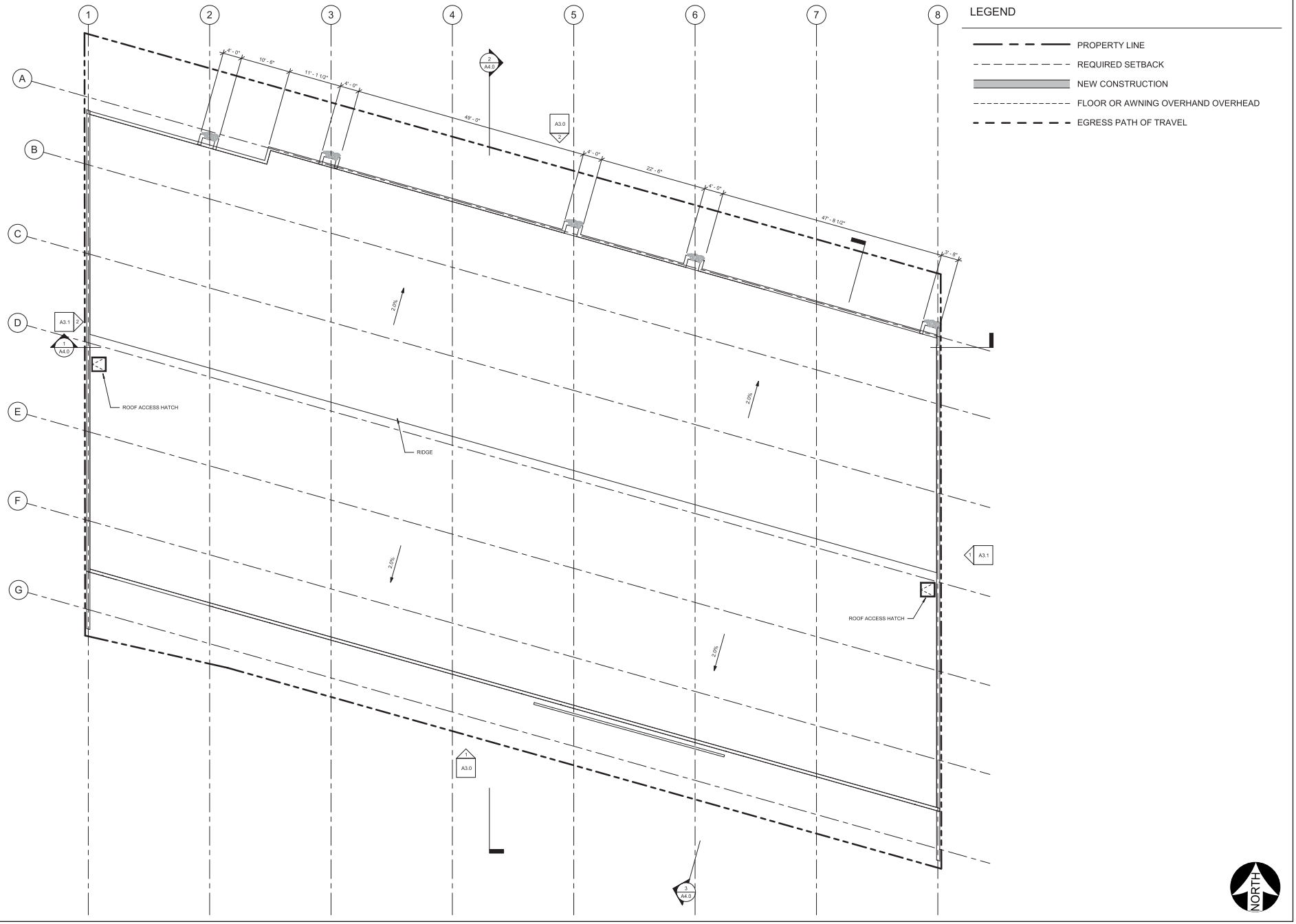
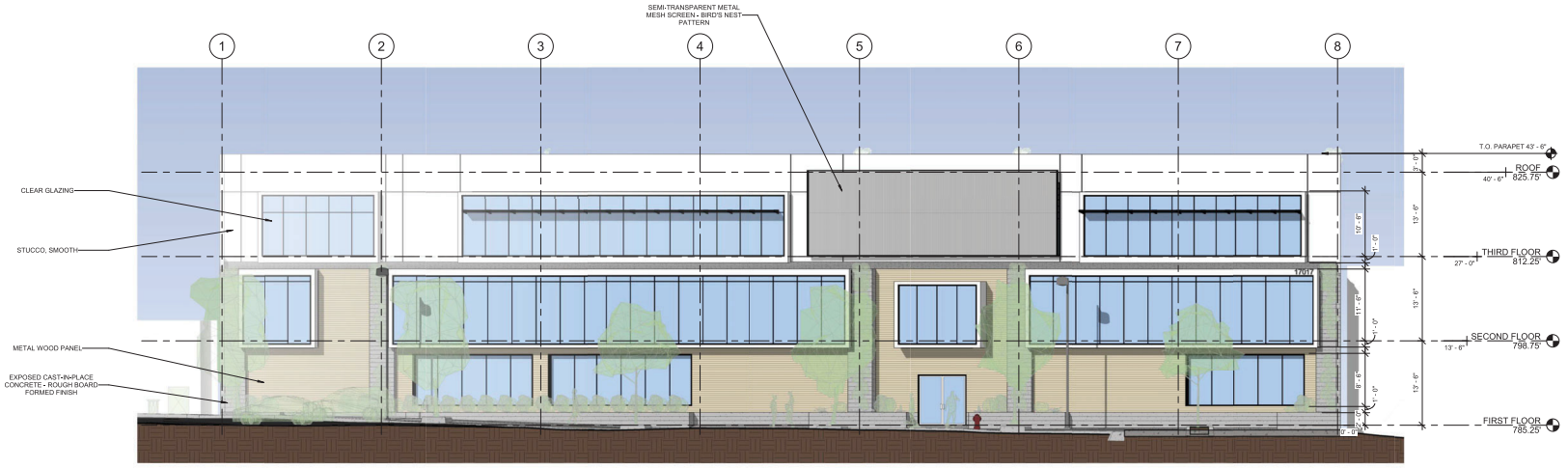


Figure 3-14
Roof Plan
(Site 1)

Source: NEO & Associates Inc., 2020.

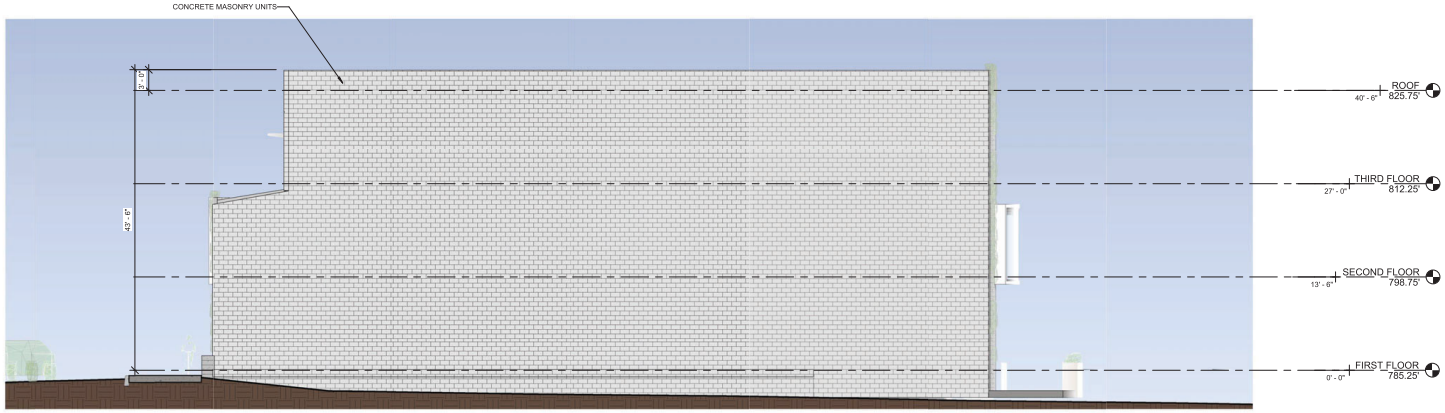


1 SOUTH BUILDING ELEVATION

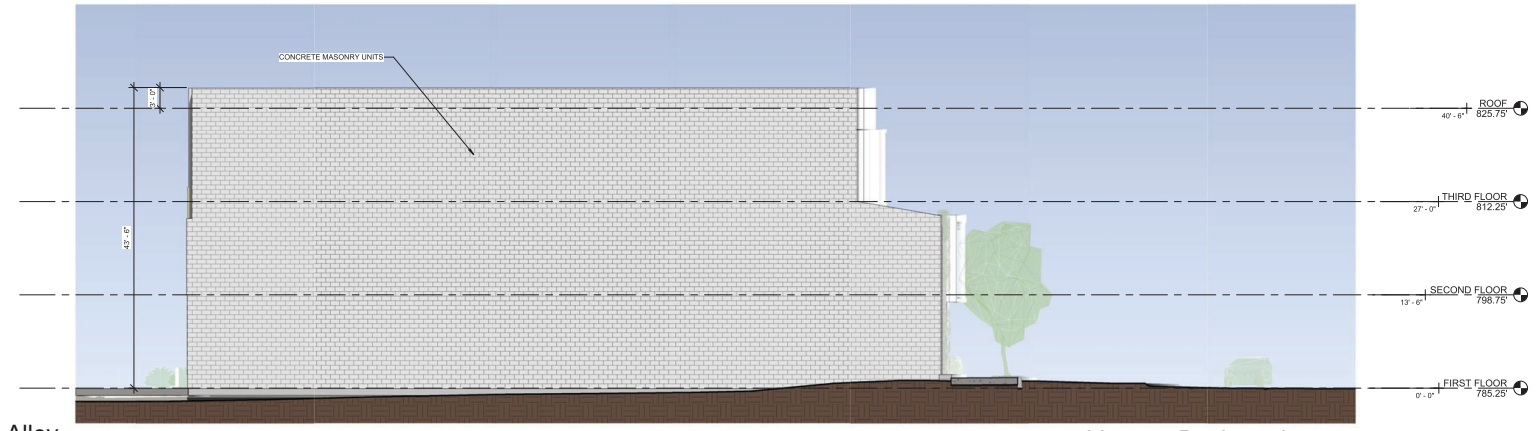
2 NORTH BUILDING ELEVATION

Figure 3-15
North and South Building Elevations
(Site 1)

Source: NEO & Associates Inc., 2020.



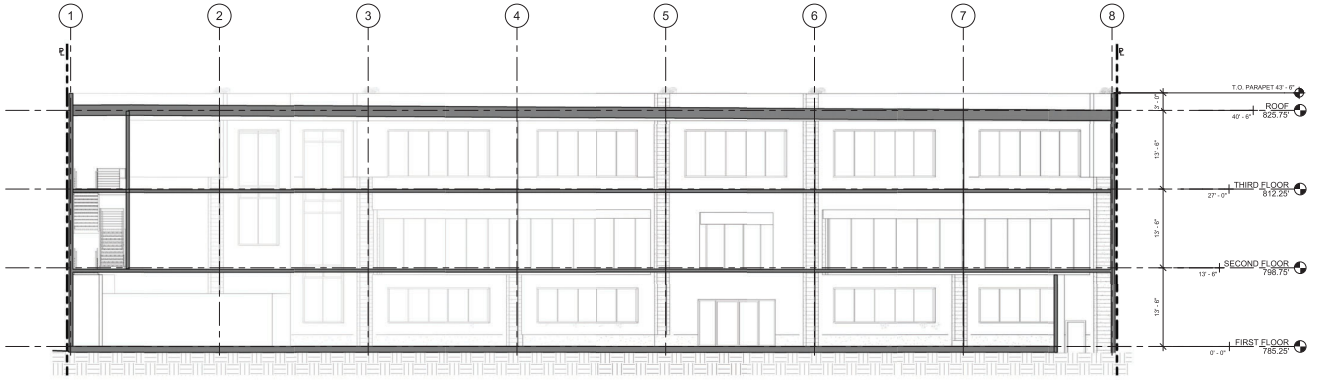
1 EAST BUILDING ELEVATION



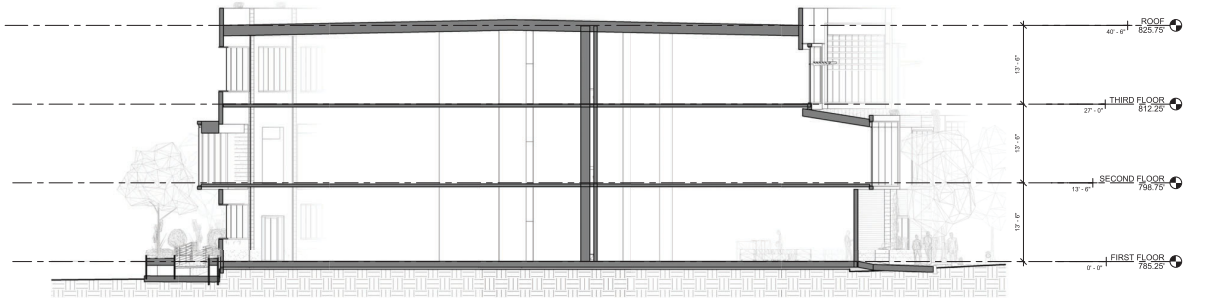
2 WEST BUILDING ELEVATION

Figure 3-16
East and West Building Elevations
(Site 1)

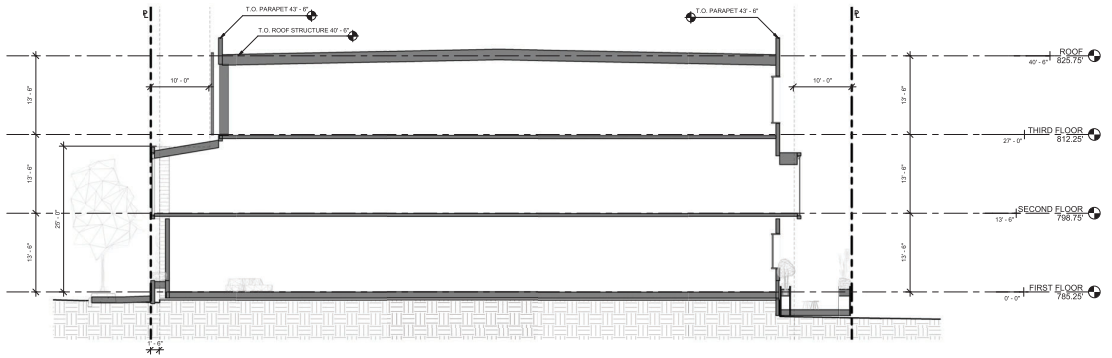
Source: NEO & Associates Inc., 2020.



1 E-W BUILDING SECTION



2 N-S BUILDING SECTION



3 N-S BUILDING SECTION ANGLED

Source: NEO & Associates Inc., 2020.

Figure 3-17
Building Sections
(Site 1)

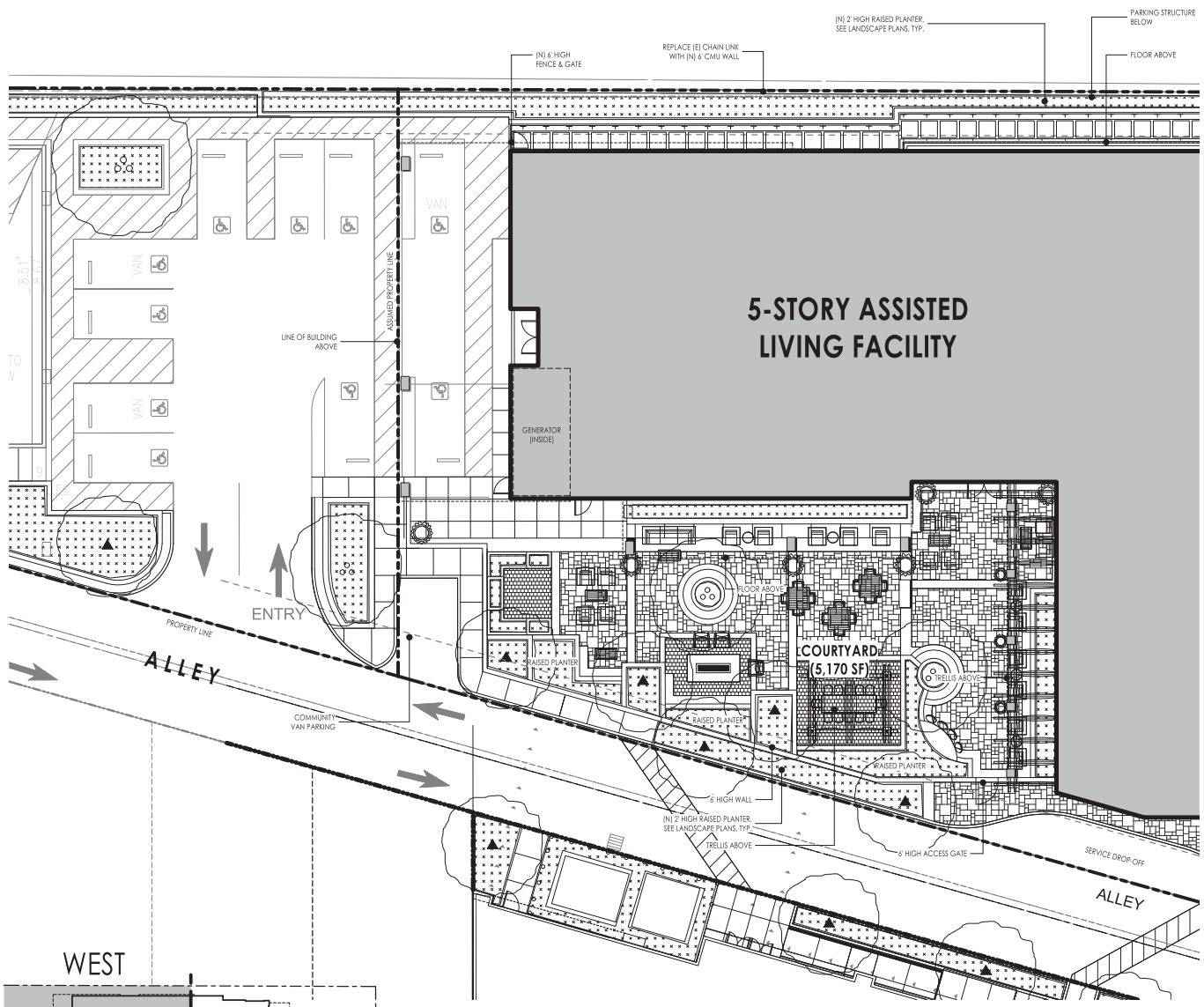
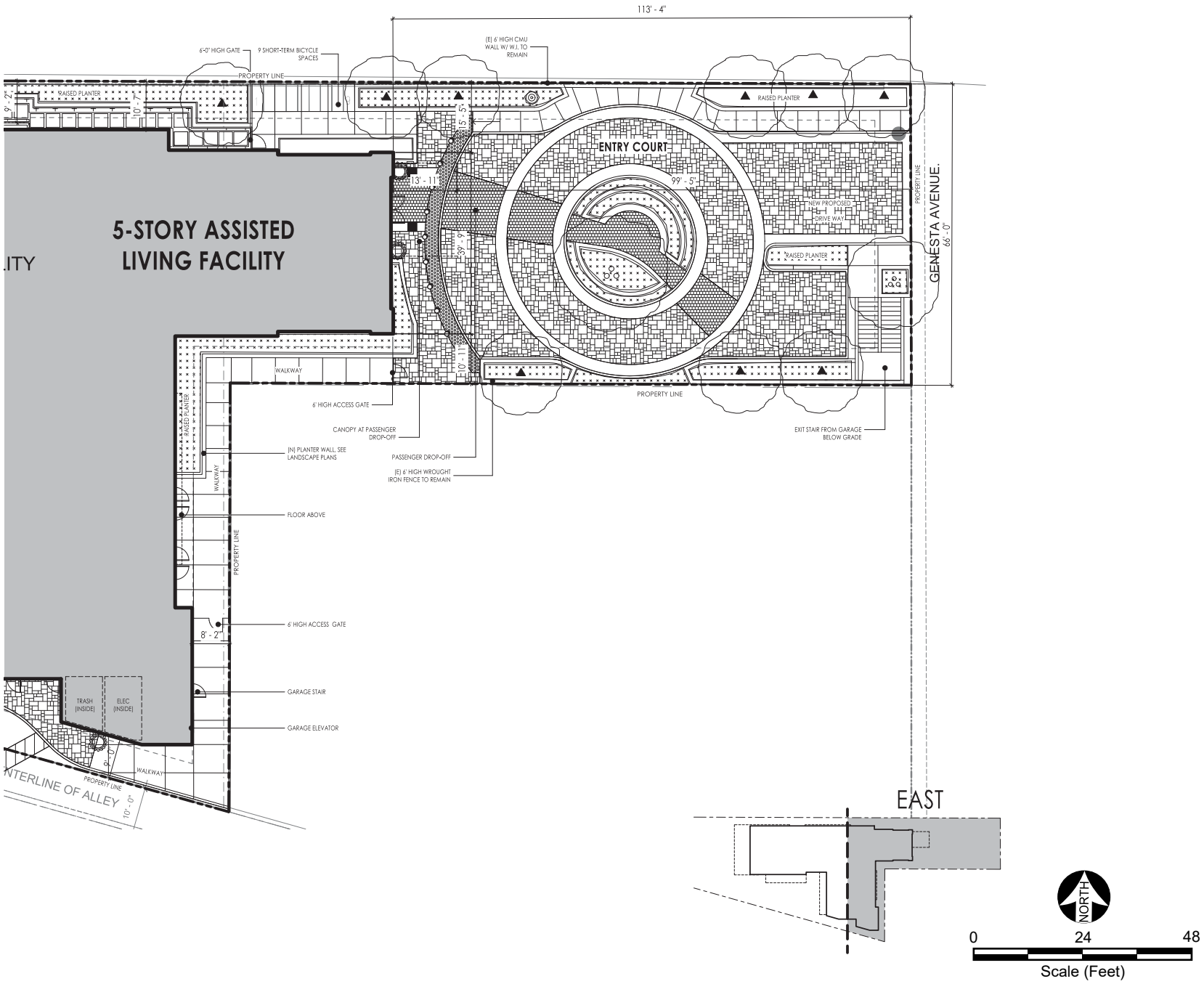


Figure 3-18
Enlarged Site Plan West
(Site 2)

Source: HPI Architecture, 2020.

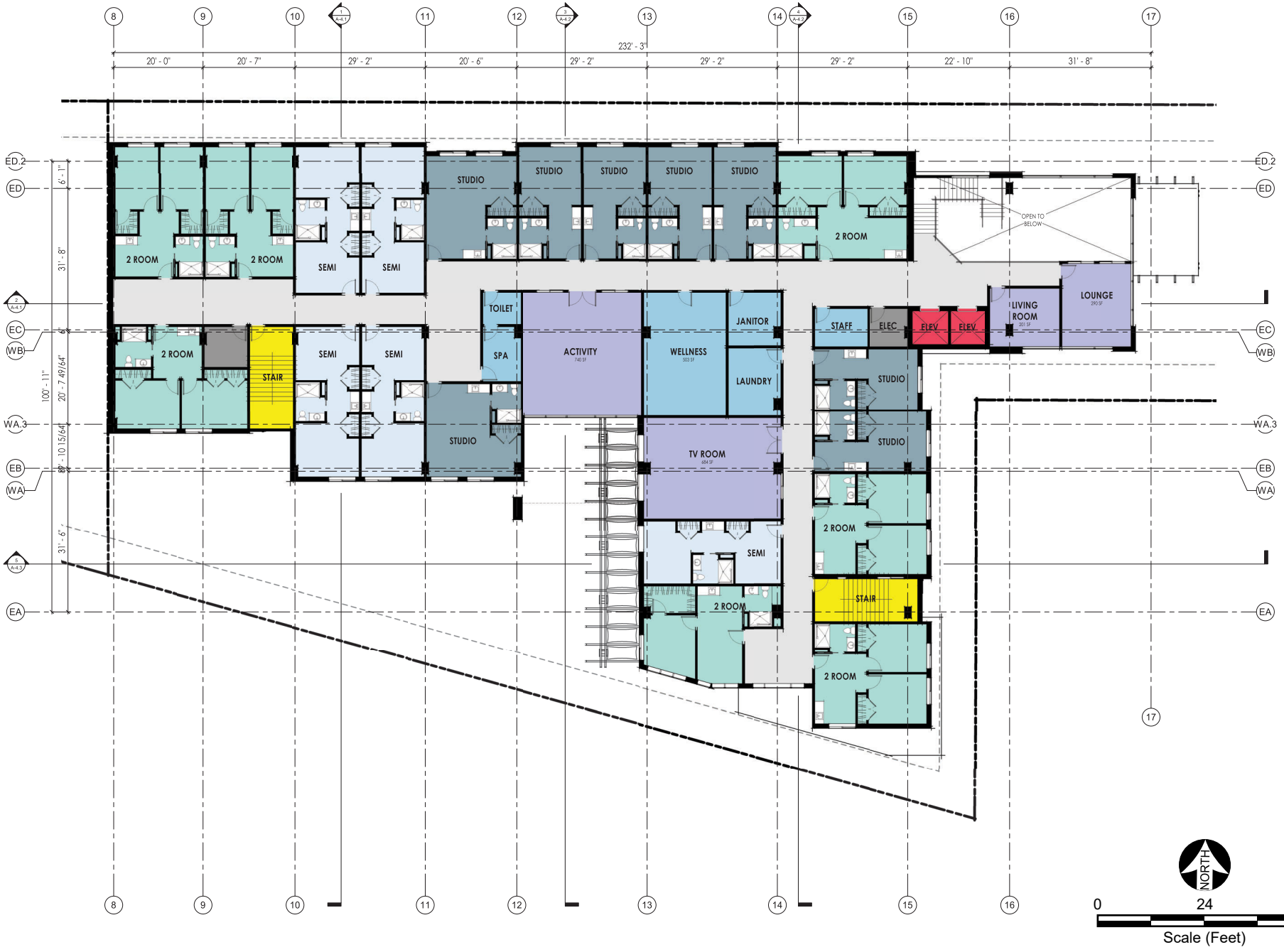


Source: HPI Architecture, 2020.

Figure 3-19
Enlarged Site Plan East
(Site 2)

Source: HPI Architecture, 2020.

Figure 3-20
First Floor Plan
(Site 2)



Source: HPI Architecture, 2020.

Figure 3-21
Second Floor Plan
(Site 2)

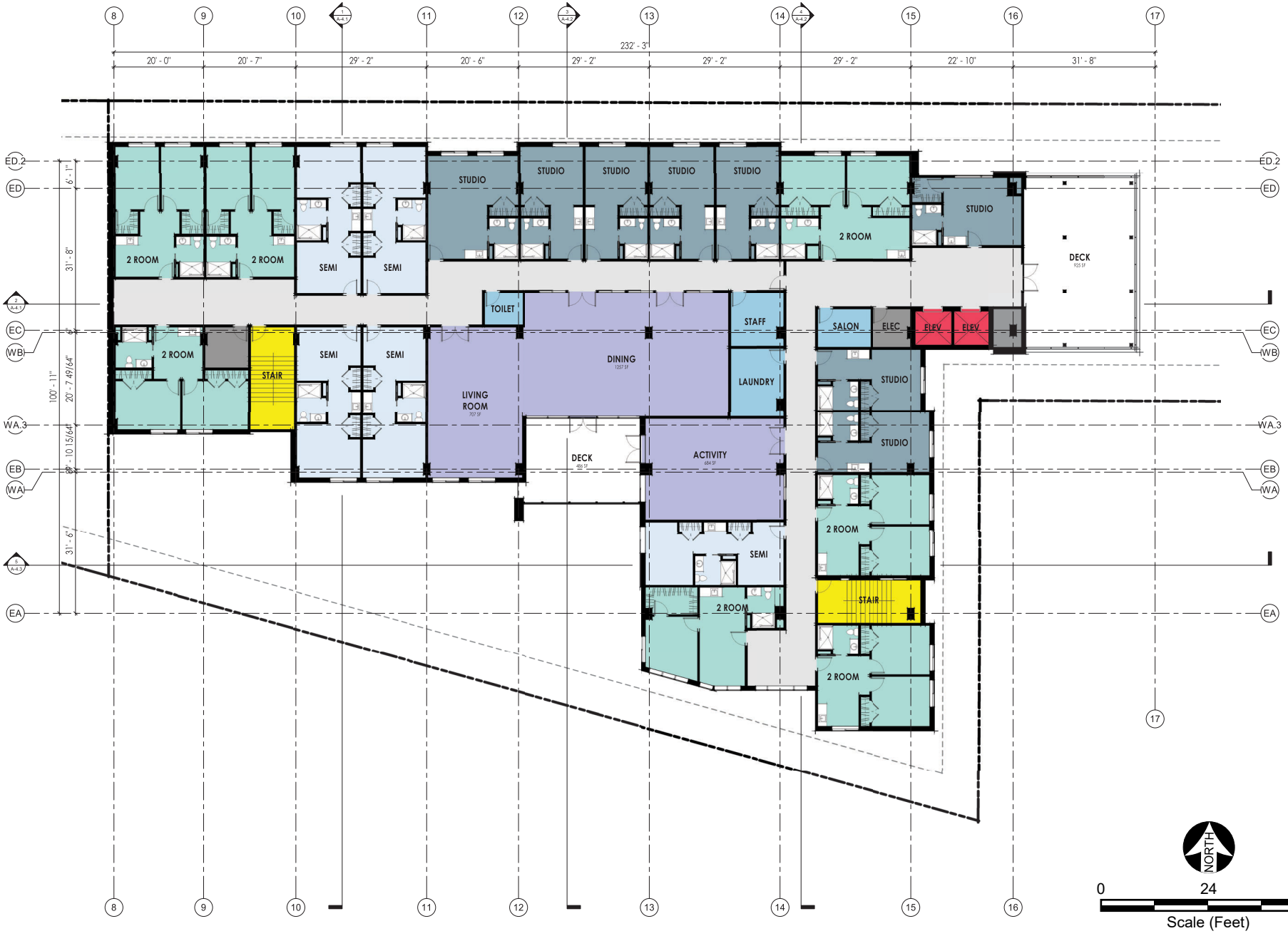
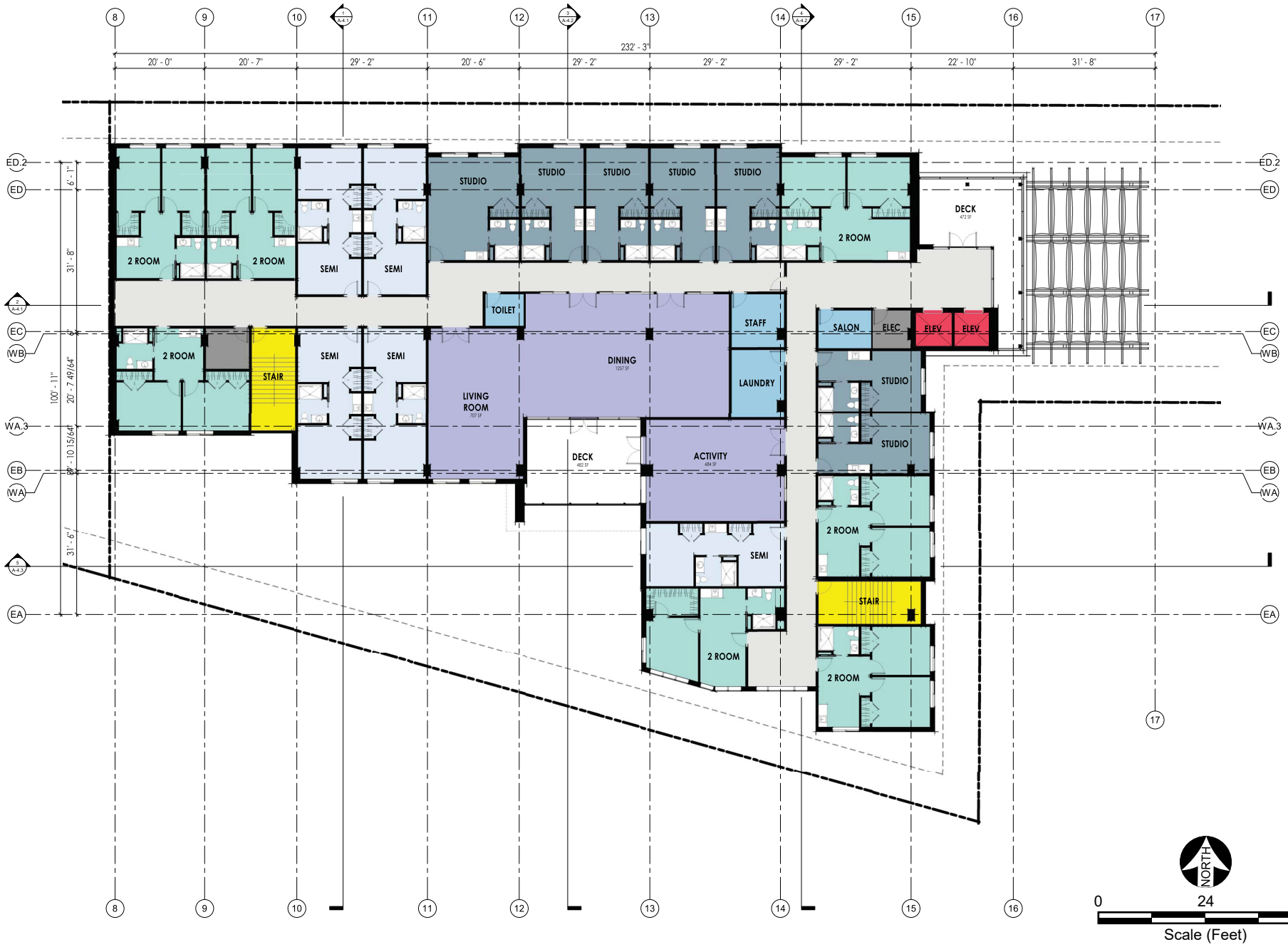


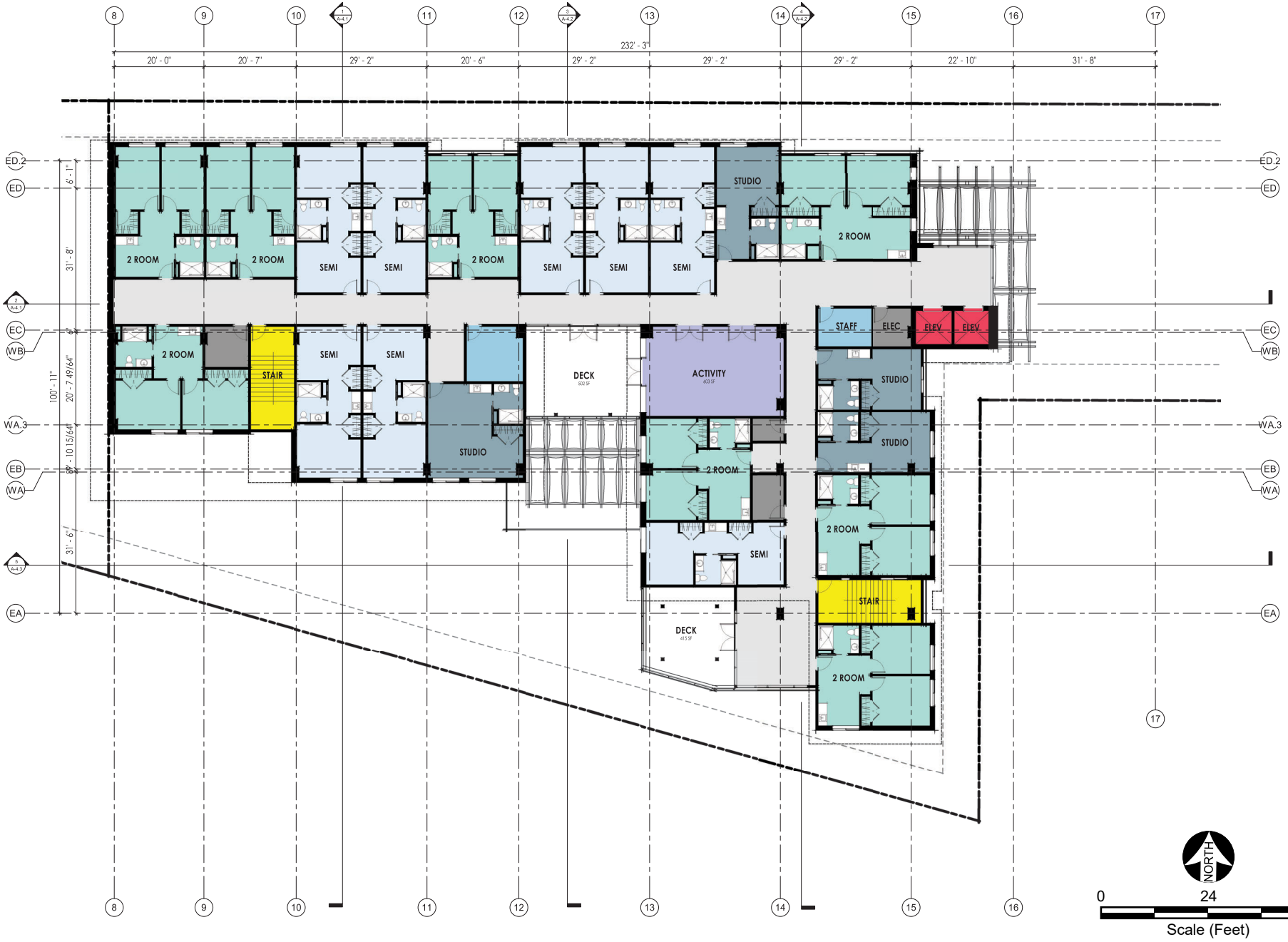
Figure 3-22
Third Floor Plan
(Site 2)

Source: HPI Architecture, 2020.



Source: HPI Architecture, 2019.

Figure 3-23
Fourth Floor Plan
(Site 2)



Source: HPI Architecture, 2020.

Figure 3-24
Fifth Floor Plan
(Site 2)

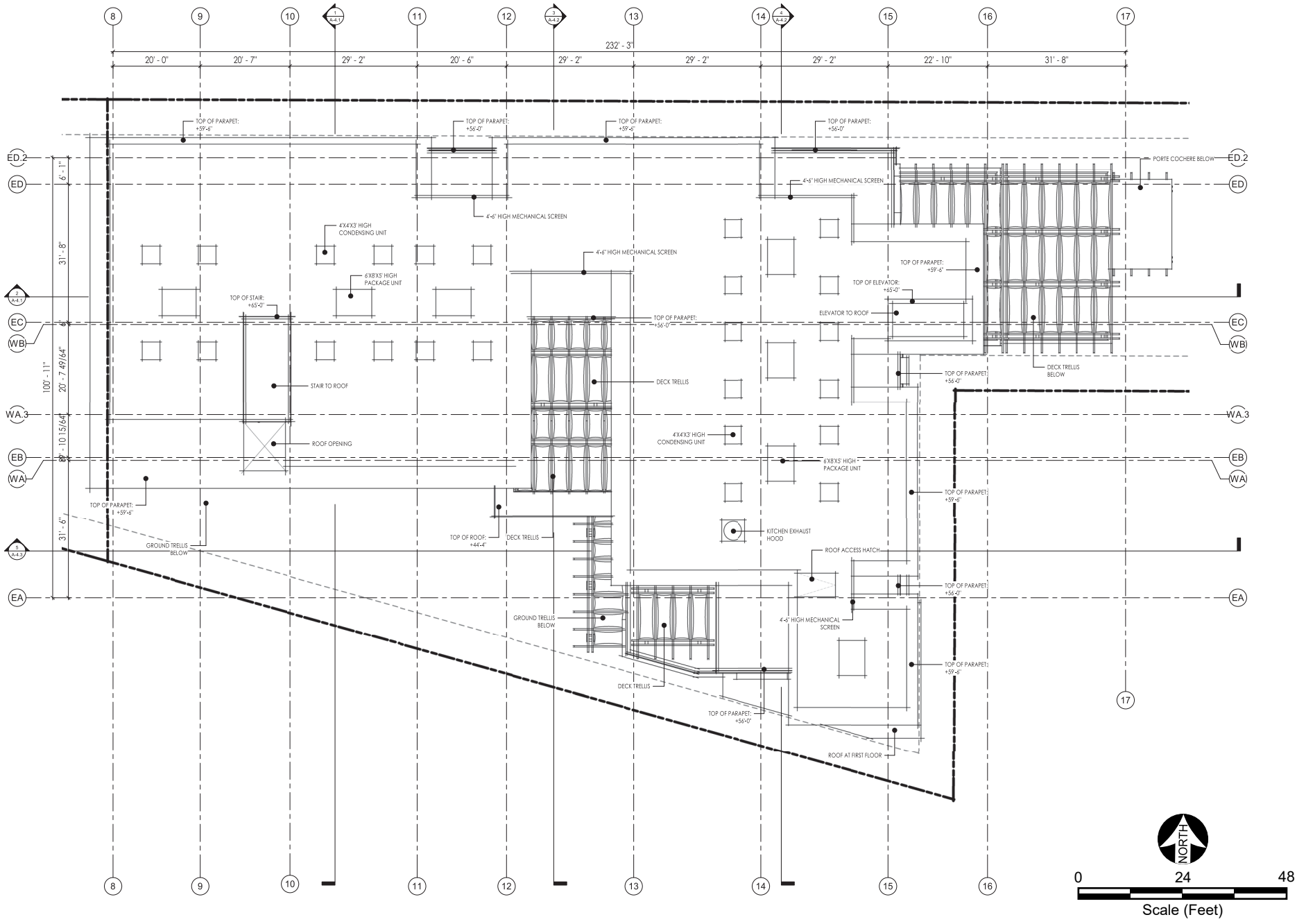
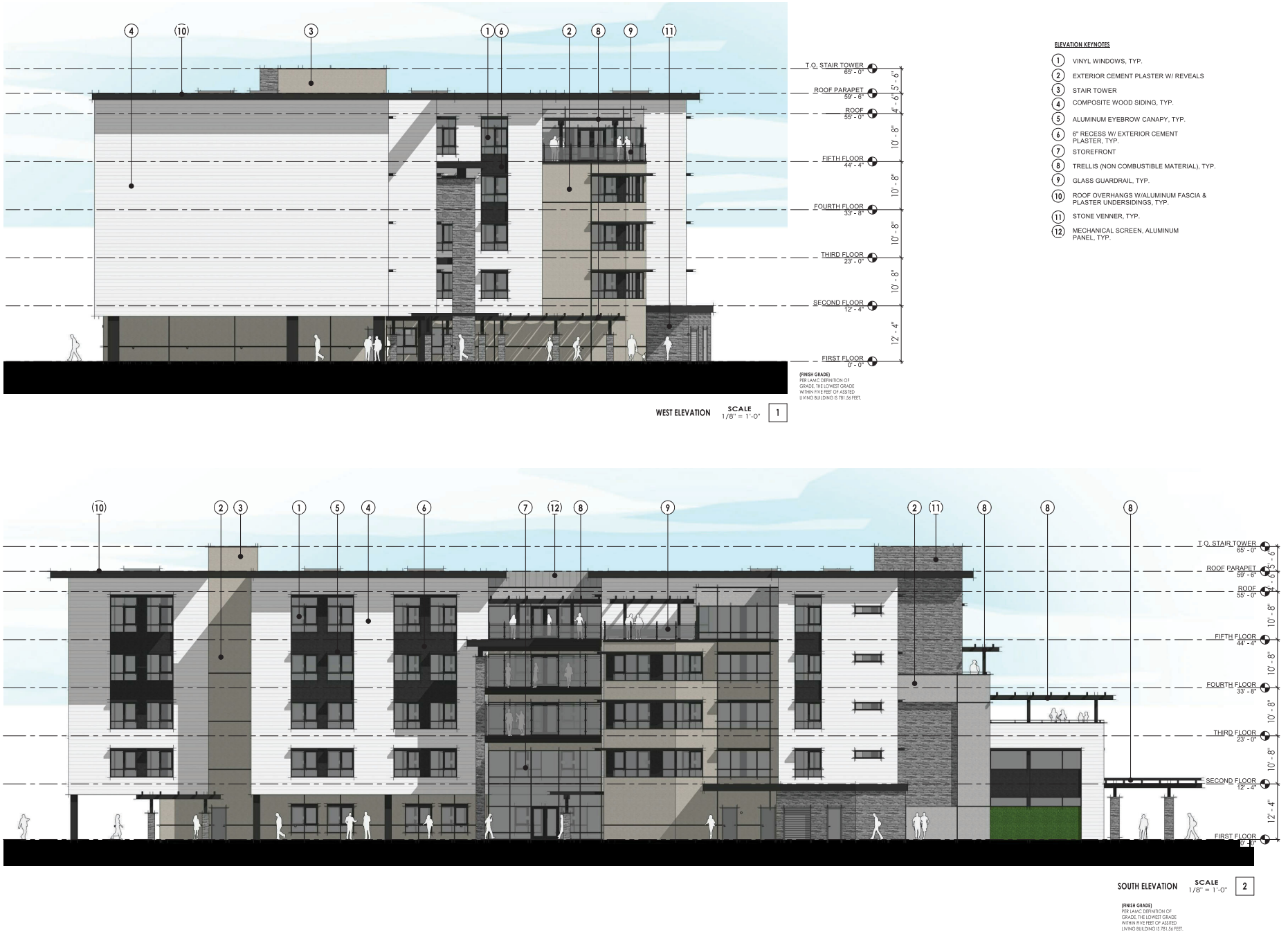


Figure 3-25
Roof Plan
(Site 2)

Source: HPI Architecture, 2020.

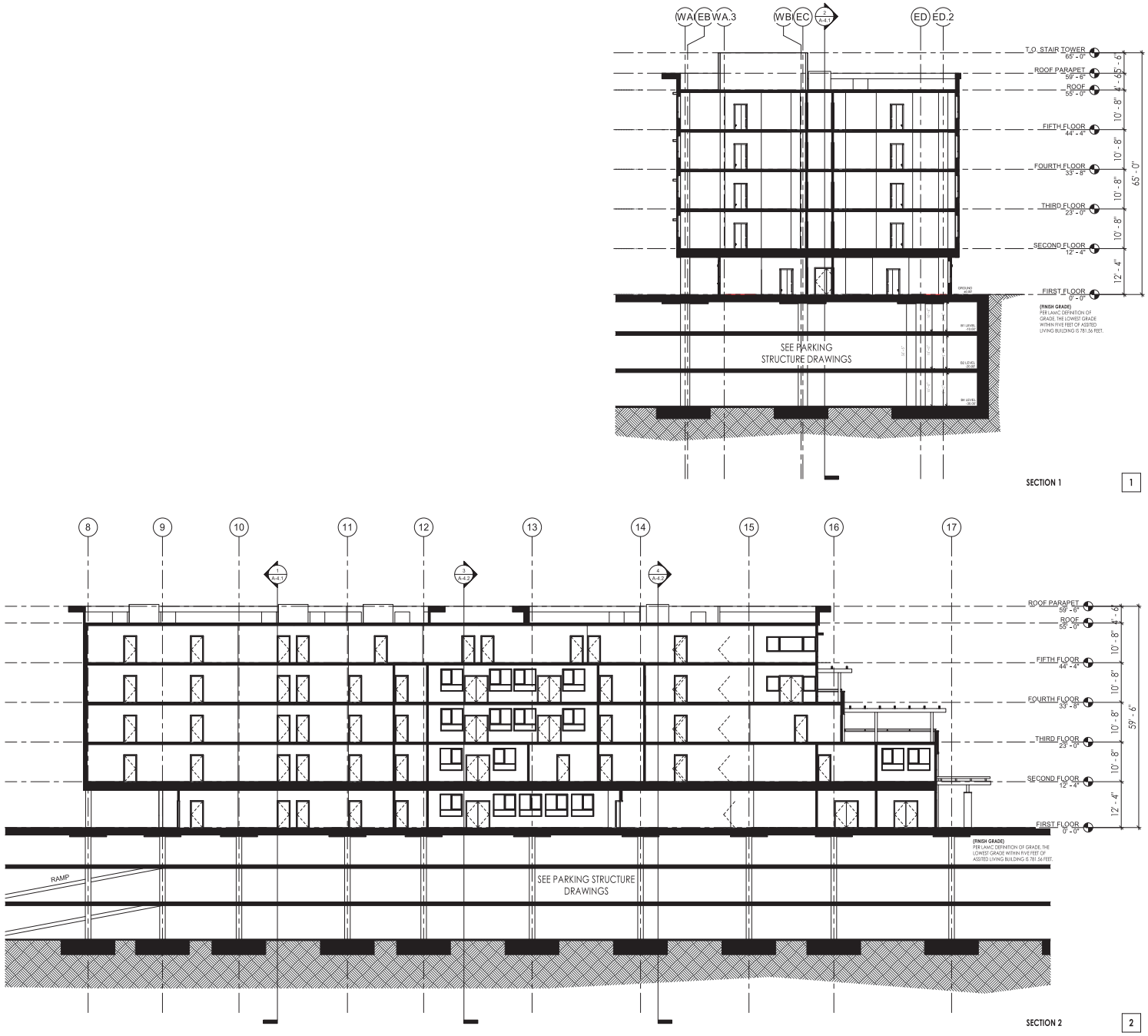
Source: HPI Architecture, 2020.

Figure 3-26
Exterior Elevations North & East
(Site 2)



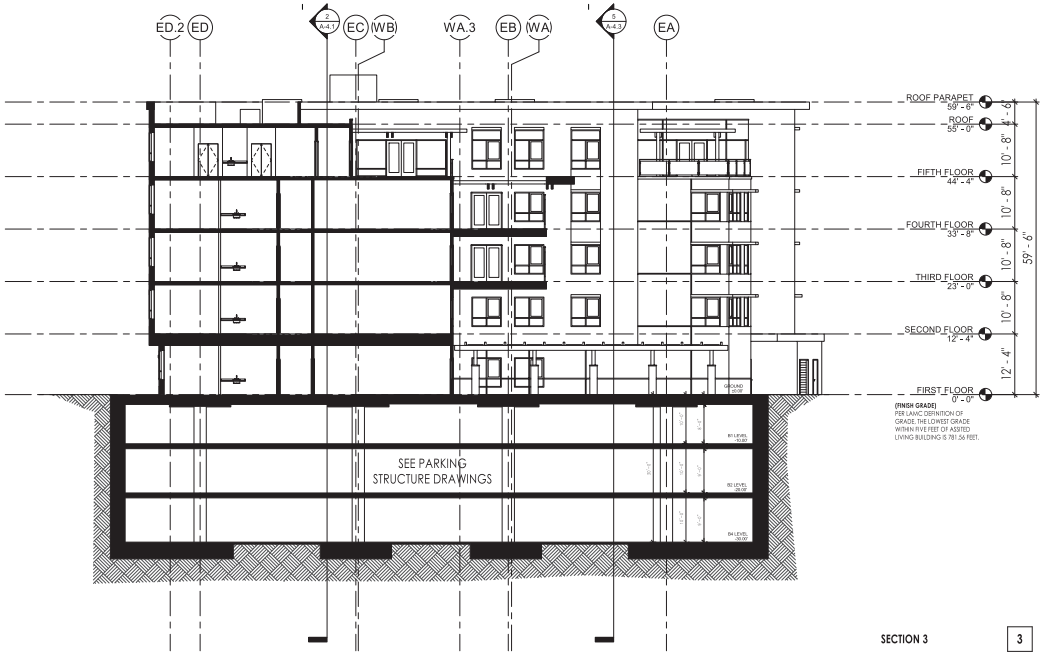
Source: HPI Architecture, 2020.

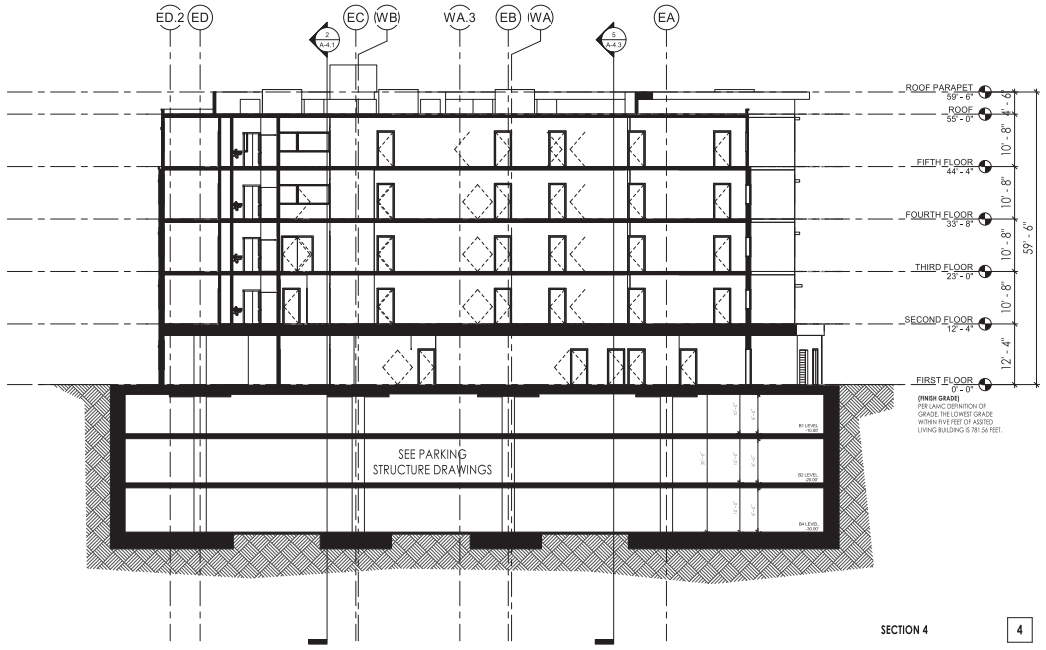
Figure 3-27
Exterior Elevations South & West
(Site 2)



Source: HPI Architecture, 2020.

Figure 3-28
Sections 1 and 2
(Site 2)





Source: HPI Architecture, 2020.

Figure 3-29
Sections 3 and 4
(Site 2)

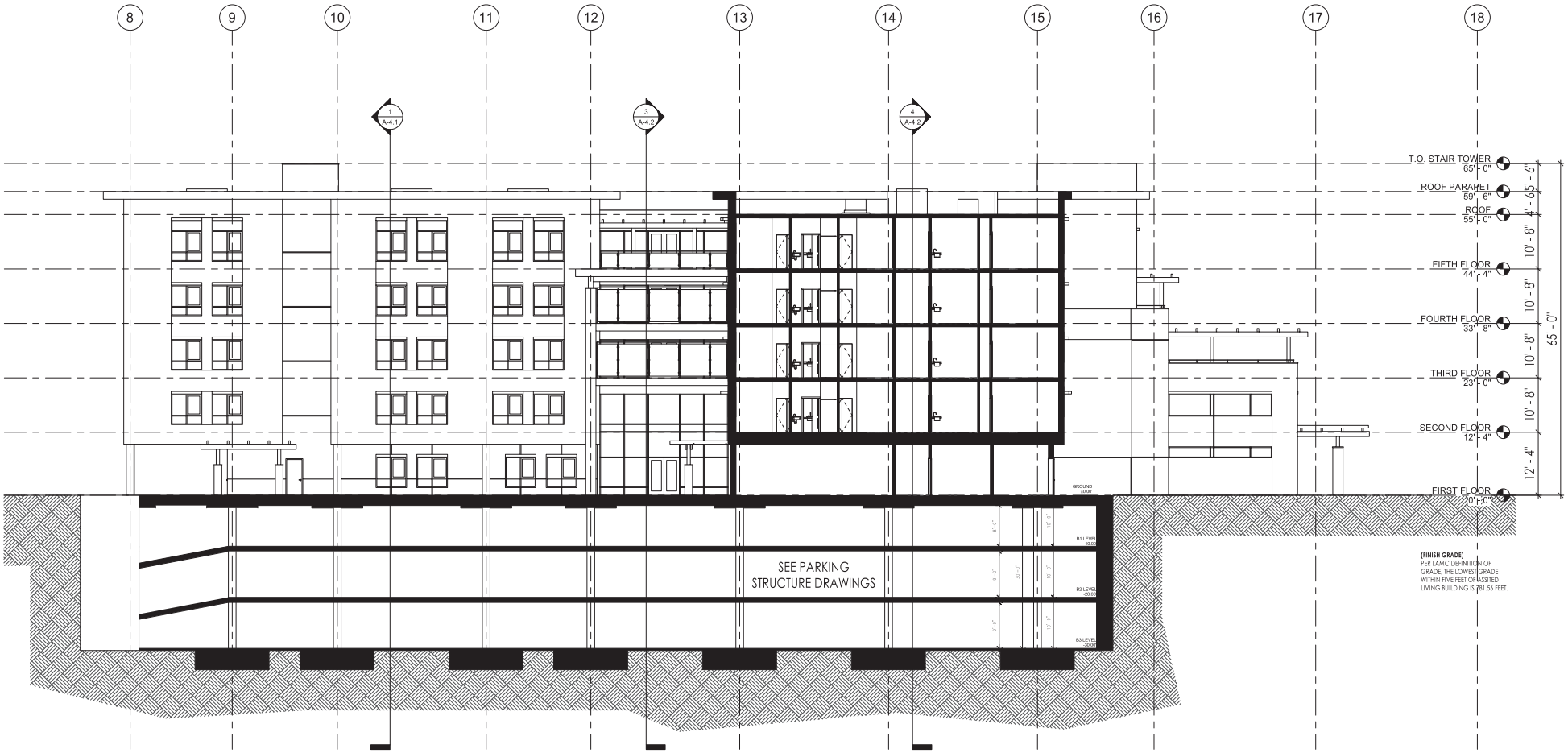
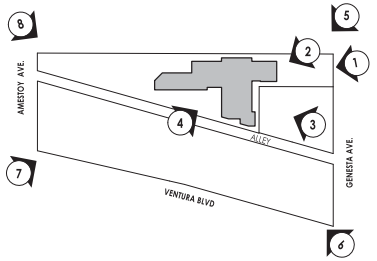


Figure 3-30
Section 5
(Site 2)

Source: HPI Architecture, 2020.

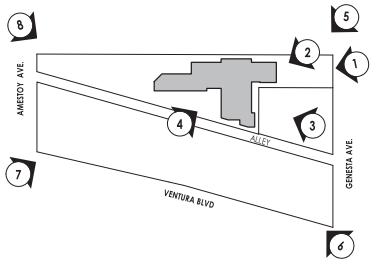


VIEW 1

VIEW 2

Figure 3-31
Perspective Renderings Views 1 and 2
(Site 2)

Source: HPI Architecture, 2020.



VIEW 3

VIEW 4

Figure 3-32
Perspective Renderings Views 3 and 4
(Site 2)

Source: HPI Architecture, 2020.

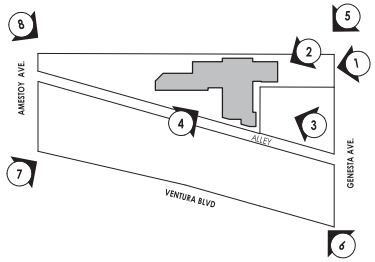
COURTYARD | **VIEW 1** (TREES HIDDEN FOR CLARITY)

COURTYARD | **VIEW 2**

COURTYARD | **VIEW 3**

Figure 3-33
Courtyard Renderings Views 1-3
(Site 2)

Source: HPI Architecture, 2020.

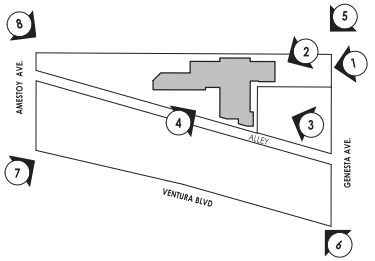


VIEW 5

VIEW 6

Figure 3-34
Overall Project Renderings Views 5 and 6
(Site 2)

Source: HPI Architecture, 2020.

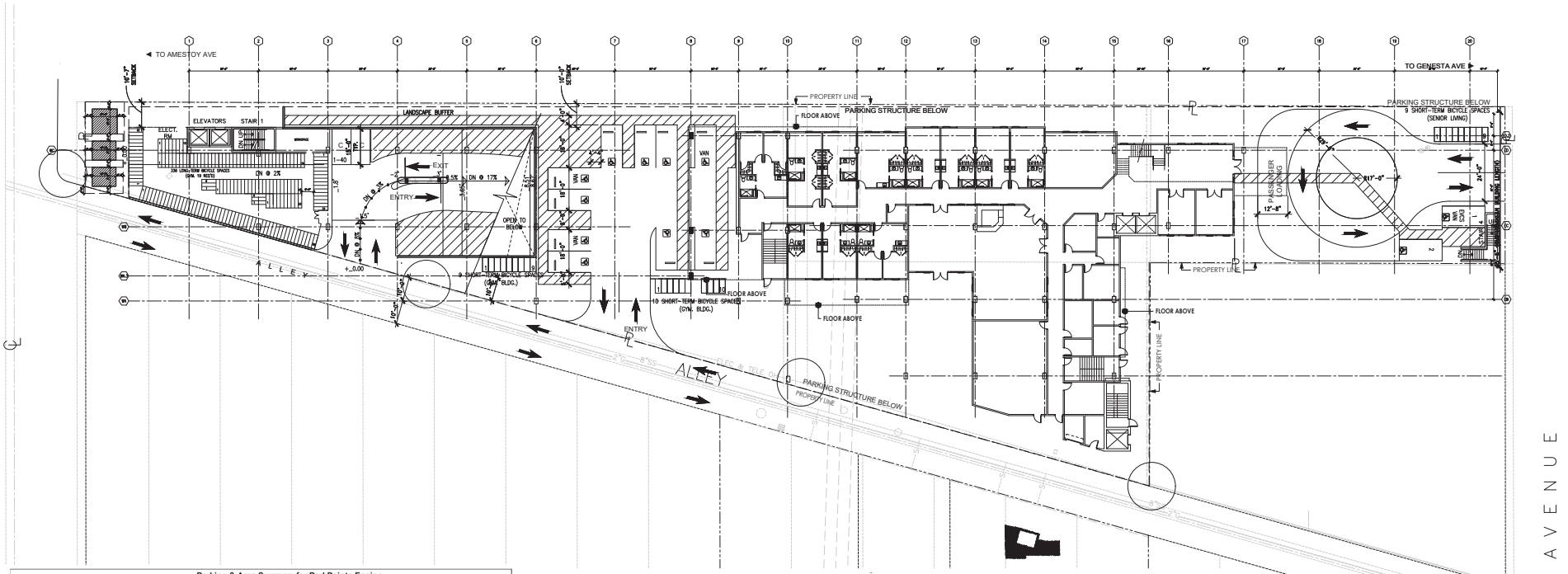


VIEW 7

VIEW 8

Figure 3-35
Overall Project Renderings Views 7 and 8
(Site 2)

Source: HPI Architecture, 2020.



Walter P Moore

Parking & Area Summary for ParkPointe Encino

Parking Areas				Provided Vehicle Parking Spaces											
(Apx. Structure Size = 570' x 150')				Standard		Compact		Accessible (ADA)	Cal Green		EV Charging Station	Totals			
Parking Bay	Use	On Grade Parking	Below Grade Parking	Standard Spaces	Standard Tandem	Compact	Compact Tandem	Standard and Van spaces	Clean Air / Vanpool / EV	CAVP/EV (EVS)	Standard & Accesible EV Charging Stations	Spaces		SF. Per Sp.
G1A	Retail	6430		0	0	0	0	10	0	0	0	10	10	643
G1A	Senior	638						2				2	2	319
B1A	Other		25964	29	0	2	0	0	6	9	3	49		
B1A	Senior		10227	22	0	0	0	0	0	2	0	24		
B1B	Other		15949	11	4	6	1	0	0	8	2	32	105	497
B2A	Other		25964	71	0	6	0	0	0	0	0	77		
B2A	Senior		10227	12	0	1	0	0	0	0	0	13		
B2B	Other		15949	21	4	7	1	0	0	0	0	33	123	424
B3A	Other		36191	87	0	3	0	0	0	0	0	90		
B3B	Other		15949	23	4	5	2	0	0	0	0	34	124	420
		On Grade	Below Grade											
Senior Vehicle Totals			20454	34	0	1	0	2	0	2	0	39	Spaces	
				Percentages										
				87%	0%	3%	0%	5%	0%	5%	0%	100%		

Senior Bicycle Parking			
Short-Term	Long-Term	Total	
9	17	26	Spaces

Retail Vehicle Totals	6430	135966	242	12	29	4	10	6	17	5	325	Spaces	
			Percentages										
			74%	4%	9%	1%	3%	2%	5%	2%	100%		

Retail Bicycle Parking			
Short-Term	Long-Term	Total	
19	19	38	Spaces

Grand Total	7068	156420	276	12	30	4	12	6	19	5	364	Spaces	
Grand Total SF		163488	Percentages										
Total SF Per space Efficiency		449	76%	3%	8%	1%	3%	2%	5%	1%	100%		

OCCUPANT LOAD AND REQUIRED EXITS :

OCCUPANT LOAD DESIGN BASIS: CBC 2016 – SECTION 1004, 1005 AND TABLE 1004.1.2

DOORS: 0.2 PER PERSON
STAIRS: 0.3 PER PERSON

TOTAL EXITS REQUIRED: 2
TOTAL EXITS PROVIDED: 3

MAXIMUM TRAVEL DISTANCE ALLOWABLE: 400'
(SPRINKLERED PARKING)

REQUIRED EXITS:
OCCUPANT LOAD OF 1–29 = 1 EXIT REQ'RD
OCCUPANT LOAD OF 30–500 = 2 EXIT REQ'RD
OCCUPANT LOAD OF 501–1000 = 3 EXIT REQ'RD
OCCUPANT LOAD OF MORE THAN 1000 = 4 EXIT REQ'RD

OCCUPANT LOAD = 52,150 SF LARGEST FLOOR AREA : 200 = 261 SF/PERSON ---> 2 EXITS REQUIRED
REQUIRED: 261 X 0.3 = 79" :2 EXITS = 40" PER STAIRS
PROVIDED: 144" :3 EXITS = 48" PER STAIRS

CONCLUSION: ONE STAIR CAN BE ELIMINATED

ELEVATOR REQUIREMENT:

PER CBC 1009.2.1 & 11B-202.4 IF ACCESSIBLE FLOOR IS MORE THAN 3 STORIES ABOVE OR BELOW THE LEVEL OF EXIT DISCHARGE ELEVATOR SHOULD BE PROVIDED.

CONCLUSION: 2 ELEVATORS AT FAR WEST END ARE NOT REQUIRED

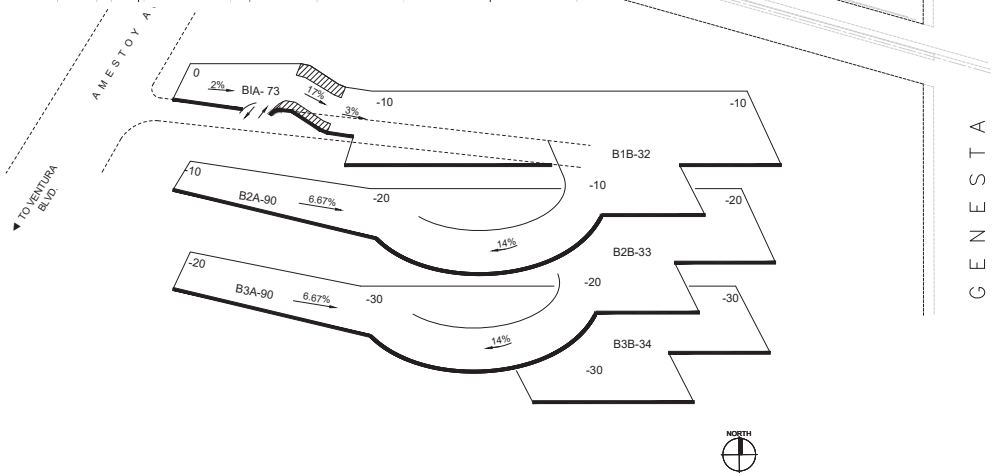


Figure 3-36
Parking Site Plan
(Site 2)

Source: Walter P. Moore, 2020.

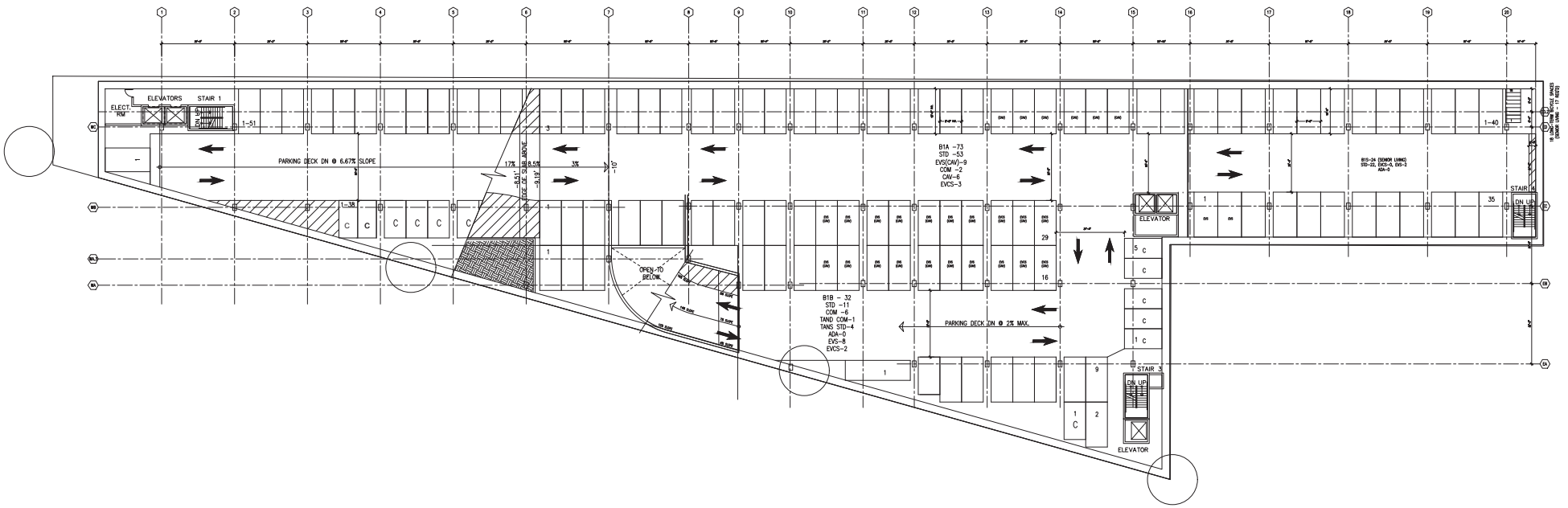
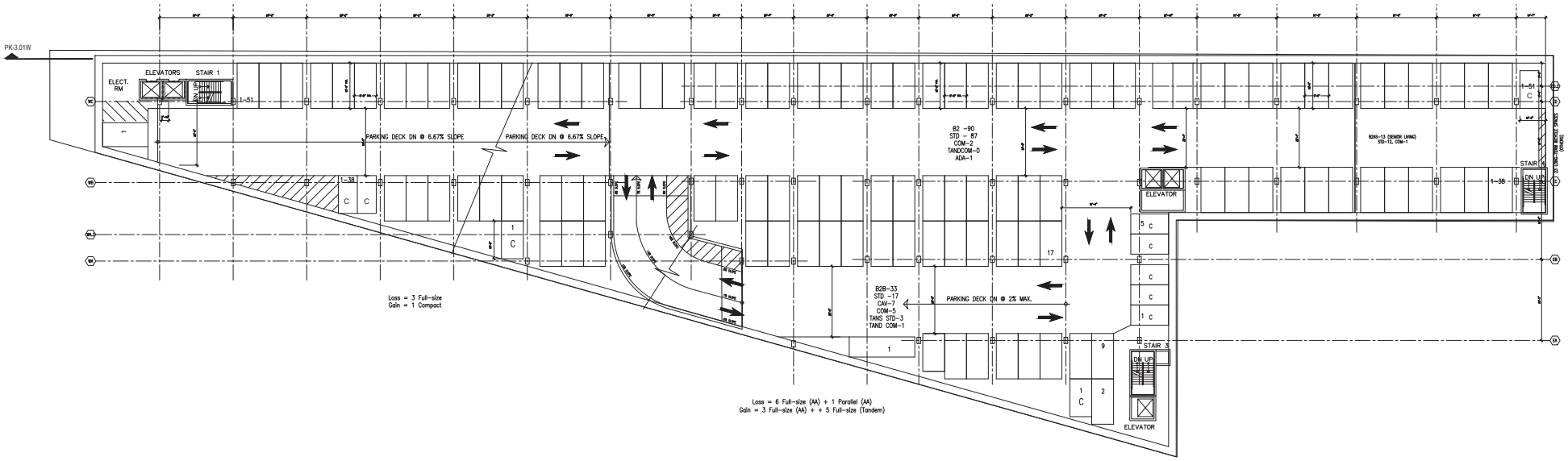


Figure 3-37
Parking B1 Level
(Site 2)

Source: Walter P. Moore, 2020.



Source: Walter P. Moore, 2020.

Figure 3-38
Parking B2 Level
(Site 2)

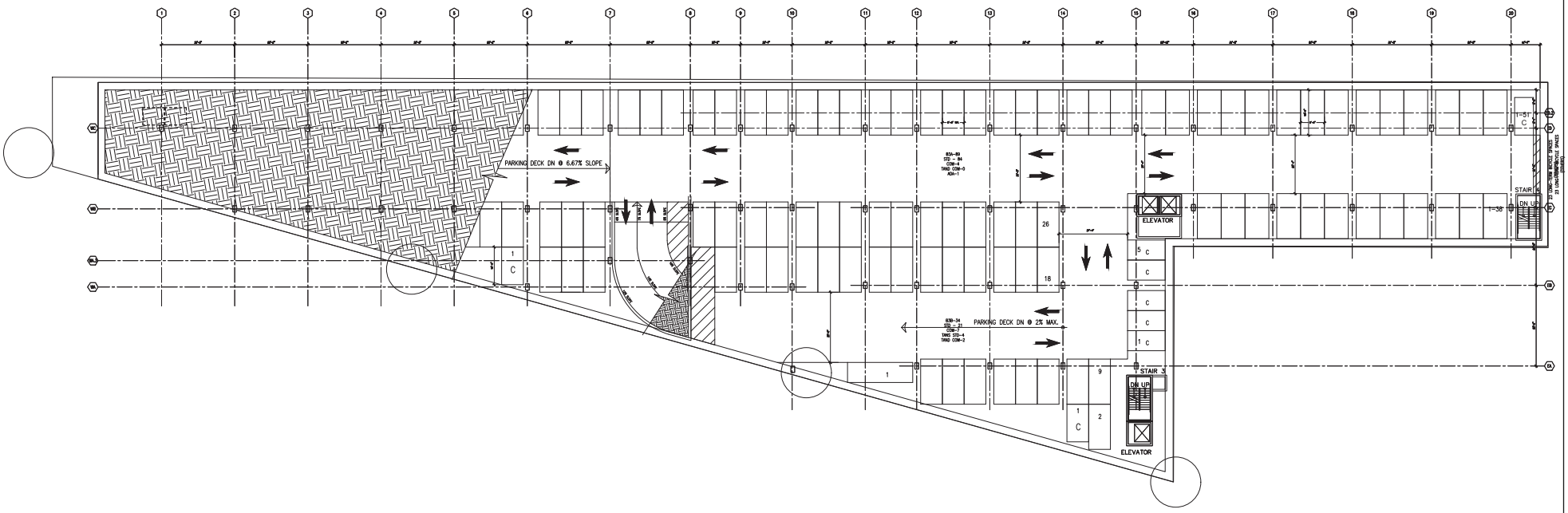
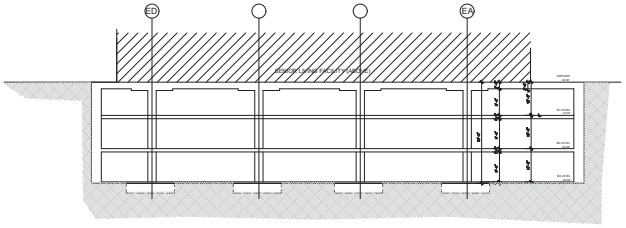
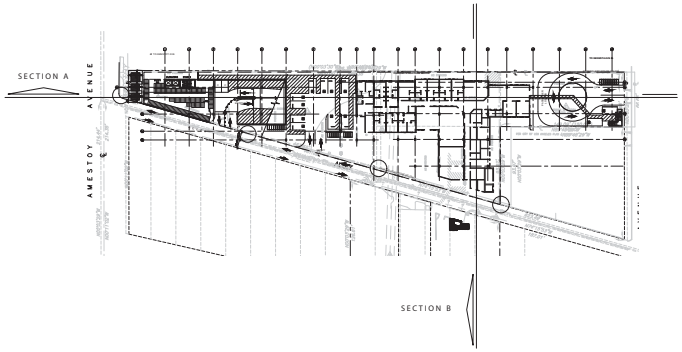


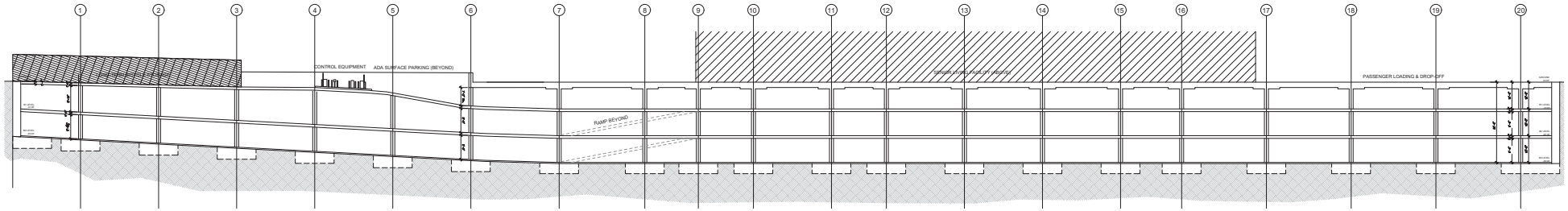
Figure 3-39
Parking B3 Level
(Site 2)

Source: Walter P. Moore, 2020.



SECTION B

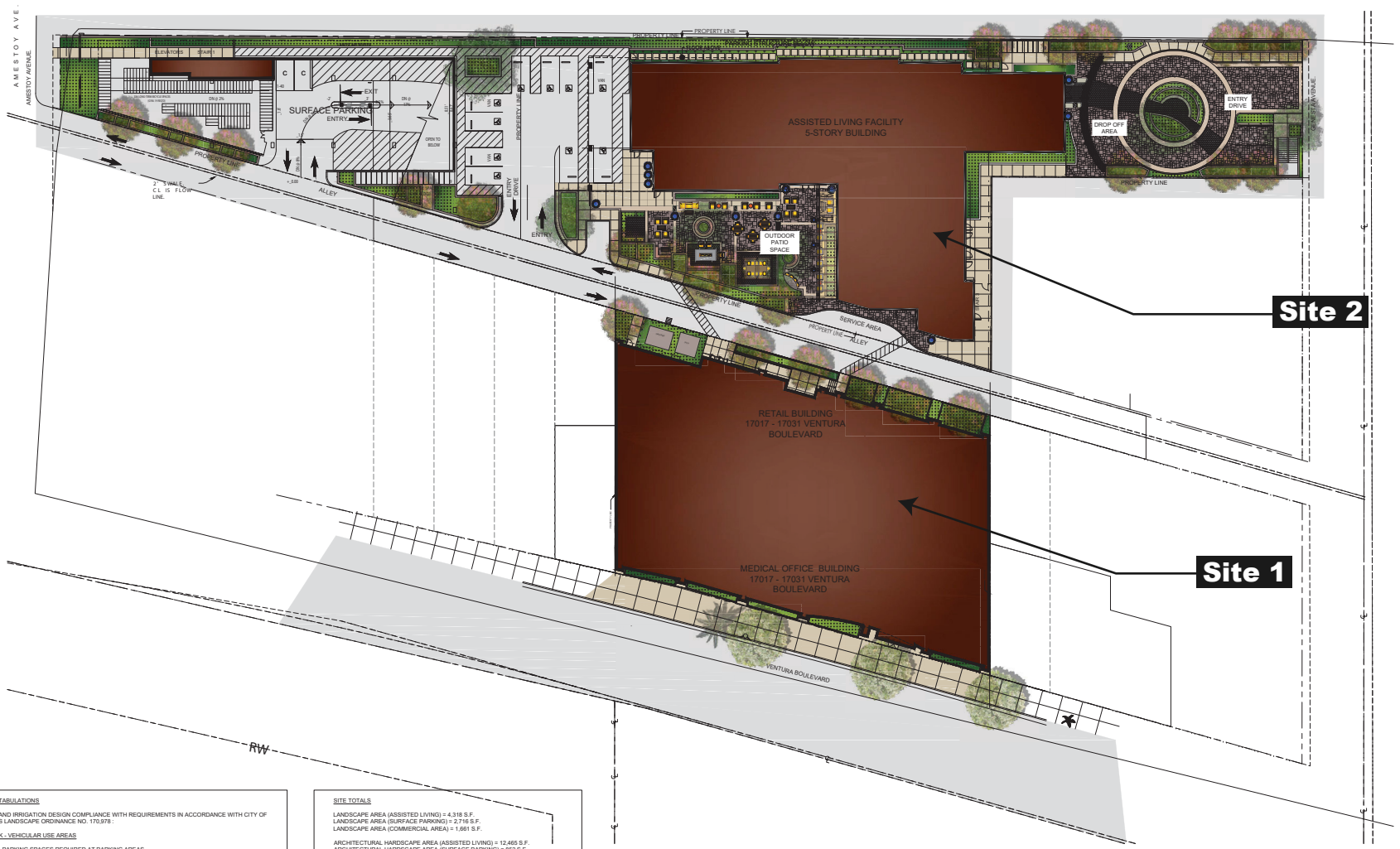




SECTION A

Source: Walter P. Moore, 2020.

Figure 3-40
Parking Sections
(Site 2)



LANDSCAPE TABULATIONS

LANDSCAPE AND IRRIGATION DESIGN COMPLIANCE WITH REQUIREMENTS IN ACCORDANCE WITH CITY OF LOS ANGELES LANDSCAPE ORDINANCE NO. 170,978 :

GUIDELINES K - VEHICULAR USE AREAS

1 TREE PER 4 PARKING SPACES REQUIRED AT PARKING AREAS

TOTAL PARKING SPACES (NOT INCLUDING SECURED AREAS)	= 12
TREES REQUIRED	= 3
TREES PROVIDED	= 3
PARKING TREE SIZE REQUIRED	= 24" BOX
PARKING TREE SIZE PROVIDED	= 36" BOX
TOTAL PARKING AREA	= 2,109 SF
PARKING SHADING REQUIRED 50% AFTER 10 YR GROWTH	= 1,054 SF
PARKING SHADING PROVIDED	= 150 SF

GUIDELINES O - LANDSCAPE POINT SYSTEM

TOTAL SITE AREA	= 53,577 SQ. FT.
TOTAL POINTS REQUIRED BASED ON LOT SIZE (TABLE 1)	= 30 POINTS
• GROUPING OF STREET TREES IN PLANTING AREAS	= 2 POINTS
• STREET TREES TO SHADE THE STREET (1) POINT PER UNDERSTORY TREE (9) TREES PROVIDED	= 9 POINTS
• 30' ON CENTER MAXIMUM (2) POINT PER TREE (7) TREES PROVIDED	= 14 POINTS
• STREET TREE PLANTED LARGER THAN 15 GALLON (3) POINTS PER 36" BOX (9) NEW 36" BOX TREES PROVIDED	= 27 POINTS

TOTAL POINTS EARNED 50 POINTS. EXCEEDS REQUIRED 30 POINTS.

SITE TOTALS

LANDSCAPE AREA (ASSISTED LIVING) = 4,318 S.F.
LANDSCAPE AREA (SURFACE PARKING) = 2,716 S.F.
LANDSCAPE AREA (COMMERCIAL AREA) = 1,661 S.F.

ARCHITECTURAL HARDSCAPE AREA (ASSISTED LIVING) = 12,465 S.F.
ARCHITECTURAL HARDSCAPE AREA (SURFACE PARKING) = 852 S.F.
ARCHITECTURAL HARDSCAPE AREA (COMMERCIAL AREA) = 489 S.F.

PARKING/DRIVE LANE AREA (ASSISTED LIVING) = 4,551 S.F.
PARKING/DRIVE LANE AREA (SURFACE PARKING) = 9,889 S.F.

NOTES:

REFER TO ARCHITECTURAL SHEETS FOR LANDSCAPE SETBACKS AND OTHER SITE DIMENSIONS.

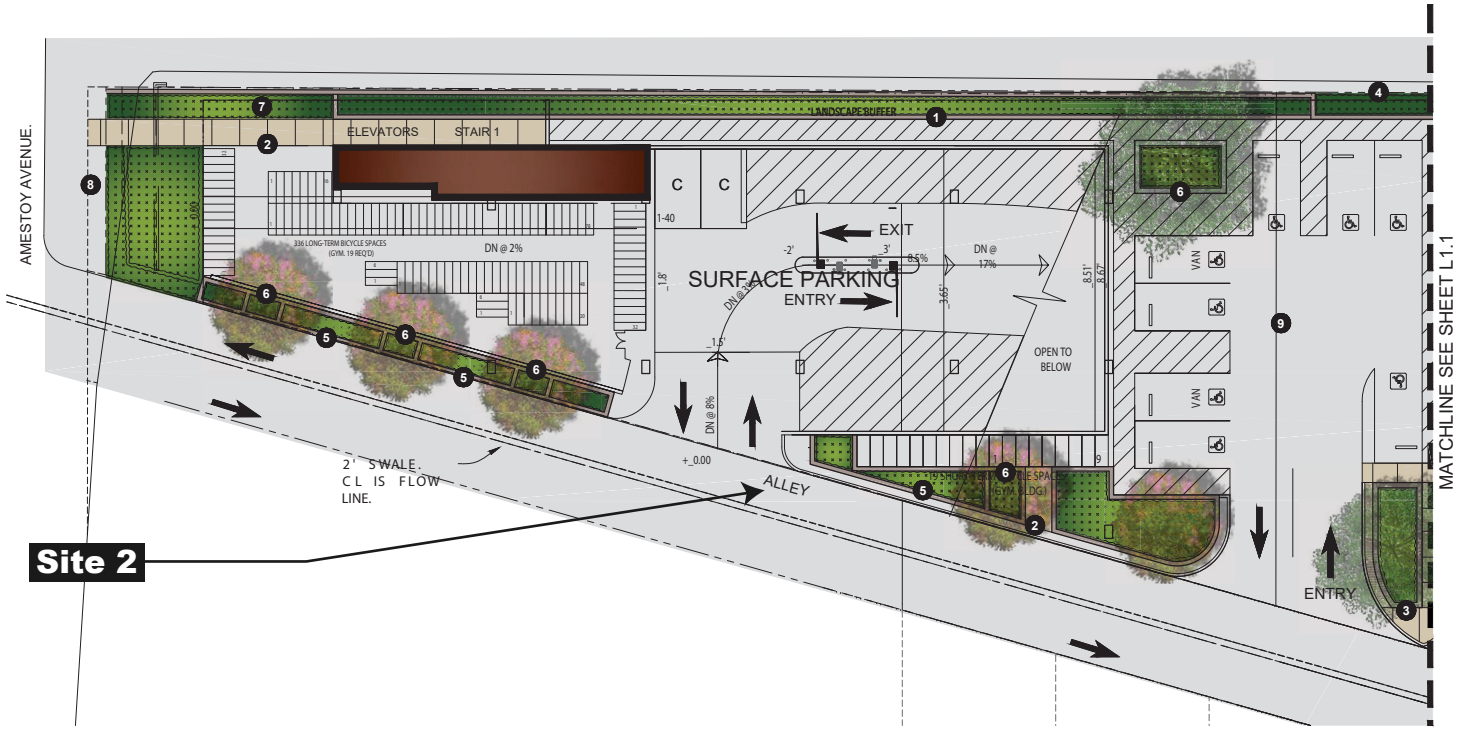
NORTH

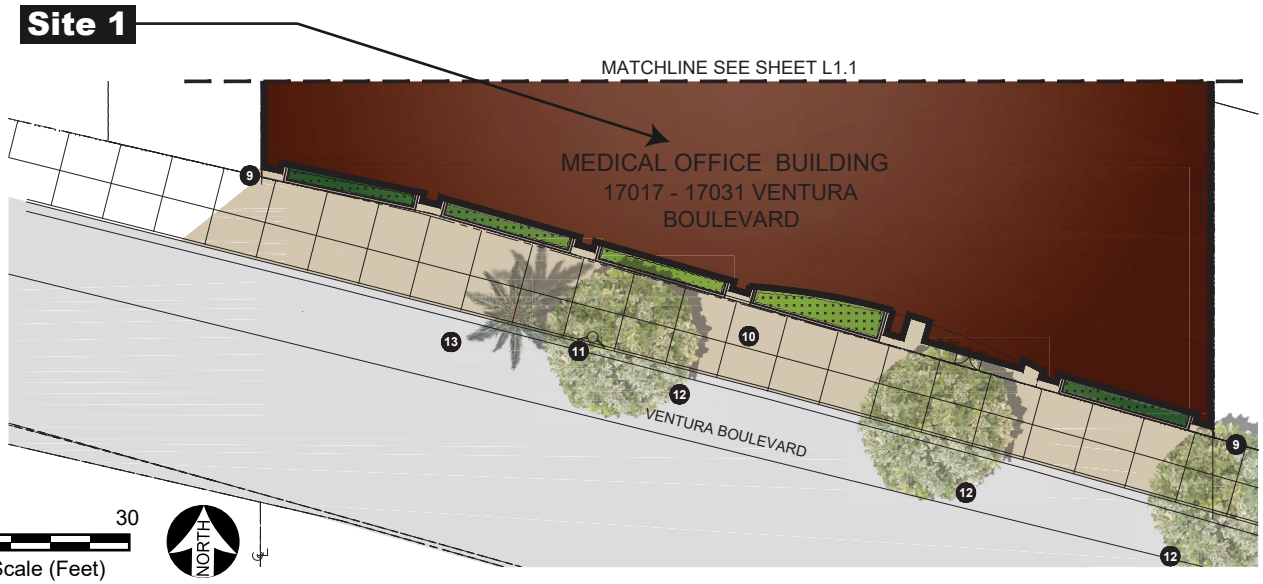
0 60 120

Scale (Feet)

Source: HPI Architecture, 2020.

Figure 3-41
Overall Landscape Plan
(Sites 1 and 2)





LEGEND

1. RAISED PLANTERS.
2. ACCESS WALK.
3. COURTYARD AREA.
   - PLANT CONTAINERS
   - TABLES, CHAIRS & UMBRELLAS
4. PERIMETER RETAINING WALL / FENCE.
5. 2' RAISED PLANTER AT CURB.
6. 42" RAISED PLANTERS WITH TREES.
7. 24" DEPTH PLANTER FOR SCREENING SHRUBS.
8. SIDE WALK AND PARKWAY BEYOND PROPERTY LINE.
9. PROPERTY LINE
10. EXISTING CONCRETE PAVING IN PUBLIC R.O.W.
11. EXISTING FIRE HYDRANT
12. EXISTING STREET TREE
13. EXISTING PALM TREE

PROPOSED PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WATER USE	DESCRIPTION
TREES						
	OLEA EUROPEA 'SWAN H LL'	SWAN HILL OLIVE	36" BOX	PER PLAN	LOW	SPECIMEN TREE
	ARBUTUS X MARINA OR CERCIS CANADENSIS 'HEARTS OF GOLD'	MARINA STRAWBERRY OR CERCIS 'HEARTS OF GOLD'	36" BOX	PER PLAN	LOW / MOD	SPECIMEN TREE
	PITTOSPORUM TENUIFOLIUM 'SILVER SHEEN'	SILVER SHEEN KOHUHU	36" BOX	PER PLAN	MOD	SCREENING TREE
FOREGROUND						
ALO B.E.	ALOE 'BLUE ELF'	BLUE ELF ALOE	1 GAL.	24" O.C.	LOW	SUCCULENT ACCENT
SEN MAL	SENECIO MANDRALISCAE	BLUE CHALK STICKS	4" POTS	18" O.C.	LOW	SUCCULENT ACCENT
TEU LUC	TEUCRIUM CHAMAEDRYS	WALL GERMANDER	1 GAL.	24" O.C.	LOW	LOW SHRUB
CAR DIV	CAREX DIVULSA	BERKELEY SEDGE	1 GAL.	24" O.C.	LOW	ORNAMENTAL GRASS
FES MAI	FESTUCA MAIREI	ATLAS FESCUE	1 GAL.	24" O.C.	LOW	ORNAMENTAL GRASS
MIDGROUND						
ALO STR	ALOE STRIATA	CORAL ALOE	1 GAL.	24" O.C.	LOW	SUCCULENT ACCENT
HES PAR	HESPERALOE PARVIFLORA	TEXAS RED YUCCA	5 GAL.	36" O.C.	VERY LOW	SUCCULENT ACCENT
MUH E.T.	MUHLENBERGIA EMERSLEYI 'EL TORO'	BULL GRASS	5 GAL.	36" O.C.	LOW	ORNAMENTAL GRASS
LAN N.G.	LANTANA X 'NEW GOLD'	NEW GOLD LANTANA	5 GAL.	36" O.C.	VERY LOW	LOW SHRUB
PIT. CRA	PITTOSPORUM CRASSIFOLIUM	KARO	5 GAL.	48" O.C.	MOD	MEDIUM SHRUB
BACKGROUND						
WES WYN	WESTRINGIA F. 'WYNYABBIE GEM'	WYNYABBIE COAST ROSEMARY	5 GAL.	36" O.C.	LOW	LARGE SHRUB
CAE PUL	CAESALPINIA PULCHERRIMA	MEXICAN BIRD OF PARADISE	5 GAL.	96" O.C.	LOW	ACCENT SHRUB
ARB COM	ARBUTUS UNEDO COMPACTA	DWARF STRAWBERRY TREE	5 GAL.	48" O.C.	LOW	ACCENT SHRUB

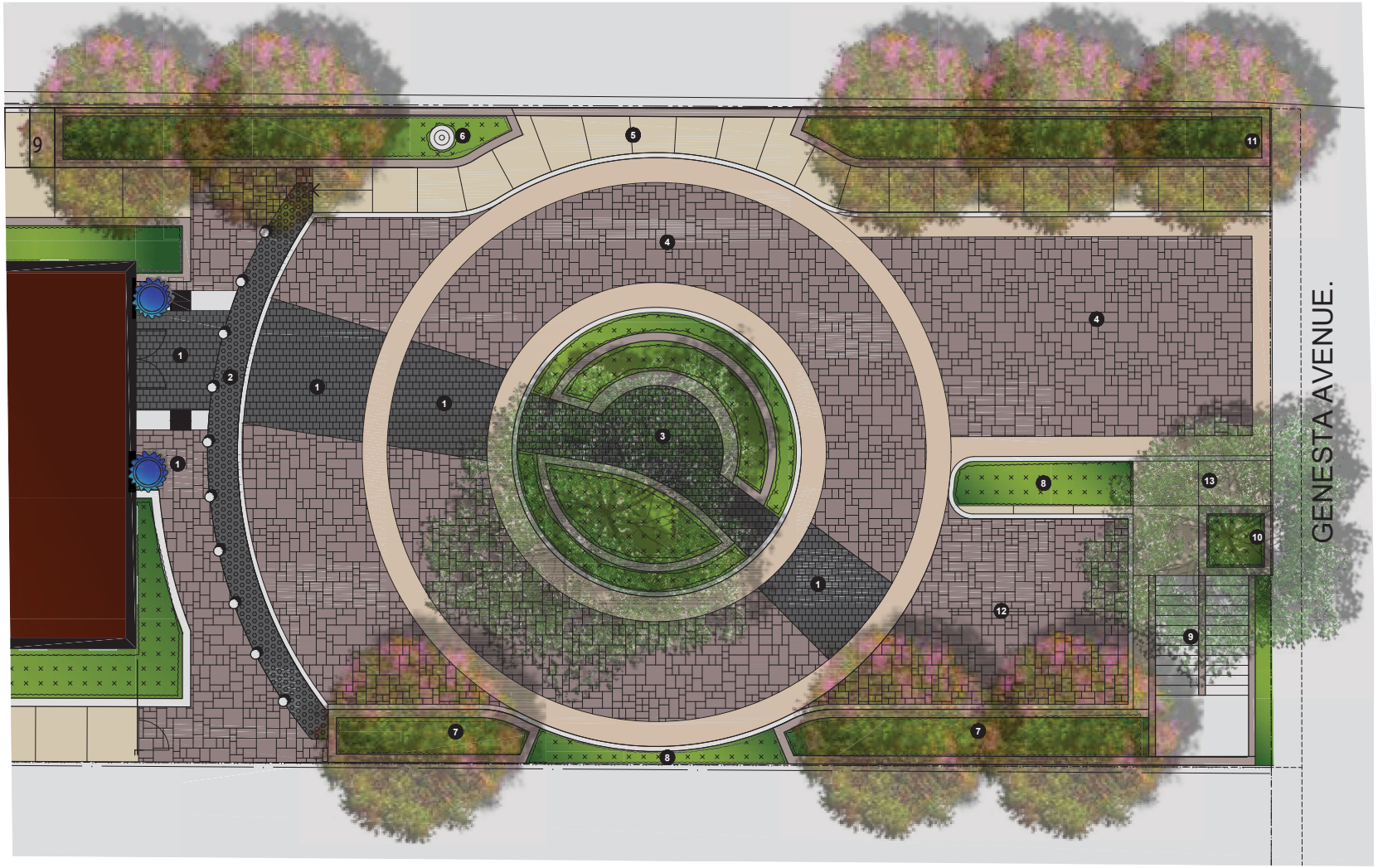
WATER USE KEY:
VL = VERY LOW WATER USE, L = LOW WATER USE, M = MODERATE WATER USE, H = HIGH WATER USE. WATER USE STATED IS PER 'A GUIDE TO ESTIMATING IRRIGATION WATER NEEDS OF LANDSCAPE PLANTINGS IN CALIFORNIA' (ALSO REFERRED TO AS WUCOLS) FOR REGION 3.

Source: HPI Architecture, 2020.

Figure 3-42
Preliminary Landscape Plan
(Sites 1 and 2)

Figure 3-43
South Courtyard Preliminary Landscape Plan Enlargement (Site 2)

Source: HPI Architecture, 2020.



LEGEND

1. 8X8 TILE OR PAVERS
2. ZERO INCH CURB WITH DETECTABLE WARNING TILES AND BOLLARDS
3. CENTRAL SEATING AREA WITH TERRACED PLANTERS AND SPECIMEN MULTI-TRUNK TREE
4. ASHLAR PAVERS OR TILE
5. ACCESSIBLE PATH TO RIGHT OF WAY
6. SUNRISE FLAG POLE FEATURE
7. RAISED PLANTER WITH SMALL ACCENT TREES
8. CURBED PLANTING AREA WITH LOW ACCENT PLANTINGS
9. STAIRWAY TO PARKING GARAGE BELOW
10. ACCENT TREE IN RAISED PLANTER
11. SUNRISE MONUMENT SIGN
12. (2) PARKING STALLS
13. PEDESTRIAN CONNECTION FROM PARKING GARAGE STAIRS TO R.O.W.

NORTH

0 12 24

Scale (Feet)

Source: HPI Architecture, 2020.

Figure 3-44
Arrival Court Preliminary Landscape Plan Enlargement
(Site 2)

PITTOSPORUM T. 'SILVER SHEEN' (TREE) /
SILVER SHEEN KOHUHU

CERCIS CANADENSIS 'HEARTS OF GOLD' /
HEARTS OF GOLD REDBUD

ARBUTUS MARINA /
MARINA STRAWBERRY TREE

OLEA EUROPAEA 'SWAN HILL' /
SWAN HILL FRUITLESS OLIVE

FESTUCA MAIREI /
ATLAS FESCUE

CAREX DIVULSA /
BERKELEY SEDGE

TEUCRIUM CHAMAEDRYS /
WALL GERMANDER

SENECIO MANDRALISCAE /
CHALK STICKS

ALOE 'BLUE ELF' /
BLUE ELF ALOE

WESTRINGIA F. 'WYNYABBIE GEM' /
WYNYABBIE GEM COAST ROSEMARY

PITTOSPORUM CRASSIFOLIUM /
KARO

MUHLENBERGIA EMERSLEYI 'EL TORO' /
BULL GRASS

HESPERALOE PARVIFLORA /
RED YUCCA

ALOE STRIATA /
CORAL ALOE

ARBUTUS UNEDO 'COMPACTA' /
DWARF STRAWBERRY TREE

CAESALPINIA PULCHERRIMA /
MEXICAN BIRD OF PARADISE

Source: HPI Architecture, 2020.

Figure 3-45
Plant Imagery

The ground floor of the eldercare facility would contain 11 assisted living guest rooms and resident amenity spaces that include a lobby, living room, dining area, kitchen, parlor, conference room, and staff offices. A large courtyard is proposed adjacent to the dining area for outdoor eating and recreation and includes planters, benches, fire pits, seating areas, and landscaping. The second floor would include 20 assisted living guest rooms, a lounge, TV room, activity room, spa, and staff offices. The third floor would include 20 guest rooms with 8 assisted living guest rooms, 12 Alzheimer's/Dementia guest rooms, dining area, living room, activity room, salon, and two outdoor decks. The fourth floor would include 19 guest rooms with 7 assisted living guest rooms, 12 Alzheimer's/Dementia rooms, dining area, living room, activity room, salon, and an outdoor deck. The fifth floor would include 20 assisted living guest rooms, an activity room, and two outdoor decks.

Pursuant to LAMC Section 12.21.A.4, the 55,416-square-foot commercial building would require one vehicle parking space per 200 square feet of floor area, which would result in the requirement of 278 parking spaces. The Project would provide 326 spaces for the medical office building in the subterranean parking levels proposed at Site 2. Parking for the eldercare uses are set forth in LAMC Section 12.21.A.4(d)(5), which requires one vehicle parking space for each assisted living guest room and 0.2 parking spaces for each Alzheimer's/dementia guest room. However, LAMC Section 12.21.A.4(u) provides that the number of parking spaces required for assisted living care housing may be reduced to 50 percent of the number otherwise required by 12.21.A.4(d)(5). Thus, the Project requires 33 vehicle parking spaces for the assisted living guest rooms (66 guest rooms x 50 percent) provided the following requirements are met:

1. Each dwelling unit or guest room in the development shall be occupied by at least one person who is disabled or 62 years of age or older, except for management or maintenance personnel who are required to live on the premises. For purposes of this paragraph, a disabled person is a person who has: (a) physical or mental disabilities, which seriously restricts that person from operating a motor vehicle; (b) is expected to be of long, continued and indefinite duration; (c) substantially impedes his or her ability to live independently; and (d) is of a nature that the ability to live independently could be improved by more suitable housing conditions.

The Project includes 66 senior assisted living guest rooms. As defined in LAMC Section 12.03, assisted living care housing is residential housing licensed by the California Department of Social Services and provides assistance to people 62 years of age or older who require assistance with two or more non-medical activities of daily living as defined in the Department of Social Services licensing requirements. Thus, all the senior assisted living guest room would be occupied by persons 62 years or older.

Thus, the Project requires 33 vehicle parking spaces for the assisted living guest rooms (66 guest rooms x 50 percent) and 5 vehicle parking spaces for the Alzheimer's/dementia guest rooms (24 guest rooms x 0.2) and provides 38 vehicle parking spaces for the eldercare uses. Therefore, the Project would satisfy LAMC parking requirements.

The Project would provide short- and long-term bicycle parking in compliance with LAMC requirements. For the assisted living guest rooms, the Project would require and would provide 1 long-term bicycle parking space per 5,000 square feet (for a total of 17 long-term bicycle parking spaces) and 1 short-term bicycle parking space per 10,000 square feet (for a total of 9 short-term bicycle spaces). For the medical office building, the Project would require and would provide 1 long-term bicycle parking space per 5,000 square feet (for a total of 11 long-term bicycle parking spaces) and 1 short-term bicycle parking space per 10,000 square feet (for a total of 6 short-term bicycle parking spaces).

Vehicular access to the Project's parking areas on Site 2 would be provided via the alleyway located between the Sites 1 and 2. The eldercare living facility would also include a circular porte coche and drop/pick up area accessed from Genesta Avenue. Pedestrian access within and around the entire Project Site would be enhanced via sidewalk improvements and the development of short-term bike parking infrastructure. Pedestrian access to Site 1 would be provided from an entrance on Ventura Boulevard in addition to a second entrance at the rear of the building at the alleyway, while pedestrian access to the eldercare living facility would be provided from Genesta Avenue.

3.4 REQUESTED PERMITS AND APPROVALS

In order to allow for development of the Project, the Project Applicant is requesting the following discretionary approvals from the City:

- Pursuant to LAMC Section 12.32.Q, a **Vesting Zone Change** on the Eldercare Site (Site 2) from P-1VL to C2-1VL.

- Pursuant to LAMC Section 16.50.C.1.a and b, **Site Plan Review** for the development of 90 Eldercare guest rooms.

- Pursuant to LAMC Section 14.3.1, an **Eldercare Facility Unified Permit** for the development of an eldercare facility on a 35,663 square foot lot with 66 assisted living guest rooms and 24 Alzheimer's/Dementia guest rooms for a total of 90 guest rooms and the following deviations to permit: 1) 80,225 square feet of floor area in lieu of 35,663 square feet for a 2.25:1 floor area ratio (FAR) in lieu of a 1.0:1 FAR permitted in the Ventura/Cahuenga Boulevard Corridor Specific Plan Section 6.B.3; 2) a height of 60 feet in lieu of 30 feet permitted by Specific Plan Section 7.E.1.C.2; and 3) relief from the transitional height limits in LAMC Section 12.21.1.A.10.

- Pursuant to LAMC Section 16.50.C.2, **Site Plan Review** for the development of 90 eldercare guest rooms and 55,416 square feet of nonresidential uses.

- Pursuant to LAMC Section 11.5.7.F, **Specific Plan Adjustment** to permit a height of 48 feet and 6 inches as measured from grade in lieu of 45 feet otherwise permitted in Section 7.E.1.f of the Ventura-Cahuenga Boulevard Corridor Specific Plan.

- Pursuant to LAMC Section 11.5.7.F, **Specific Plan Exceptions** from the Ventura-Cahuenga Boulevard Corridor Specific Plan in conjunction with the development of a three-story medical office building to permit: 1) 55,461 square feet of floor area in lieu of 22,521 square feet permitted for a 2.46:1 FAR in lieu of a 1.0:1 FAR permitted in Section 6.B.3, and 2) 87 percent lot coverage in lieu of 60 square feet required in Specific Plan Section 7.B.2.

- Pursuant to LAMC Section 12.37.I.3, a **Waiver of Dedication and Improvement (WDI)** for the portion of Amestoy Avenue adjoining the Project Site's street frontage that would otherwise require a 3-foot dedication and 1-foot street widening.

- Pursuant to LAMC Section 17.15, a **Vesting Tentative Tract Map** for the merger and re- subdivision of the Project Site for four ground and airspace lots and for commercial condominiums and to approve a haul route for the Project.

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.

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 nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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

No Impact. The Project Site is located in a highly urbanized area of the City. No scenic vistas, such as those of natural topography, mountain ranges, downtown skyline, or the ocean, are available from the area of the Project Sites, due to interference of existing development. Thus, the Project would not have a substantial adverse effect on a scenic vista. Therefore, no Project impacts related to a scenic vista would occur.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. The Project Site is not visible from a designated state scenic highway. There are no rock outcroppings on the Project Site. There are 23 trees on the Project Site, including the following (refer to the Tree Survey in Appendix A):

- 1 Brazilian pepper tree (to be preserved)
- 3 Mexican fan palm trees (to be preserved)
- 7 Chinese elm trees (to be removed)
- 1 ash tree (to be removed)
- 3 bottle trees (2 to be preserved, 1 to be removed)
- 1 Eugenia tree (to be removed)
- 1 Canary Island pine tree (to be removed)
- 3 paperbark trees (to be removed)
- 2 unknown deciduous trees (to be preserved)
- 1 Sycamore tree (to be preserved)

Of these trees, the sycamore tree is a protected species as defined by the City's Projected Tree Ordinance No. 177,404. Nine of the 23 trees would be preserved, including the sycamore tree. For removal of the non-protected trees, the Project Applicant would be required to comply with the existing tree replacement requirements of the City's Division of Urban Forestry that would ensure Project impacts related to trees as scenic resources would be less than significant.

As discussed in greater detail in response to Checklist Question V(a) (Cultural Resources – Historic Resources), none of the existing buildings on the Project Site is considered a historic resource under CEQA. Additionally, the Project would not directly or indirectly affect the significance of the historical resources near the Project Site.

For these reasons, the Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway. Therefore, Project impacts related to scenic resources 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. The Project Site is located in a highly urbanized area of the City that is characterized by a mix of commercial, retail, parking and institutional uses along the Ventura Boulevard corridor; commercial and retail uses to the west; a single-family neighborhood to the north; and Encino Park to the east.

The Project would be compatible with and complementary to the surrounding area, because the Project would consist of uses that already exist in the area: commercial and residential uses. The Project would blend these uses within two separate buildings.

With respect to building mass and height, land uses in the Project Site vicinity vary in use and height. The Project Site is located in Height District No. 1VL, which permits a maximum height of 45 feet and 3 stories. The Project Site is also located within the Ventura-Cahuenga Boulevard Corridor Specific Plan (Specific Plan), which permits a height of 30 feet. However, the medical office building on the Project Site is permitted a maximum 45 feet as it provides

building step backs as set forth in the Specific Plan to reduce massing. The proposed structures would be 3 stories (48 feet and 6 inches in height) for the medical office building and 5 stories (59 feet and 6 inches in height) for the Eldercare Building, respectively. Immediately surrounding the Project Site are commercial buildings approximately one to eight stories above grade and surface parking lots. Within a few blocks of the Project Site, there are commercial retail, office, restaurant, parking, and residential land uses ranging in height from one to seven stories above grade. The massing and height of the proposed buildings would be compatible with the height of other buildings within the immediate viewshed of the Project Site. Thus, the Project's scale and massing at 3 and 5 stories and approximately 48 feet and 6 inches and 59 feet and 6 inches (respectively) above grade would be compatible with the surrounding urban form, and the Project would be consistent with the scale and character of the existing neighborhood. Specifically, given the orientation of the proposed buildings, the proposed architectural stepback designs near the top of the proposed structures, and the overall distance from the structures to existing residential properties, the Project would not create a structure or use that would degrade the existing visual character of the area.

Additionally, the built environment surrounding the Project Site is characterized by a variety of architectural styles, age of buildings, type of development, and size. Building designs include mid-century modern, current modern, and historic. Uses include residential, retail, commercial, industrial and public uses, office, cultural, and recreational uses.

Overall, the Project would comply with the goals and design principles of the Encino-Tarzana Community Plan (Community Plan), the Specific Plan, and the Encino Streetscape Plan. The Community Plan describes the standards that need to be met for site planning, setbacks, scale, massing, architectural design (materials, windows, glare, and lighting), and other characteristics. Because the Project would comply with the design guidelines of the Community Plan, the Project would not introduce incompatible visual elements to the Project Site or visual elements that would be incompatible with the character of the area.

For these reasons, the Project would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, Project impacts related to scenic quality would be less than significant.

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

Less Than Significant Impact. Site 1 is developed with three commercial buildings (totaling approximately 25,000 square feet) and surface parking; Site 2 is developed with a surface parking lot. The surrounding area is fully developed with low- to high-density land uses and roadway and utility infrastructure, all of which produce light and glare (e.g., indoor/outdoor lighting, windows, light-colored surfaces, etc.), typical of such urban uses in the City. No protected or scenic nighttime views are available from the area of the Project Site, due to existing terrain, development, and lighting. Project building materials would include non-reflective glass and metal and stucco. Consistent with applicable energy and building code requirements, including Section 140.3 of the California Energy Code as may be amended, glass with coatings required to meet the Energy Code requirements shall be permitted. Prior

to the issuance of a building permit, the type or categories of all exterior glass and architectural features on the building façades and rooftops would be submitted for review to the Department of the Building and Safety to ensure that highly reflective materials are not utilized, and thus the project would not result in a substantial new source of glare that would adversely affect daytime views in the area.

Additionally, the Project would include interior and exterior building lighting, lighted signage, and street/pedestrian pathway lighting that would comply with the Los Angeles Municipal Code (LAMC) provision that requires minimizing the effect of the new sources of lighting. Specifically, LAMC Section 93.0117 requires that no person shall construct, establish, create, or maintain any stationary exterior light source that may cause residential or recreational and open space areas to be either illuminated by more than three foot-candles of lighting intensity or receive direct glare from the light source. Direct glare, as used in this subsection is a glare resulting from high luminance or insufficiently shielded light sources that are in the field of view. Consequently, no substantial changes in nighttime illumination would occur that would adversely affect nighttime views in the area and prevent spillover lighting. For these reasons, the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, Project impacts related to light and glare would be less than significant.

With regard to potential shade/shadow impacts, the City requires an evaluation for projects that include light-blocking structures in excess of 60-feet in height above ground elevation that are located within a distance of three times the height of the proposed structure to a shadow-sensitive use on the north, northwest, or northeast. If the above criteria are met, a detailed analysis of potential shade and shadow impacts created by the development would need to be discussed. Because neither of the proposed Project buildings would exceed 60 feet in height, an evaluation of the Project's shade/shadow impacts is not required.

Cumulative Impacts

The geographic context for the analysis of cumulative impacts related to visual character of the surrounding area and its aesthetic image would include related projects located within view of the Project Site. Projects located in such a position that they would not be visible from the Project Site or to which the Project would not be visible would not normally have a potential to combine with the Project to create a cumulative aesthetics impact.

There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). Most of these related projects would not be visible from the Project Site area, due to distance and intervening structures. No scenic vistas are available from the Project Site area and as such, development of related projects in the vicinity of the Project Site would not result in any cumulative impacts related to scenic vistas. The degree to which each of the related project sites contain scenic resources that could be affected by the related projects would be considered by the City on a case-by-case basis. The Project Site does not contain any scenic resources that are shared by or common to any of the related project sites. Related projects within the Project Site area would be required to undergo review and approval by the

Department of City Planning to ensure compliance with applicable design guidelines, which would ensure continuity of these projects with the City's visual character/quality standards.

Further, development of the Project in combination with the related projects could result in an intensification of land uses in an already urbanized area of the City, which currently maintains an elevated level of ambient light and glare, typical of a densely developed city. As such, the Project and related projects could contribute to increased ambient light levels within the surrounding area. However, the Project Site area is highly urbanized, and the presence of additional nighttime illumination resulting from the Proposed and related projects would not represent a significant, adverse alteration to the existing nighttime visual environment. Additionally, the potential increase in nighttime light resulting from the Project would not be bright enough to substantially affect nearby sensitive uses. For these reasons, cumulative aesthetics impacts would be less than significant.

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. The Extent of Important Farmland Map Coverage maintained by the Division of Land Resource Protection indicates that the Project Sites are not included in the Important Farmland category.[1] Thus, the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no impacts related to this issue would occur as a result of the Project.

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

No Impact. The Project Site is zoned C4 (Commercial) and P (Parking) and is located in the Encino-Tarzana Community Plan area. The General Plan land use designated for the Project Sites is Neighborhood Office Commercial. The Project Site is not zoned for agricultural use, and the site is not under and is not eligible for enrollment under a Williamson Act Contract.[2] There are no Williamson Act Contracts in the City of Los Angeles. Thus, the Project would not conflict with existing zoning for agricultural use or a Williamson Act Contract. Therefore, no impacts related to this issue would occur as a result of the Project.

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

No Impact. The Project Site is located in an urbanized area of the City. Site 1 is developed with three commercial buildings; Site 2 is developed with a surface parking lot. The Project Site does not include any forest or timberland and are not zoned as forest land or timberland. Therefore, no impacts related to this issue would occur of the Project.

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

No Impact. The Project Site is located in a developed area of the City and does not contain any forest land. Additionally, forest land is defined as "land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."[3] Timberland is defined as "land…which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees."[4]

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1 *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland, 1998. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/los12.pdf.*

2 *Ibid.*

3 *California Public Resources Code Section 1222 [g].*

4 *California Public Resources Code Section 4526.*

There are a total of 24 trees located on the Project Sites. None of these trees or the level of tree coverage on the Project Site are within the definitions of forest land or timberland. Therefore, no impacts related to this issue would occur as a result of the Project.

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. The Project Site and surrounding area are developed with urban land uses. Site 1 is developed with a surface parking lot and a food service building; Site 2 is developed with a surface parking lot. No agricultural uses are located on the Project Site or within the area. Therefore, no impacts related to this issue would occur as a result of the Project.

Cumulative Impacts

Neither the Project Site nor any of the related projects' sites are used or designated as agricultural land or forest land. Therefore, no cumulative impacts related to agricultural resources 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?	☐	☐	☐	☒

The analysis in this section is based primarily on the following (refer to Appendix B):

- *Air Quality and Greenhouse Gas Emissions Technical Data, Noah Tanski Environmental Consulting, March 2019.*

ENVIRONMENTAL SETTING

Regulatory Framework

Federal

Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementing some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the California Clean Air Act (CCAA) is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The CAA governs the establishment, review, and revision, as appropriate, of the National Ambient Air Quality Standards (NAAQS), which provide protection for the nation's public health and the environment. NAAQS are based on quantitative characterizations of exposures and associated risks to human health and the environment. The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the NAAQS. These amendments require both a demonstration of reasonable further progress towards attainment and the incorporation of additional sanctions for failure to attain or to meet interim milestones. NAAQS have been established for seven major air pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), $PM_{2.5}$ (particulate matter, 2.5 microns), PM_{10} (particulate matter, 10 microns), sulfur dioxide (SO_2), and lead (Pb).

The CAA requires USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are shown on Table III-1. USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O_3, $PM_{2.5}$, and P_b.

State

California Clean Air Act

In addition to being subject to the requirements of the CAA, air quality in California is also governed by more stringent regulations under the CCAA. In California the CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to achieve and maintain the CAAQS. CAAQS are generally more stringent than their corresponding NAAQS and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. CAAQS define clean air: they represent the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without any harmful effects on people or the environment.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$.

Table III-1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	Non-attainment	0.070 ppm (137 µg/m^3)	Non-attainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Non-attainment	150 µg/m^3	Maintenance
	Annual Arithmetic Mean	20 µg/m^3	Non-attainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Non-attainment
	8-hour	12 µg/m^3	Non-attainment	12 µg/m^3	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Maintenance
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Non-attainment

Source: CARB, Area Designations Maps/State and National. (www.arb.ca.gov/desig/adm/adm.htm). Accessed September 14, 2020.

California Air Toxics Program

CARB's Air Toxics Program was established in 1983 in response to the adoption of AB 1807, the Toxic Air Contaminant Identification and Control Act. AB 1807 directs CARB and the State Office of Environmental Health Hazard Assessment (OEHHA) to identify toxic air contaminants (TACs) and determine whether any regulatory action is necessary to reduce their risks to public health. Substances formally identified as TACs include diesel particulate matter and environmental tobacco smoke.

Air Quality and Land Use Handbook: A Community Health Perspective

Released by CARB in 2005, the Air Quality and Land Use Handbook: A Community Health Perspective provides recommendations regarding the siting of new sensitive land uses near potential sources of TACs (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gas stations), as well as the siting of new TAC sources in proximity to existing sensitive land uses. The recommendations are advisory and should not necessarily be interpreted as defined "buffer zones"; if a project or sensitive land uses are within the siting distance, CARB recommends further analysis.

Regional

South Coast Air Quality Management District

The Project is located within the 6,745-square-mile Basin, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and the San Diego County line to the south. The South Coast Air Quality Management District (SCAQMD) is the agency principally responsible for air pollution control in the Basin. Specifically, SCAQMD is responsible for planning, implementing, and enforcing programs designed to attain and maintain CAAQS established by CARB and NAAQS established by the USEPA. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to, the following:

- Rule 401 Visible Emissions – This rule prohibits an air discharge that results in a plume that is as dark or darker than what is designated as No. 1 Ringelmann Chart by the United States Bureau of Mines for an aggregate of three minutes in any one hour.

- Rule 402 Nuisance – This rule prohibits the discharge of "such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of people or the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."

- Rule 403 Fugitive Dust – This rule requires that projects reduce the amount of particulate matter entrained in the ambient air as a result of fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions from any active operation, open storage pile, or disturbed surface area.

Air Quality Management Plan

The 2016 Air Quality Management Plan (2016 AQMP) was adopted in April 2017 and represents the most updated regional blueprint for achieving federal air quality standards. It relies on emissions forecasts based on demographic and economic growth projections

provided by the Southern California Association of Governments' (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS).

Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities conform to, and are supportive of, regional and state air quality plan goals to attain NAAQS. Additionally, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the Basin's AQMP. The 2020-2045 RTP/SCS (Connect SoCal), SCAG's latest long-range plan, continues to recognize that transportation investments and future land use patterns are inextricably linked, and acknowledges how this relationship can help the region make choices that sustain existing resources while expanding efficiency, mobility, and accessibility for people across the region. In short, the 2020-2045 RTP/SCS offers a blueprint for how Southern California can grow more sustainably. To this end, the 2020-2045 RTP/SCS land use pattern continues the trend of focusing new housing and employment in the region's High Quality Transit Areas (HQTAs) and aims to enhance and build out the region's transit network. At the time of the 2016-2040 RTP/SCS, HQTAs accounted for just 3 percent of total land in the SCAG region, but they are projected to accommodate 46 percent of the region's future household growth and 55 percent of the region's future employment growth by 2040.[5] HQTAs are a cornerstone of land use planning best practice in the SCAG region, and studies by the California Department of Transportation, the USEPA, and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption.

Local

City of Los Angeles General Plan Air Quality Element

The Air Quality Element of the City's General Plan identifies policies and strategies for advancing the City's clean air goals. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals.

The Air Quality Element includes the following six key goals:

Goal 1: Good air quality in an environment of continued population growth and healthy economic structure.

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[5] *SCAG, Final 2016-2040 RTP/SCS, April 2017. HQTAs are defined as areas within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours.*

Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Goal 3: Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

Goal 4: Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.

Goal 6: Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

EXISTING CONDITIONS

Pollutants and Effects

State and Federal Criteria Pollutants

Air quality is measured by the ambient air concentrations of seven pollutants that have been identified by the USEPA due to their potentially harmful effects on public health and the environment. These "criteria" air pollutants include CO, ground-level O_3, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and Pb. The descriptions below of each criteria air pollutant and their health effects are based on information provided by the USEPA and the SCAQMD.[6]

Carbon Monoxide (CO). CO is a colorless and odorless gas that is released when something is burned. Outdoors, the greatest sources of CO are cars, trucks, and other vehicles or machinery that burn fossil fuels. Unvented kerosene and gas space heaters, leaking chimneys and furnaces, and gas stoves can release CO and affect air quality indoors. Breathing air with elevated CO concentrations reduces the amount of oxygen that can be transported via the blood stream and can lead to weakened heart contractions; as a result, CO inhalation can be particularly harmful to people with chronic heart disease. At moderate concentrations, CO inhalation can cause nausea, dizziness, and headaches. High concentrations of CO may be fatal; however, such conditions are not likely to occur outdoors.

Ozone (O_3). O_3 is a colorless gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_X) undergo slow photochemical reactions in the presence of ultraviolet sunlight. The greatest source of VOC and NO_X emissions is automobile exhaust. O_3 concentrations are generally highest during the summer months when direct sunlight,

6 *USEPA, Criteria Air Pollutants. (www.epa.gov/criteria-air-pollutants). SCAQMD, Final 2012 Air Quality Management Plan, February 2013.*

light wind, and warm temperatures are favorable to its formation. Elevated levels of O_3 irritate the lungs and airways and may cause throat and chest pain, as well as coughing, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to the scarring of lung tissue and reduced lung efficiency.

Nitrogen Dioxide (NO_2). NO_2 is a byproduct of fuel combustion and is therefore emitted by automobile, power plants, and industrial facilities. The principal form of nitrogen oxide produced by fossil fuel combustion is nitric oxide (NO), which reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 absorbs blue light and results in reduced visibility and a brownish-red cast to the atmosphere. NO_2 also contributes to the formation of PM_{10}. Nitrogen oxides irritate the nose and throat and increase susceptibility to respiratory infections, especially in people with asthma. Longer exposures to elevated concentrations of NO_2 may even contribute to the development of asthma. The principal concern of NO_X is as a precursor to the formation of ozone.

Sulfur Dioxide (SO_2). Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the pre- dominant form found in the lower atmosphere and is a product of burning sulfur or sulfur-containing materials. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. SO_2 may aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 may cause wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illnesses.

Particulate Matter (PM_{10} and $PM_{2.5}$). The human body naturally prevents the entry of larger particles into itself. However, small particles less than 10 microns (PM_{10}) or even less than 2.5 microns ($PM_{2.5}$) in diameter can enter the body and become trapped in the nose, throat, and upper respiratory tract. Here, these small particulates may aggravate existing heart and lung diseases, affect the body's defenses against inhaled materials, and damage lung tissue. Those most sensitive to PM_{10} and $PM_{2.5}$ include children, the elderly, and those with chronic lung and/or heart disease.

Lead (Pb). Airborne lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting and other metal processing activities are the primary sources of lead emissions. The effects of lead most commonly encountered in current populations are neurological effects in children and cardiovascular effects in adults (e.g., high blood pressure and heart disease). Infants and young children are especially sensitive to even low levels of lead, which may contribute to behavioral problems, learning deficits, and lowered IQ.

Toxic Air Contaminants

TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they

are fundamentally different from the pollutants discussed above, but because their effects tend to be local rather than regional. As discussed earlier, CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. A complete list of these substances is maintained on CARB's website.[7]

One key TAC is diesel particulate matter (diesel PM or DPM), which is emitted in diesel engine exhaust. Released in May 2015 by the SCAQMD, the Multiple Air Toxics Exposure Study in the South Coast Air Basin Final Report (Mates IV) determined that about 90 percent of the carcinogenic risk from air toxics in the Basin is attributable to mobile source emissions. Of the three carcinogenic TACs that constitute the majority of the known health risk from motor vehicle traffic – diesel PM from trucks, and benzene and 1,3-butadiene from passenger vehicles – diesel PM represents the majority of the potential cancer risk from vehicle traffic.[8] Overall, diesel PM was found to account for, on average, about 68 percent of the air toxics risk in the Basin.[9] In addition to its carcinogenic potential, diesel PM may also contribute to increased respiratory and cardiovascular hospitalizations, worsened asthma and other respiratory symptoms, decreased lung function in children, and premature death for people already with heart or lung disease. Those most vulnerable to the non-cancer health effects of diesel PM are children whose lungs are still developing and the elderly who may have other chronic health problems.[10]

Volatile Organic Compounds

VOCs are typically formed from the combustion of fuels and/or released through the evaporation of organic liquids. Some VOCs are also classified by the state as toxic air contaminants, though there are no VOC-specific ambient air quality standards. Once emitted, VOCs can mix in the air with other pollutants (e.g., NO_X, CO, SO_2, etc.) and contribute to the formation of photochemical smog.

Project Site Conditions

As discussed earlier, the Project is located within the 6,745-square-mile Basin that includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, and industry. These sources in addition to the topography and climate of Southern California combine to make the Basin an area of high air pollution potential. Particularly, ambient pollution concentrations recorded in the Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. The USEPA has classified Los Angeles County as a nonattainment area for O_3, $PM_{2.5}$, and lead, meaning that the Basin does not meet NAAQS for these pollutants. Additionally, this portion of the Basin also does not meet CAAQS for O_3,

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7 *CARB, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.*

8 *CARB, Air Quality and Land Use Handbook: A Community Health Perspective, April 2005.*

9 *SCAQMD, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES IV), May 2015.*

10 *CARB, Overview: Diesel Exhaust & Health, ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.*

PM_{10}, and $PM_{2.5}$. Table III-1 summarizes State and NAAQS and the attainment status for Los Angeles County with respect to each criteria pollutant.

Air Quality Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project is located in SCAQMD's SRA No. 7, "East San Fernando Valley." However, because recent air quality data is not available for SRA No. 7, data from the next nearest SRA, SRA No. 6 "West San Fernando Valley" is shown to characterize the area's air quality conditions. Table III-2 shows pollutant levels, state and federal standards, and the number of exceedances recorded in SRA No. 6 from 2017 through 2019. The one-hour state standard for O_3 was exceeded 41 times during this three-year period, and the federal standard was exceeded 119 times. CO, NO_2, and $PM_{2.5}$ levels did not exceed their respective CAAQS or NAAQS during this period. Data for PM_{10}, SO_2, and Pb are not available for the most recent years.

Existing Health Risk in the Surrounding Area

Based on the MATES IV model, the calculated cancer risk from air toxics in the Project area is approximately 728 in a million, which is lower than the Basin's average risk of 897 per one million.[11]

The Office of Environmental Health Hazard Assessment, on behalf of CalEPA, provides a screening tool called CalEnviroScreen that identifies which California communities are disproportionately burdened by, and vulnerable to, multiple sources of pollution. The tool ranks census tracts in California based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors, and prevalence of certain health conditions. According to CalEnviroScreen 3.0, the Project's census tract is ranked 30-35th percentile. The tract's pollution-specific burden, irrespective of other factors, is ranked 76th percentile, indicating that it is exposed to more pollution on average than other tracts in the state.[12]

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11 *SCAQMD, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-IV), MATES IV Interactive Carcinogenicity Map, 2015, https://scaqmd-online.maps.arcgis.com/apps/webappviewer/index.html?id=470c30bc6daf4ef6a43f0082973ff45f, accessed September 15, 2020.*

12 *Office of Environmental Health Hazard Assessment, CalEnviroScreen 3.0 MAP, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30, accessed September 15, 2020.*

Table III-2
Ambient Air Quality Data – SRA No. 6 "West San Fernando Valley"

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2017	2018	2019
Ozone (O_3)			
Maximum 1-hour Concentration (ppm)	0.140	0.120	0.101
Days > 0.09 ppm (State 1-hour standard)	26	14	1
Days > 0.070 ppm (Federal 8-hour standard)	64	49	6
Carbon Monoxide (CO)			
Maximum 1-hour Concentration (ppm)	3.0	3.4	2.6
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	2.5	2.1	2.2
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO_2)			
Maximum 1-hour Concentration (ppm)	0.0625	0.0572	0.0644
Days > 0.18 ppm (State 1-hour standard)	0.0625	0.0572	0.0644
PM_{10}			
Maximum 24-hour Concentration (µg/m^3)	N/A	N/A	N/A
Days > 50 µg/m^3 (State 24-hour standard)	N/A	N/A	N/A
$PM_{2.5}$			
Maximum 24-hour Concentration (µg/m^3)	35.20	31.00	30.00
Days > 35 µg/m^3 (Federal 24-hour standard)	0	0	0
Sulfur Dioxide (SO_2)			
Maximum 24-hour Concentration (ppb)	N/A	N/A	N/A
Days > 0.04 ppm (State 24-hour standard)	N/A	N/A	N/A
Lead (Pb)			
Maximum Monthly Average Concentration (µg/m^3)	N/A	N/A	N/A
Maximum 3-Month Rolling Averages (µg/m^3)	N/A	N/A	N/A

ppm = parts per million of air, by volume
µg/m^3 = micrograms per cubic meter.
N/A = data not available at this monitoring station.
Source: SCAQMD Historical Data by Year (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed September, 2020.

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. Generally speaking, sensitive land uses, or sensitive receptors, are those where sensitive individuals are most likely to spend time. Individuals most susceptible to poor air quality include children, the elderly, athletes, and those with cardiovascular and chronic respiratory diseases. As a result, sensitive receptors to air quality may include schools (i.e., elementary schools or high schools), child care centers, parks and playgrounds, long-term health care facilities,

rehabilitation facilities, convalescent facilities, retirement facilities, residences, and athletic facilities. Representative sensitive receptors in the vicinity of the Project include the following:

- 4949 Genesta Avenue Residences: This multi-family residential building is located directly north of the Project.
- Encino Park: This park is located approximately 60 feet east of the Project, across Genesta Avenue.
- Encino Charter Elementary School: This school is located approximately 335 feet northeast of the Project.
- Amestoy Avenue Residences: This receptor consists of single-family homes located along Amestoy Avenue. The individual residence nearest to the Project is a single-family home located at 5030 Avenue, approximately 70 feet to the north.
- Addison Street Residences: This receptor consists of single-family homes located north of the Project along the Addison Street cul-de-sac. The residences nearest to the Project are located approximately 30 feet to the north.
- Los Encinos School: This school is located at 17100 Ventura Boulevard, approximately 270 feet southwest of the Project.
- St. Nicholas Episcopal Church: This church is located at 17114 Ventura Boulevard. It contains outdoor play areas and residential facilities that may be considered sensitive. The outdoor play area is located approximately 320 feet southwest of the Project. Other sensitive areas would be located at a greater distance.

Existing Project Site Emissions

The Project Site consists of two sites separated by a public alley. The southern Commercial Site is currently developed with three commercial retail buildings totaling approximately 25,000 square feet. The northern Eldercare Site is improved with a 35,663 square-foot surface parking lot. Table III-3 provides an estimate of pollutant emissions associated with these existing uses, inclusive of related vehicle trips and mobile source emissions.

Table III-3
Current Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	1	<1	< 1	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	1	5	12	<1	3	1
Net Regional Total	**2**	**5**	**12**	**<1**	**3**	**1**
Source: NTEC 2019, based on CalEEMod 2016.3.2 model runs.						

PROJECT IMPACTS

Methodology

The analysis below focuses on the potential change in air quality conditions that could result from the Project's construction- and operations-related air pollutant emissions. Specific methodologies used to evaluate these emissions are discussed below.

Construction

Construction of the Project could affect local and regional air quality due to the use of gasoline and diesel-powered construction equipment, as well as the generation of construction vehicle trips. Demolition, grading, and any site preparation activities would also result in fugitive dust emissions. It is important to consider that construction emissions can vary substantially from day to day depending on levels of construction activity, the specific types of construction activities taking place, and the types of vehicles/equipment in use. For dust, the prevailing weather conditions can influence emissions. Based on the criteria set forth in the SCAQMD CEQA Air Quality Handbook, a project would have the potential to violate an air quality standard or contribute substantially to an existing violation and result in a significant impact with regard to construction emissions if its regional emissions from both direct and indirect construction sources would exceed the threshold levels shown in Table III-4.

SCAQMD localized significance thresholds (LSTs) are also included below on Table III-4. LSTs represent the maximum emissions from a project that would not be expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards. They are developed based on the ambient concentrations of a given pollutant for a source receptor and distances to the nearest sensitive receptor. The SCAQMD provides LSTs for NO_X, CO, PM_{10}, and $PM_{2.5}$. The SCAQMD does not provide a LST for SO_2 because land use development projects typically result in negligible construction and long-term operational emissions of this pollutant. Additionally, because VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. However, due to the role that VOCs play in O_3 formation and their classification as a precursor pollutant, a regional emissions threshold has been established. LSTs for the Project were obtained via the

SCAQMD's mass rate look-up tables, which are used to determine whether or not a project may generate significant adverse localized air quality impacts.

The Project's construction-related emissions were estimated using SCAQMD's CalEEMod 2016.3.2 model. The analysis assumes that all construction activities would comply with SCAQMD Rule 403 for fugitive dust, as in mandatory for all construction projects in the Basin.

Table III-4
SCAQMD Construction Emissions Thresholds
(pounds per day)

Criteria Pollutant	Construction Emissions		Operation Emissions	
	Regional	Localized[a]		
Volatile Organic Compounds (VOCs)	75	--	**Regional**	**Localized[a]**
Nitrogen Oxides (NO_X)	100	80	55	--
Carbon Monoxide (CO)	550	498	55	80
Sulfur Oxides (SO_X)	150	--	550	498
Respirable Particulates (PM_{10})	150	4	150	--
Fine Particulates ($PM_{2.5}$)	55	3	150	1

[a] *Localized significance thresholds assumed a 1-acre and 25-meter (82-foot) receptor distance, which are the smallest Project Site and shortest distance used for analysis in the LST guidance document. The maximum daily disturbed acreage would not exceed this figure. The SCAQMD has not developed LST values for VOC or SO_X. The Project is located in SRA No. 7 "East San Fernando Valley."*

Source: SCAQMD, Air Quality Significance Thresholds, revised April 2019; and, SCAQMD, LST Methodology Appendix C – Mass Rate LST Look-Up Table, October 2009.

Operations

The SCAQMD has also established significance thresholds to evaluate potential impacts associated with long-term project operations. Regional thresholds and LSTs for Project operations are also shown on Table III-4. Operational emissions for the Project were also calculated using CalEEMod 2016.3.2.

Toxic Air Contaminants Impacts (Construction and Operations)

Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

Thresholds of Significance

SCAQMD Thresholds

Construction

The criteria below are set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project construction impacts. Under these following thresholds, a significant impact would occur when:[13]

- Regional emissions from both direct and indirect sources exceed the thresholds shown on Table III-4.
- Maximum on-site daily localized emissions exceed the LSTs also shown on Table III-4.

Operation

The SCAQMD thresholds listed below serve as quantitative air quality standards to be used to evaluate project impacts. Under these following thresholds, a significant impact would occur when:

- Operational emissions from both on- and off-site sources exceed the regional thresholds shown on Table III-4.
- Maximum on-site daily localized emissions exceed the LSTs also shown on Table III-4.
- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

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

Less Than Significant Impact. As discussed below, the Project would be consistent with SCAQMD's 2016 AQMP.

SCAQMD CEQA Air Quality Handbook Policy Analysis and SCAG 2016-2040 RTP/SCS Consistency

This analysis assesses the Project's consistency with the SCAQMD's 2016 AQMP and SCAG's latest 2020-2045 RTP/SCS. As discussed earlier, the 2016 AQMP's projections for achieving state and federal air quality goals are based on population, housing, and employment trend assumptions in the previous RTP/SCS, which are themselves largely based on local growth forecasts from local governments like the City and thus, a project is consistent with the 2016 AQMP, in part, if it is consistent with the population, housing, and employment assumptions and smart growth policies that were used in the formation of the AQMP.

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13 *SCAQMD, SCAQMD Air Quality Significance Thresholds, revised March 2015.*

Beginning with the 2016-2040 RTP/SCS, SCAG assumes a significant increase in multi-family housing and employment in infill locations near bus corridors and other transit infrastructure. In some cases, these increases outpace what is currently anticipated by local general plans. Ultimately, development of the Project would be consistent with land use patterns and smart growth strategies to increase housing and employment density within close proximity to HQTAs. The Project would concentrate new development and jobs within 400 feet of Metro Local Line 140/240 bus stops that are located at the intersection of Ventura Boulevard and Amestoy Avenue; Metro Local 140/240 bus and Rapid Line 744/750 bus stops are also located less than 1,000 feet east of the Project at the intersection of Ventura Boulevard and Balboa Boulevard. Each of these stops has a 15-minute or less service frequency during peak commute hours, and riders may connect to all regions of the Los Angeles area from these stops. Riders may also utilize this transit network to access the nearby Metro Orange Line bus rapid transit system, which operates between Chatsworth and the North Hollywood Metro Station. The nearest Metro Orange Line stop is located at the intersection of Balboa Boulevard and Victory Boulevard, approximately 2 miles northeast of the Project. Thus, the Project's location provides abundant opportunities for residents, employees, visitors, and other users to utilize public transit infrastructure and reduce vehicle trips, specifically VMT.

City of Los Angeles Policies

The City of Los Angeles General Plan Air Quality Element also identifies policies and strategies for advancing the City's clean air goals. As shown below on Table III-5, the Project would be consistent with the applicable policies of the Air Quality Element.

Table III-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 1.3.1. Minimize particulate emissions from construction sites.	**Consistent.** The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules.
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	**Consistent.** The Project would not include development of any unpaved roads or parking lots.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	**Consistent.** Future employers could implement these transportation demand management strategies that help reduce traffic congestion, VMT, and subsequently air pollution. As discussed above, the Project is located in a HQTA with significant infrastructure to facilitate alternative transportation modes.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	**Consistent.** Future employers could implement these telecommunications strategies that help reduce traffic congestion, VMT, and subsequently air pollution.

Table III-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	**Consistent.** Future property managers could implement these strategies that reduce vehicle travel.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	**Consistent.** Future property managers could implement parking management programs that reduce vehicle travel.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	**Not Applicable.** The Project would not include any facilities for the types of special events referenced by this policy.
Policy 3.2.1. Manage traffic congestion during peak hours.	**Consistent.** The Project's traffic impacts would be less than significant, as discussed in response to Checklist Question XVII(b) (Transportation – VMT Analysis).
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	**Consistent.** The Project is being entitled through the City, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	**Consistent.** The Project would be entitled and environmentally cleared at the local level.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	**Consistent.** Residents of the Project would have proximate access to parks, shopping, and other uses. Additionally, the Project Site is located in an HQTA with significant infrastructure to facilitate the use of alternate transportation modes by residents and other Project users.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent.** The Project would be located in a HQTA with significant infrastructure to facilitate the use of alternative transportation modes by residents and other Project users. In addition, Ventura Boulevard is designated as

Table III-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
	a Pedestrian Enhanced Network and Transit Enhanced Street in the Mobility Plan 2035.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** The Project's air quality impacts are analyzed in this document, and as provided herein, all Project impacts with respect to air quality would be less than significant.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The Project would be located in an HQTA with significant infrastructure to facilitate the use of alternative transportation modes by residents and other Project users.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	**Not Applicable.** This policy calls for City updates to its General Plan.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's water port and airport facilities.
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	**Not Applicable.** This policy calls for cleaner operations of the City's buildings and operations.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's Water and Power energy plants.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Not Applicable.** This policy calls for City facilities to reduce solid waste and energy consumption.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	**Not Applicable.** This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements.

Table III-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Strategy	Project Consistency
Policy 5.3.1. Support the development and use of equipment powered by electric of low-emitting fuels.	**Consistent.** The Project would be designed to meet the applicable requirements of the California Green Building Standards Code and the City of Los Angeles' Green Building Code.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	**Not Applicable.** This policy calls for the City to promote clean air awareness through its public awareness programs.
Source: NTEC, 2020.	

Summary

To summarize the preceding analysis: (1) Project-related growth would be consistent with 2016 AQMP projections that are themselves based on SCAG's RTP/SCS projections and goals; (2) the Project's location in a HQTA and along a Pedestrian Enhanced Network and Transit Enhanced Street would be consistent with the latest regional land use planning strategies to reduce VMT and associated air emissions; (3) to be discussed below, air emissions associated with the Project's construction and operations would neither exceed nor contribute to any exceedance of ambient air quality standards and thresholds, nor would they interfere with the AQMP's attainment of air quality standards or interim emissions reductions. As a result, the Project would not conflict with or obstruct the implementation of any applicable air quality plans, and its impact would be less than significant.

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?

Less Than Significant Impact. The Project would contribute to local and regional air pollutant emissions during its construction (short-term) and operations (long-term). However, as discussed in the following analysis, construction and operations of the Project would not result in exceedances of SCAQMD daily thresholds for project-specific impacts that could subsequently cause cumulatively considerable increases in emissions of pollutants for which the Basin is designated as non-attainment.

Construction

Construction of the Project is anticipated to take place over the course of approximately three and a half years. During this time, a variety of diesel powered vehicles and equipment would be operated on-site. Demolition and grading for the Project would require vehicles such as excavators, bulldozers, loaders, and other heavy equipment. The building construction

phase would require vehicles such as forklifts and skid steer loaders. Table III-6 summarizes the estimated construction schedule that was used to model the Project's air quality impacts.

Table III-6
Potential Construction Schedule

Phase	Duration	Notes
Demolition	1/1/21 – 3/1/21	Demolition of existing commercial structures and surface parking lot.
Grading	2/1/21 – 4/3/21	Excavation, grading, and export of 58,230 cubic yards of soil.
Construction	4/4/21 – 3/31/24	N/A
Architectural Coatings	1/1/24 – 5/31/24	N/A
Construction schedule, including start, end and duration dates, are estimates only. Source: NTEC, 2020.		

Regional Emissions

The Project's unmitigated daily regional and local emissions from construction, as estimated using SCAQMD's CalEEMod 2016.3.2 model, are shown on Table III-7. Regional thresholds and LSTs for each air pollutant are also shown for comparison. As shown, the Project's regional construction emissions would not exceed SCAQMD regional significance thresholds for VOC, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5.}$ Local emissions also would not exceed SCAQMD LSTs for NO_X, CO, PM_{10}, or $PM_{2.5}$. Therefore, Project impacts related to regional and localized construction emissions would be less than significant.

Operation

Emissions associated with the Project's operations were also calculated using CalEEMod 2016.3.2. As shown on Table III-8, the Project would not generate emissions in excess of SCAQMD's regional significance thresholds for VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$, nor would the emissions exceed LSTs for NO_X, CO, PM_{10}, or $PM_{2.5}$. Therefore, Project impacts related to regional and localized operational emissions would be less than significant.

Table III-7
Estimated Daily Construction Daily Emissions

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Regional Emissions						
2021	4.8	71.0	36.5	0.2	10.3	5.2
2022	2.3	16.9	19.1	<0.1	2.5	1.1
2023	2.2	15.1	18.5	<0.1	2.4	1.0
2024	11.9	15.7	20.8	0.1	2.7	1.1
Maximum Regional Total	11.9	71.0	36.5	0.2	10.3	5.2
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Localized Emissions						
2021	2.2	21.9	17.8	<0.1	2.4	1.5
2022	1.6	12.5	12.7	<0.1	0.6	0.6
2023	1.5	11.7	12.6	<0.1	0.5	0.5
2024	11.2	12.3	14.3	<0.1	0.6	0.5
Maximum Localized Total	11.2	21.9	17.8	<0.1	2.4	1.5
Localized Threshold	-	80	498	-	4	3
Exceed Threshold?	**-**	**No**	**No**	**-**	**No**	**No**

Localized significance thresholds assumed a 1-acre maximum daily disturbed acreage, which is the smallest size used for analysis in the LST document. The SCAQMD has not developed LST values for VOC or SO_X. The Project is located in SRA No. 7, "East San Fernando Valley."

Source: NTEC, 2020.

Table III-8
Estimated Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	3.3	0.1	7.5	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.4	0.2	<0.1	<0.1	<0.1
Mobile Sources	3.6	15.1	49.1	0.2	16.9	4.6
Net Regional Total	***6.9***	***15.6***	***56.8***	***0.2***	***16.7***	***4.7***
Regional Significance Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Net Localized Total	3.3	0.1	7.5	<0.1	<0.1	<0.1
Localized Significance Threshold	-	80	498	-	4	3
Exceed Threshold?	**-**	**No**	**No**	**-**	**No**	**No**

Source: NTEC, 2020, based on CalEEMod 2016.3.2 model runs. LST analyses based on 1-acre site with 25-meter distances to receptors in East San Fernando Valley source receptor area.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. As discussed below, Project impacts related to sensitive receptors would be less than significant.

Construction

As discussed previously, the Project's construction emissions would not exceed the SCAQMD's regional significance thresholds. Construction emissions also would not exceed SCAQMD LSTs, meaning that nearby sensitive receptors in the vicinity of the Project would not be exposed to substantial pollutant concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust pipes of diesel-powered construction vehicles and equipment. According to SCAQMD methodology, health risks from carcinogenic air toxics such as diesel PM are usually quantified in terms of individual cancer risk, which is the likelihood that a person exposed to concentrations of TACs over a 30-year period every day will contract cancer based on standard risk-assessment methodology. However, the anticipated duration of construction activities associated with the Project's implementation is far shorter than this, and daily diesel PM emissions would vary considerably day by day, and by phase. After the initial demolition and grading activities, the daily activities of off-road

diesel-powered vehicles would reduce substantially. Additionally, as shown earlier, the Project's PM emissions, which include exhaust PM, would not exceed applicable regional thresholds or LSTs. Thus, the Project would not expose sensitive receptors to substantial concentrations of construction-related TAC emissions. Therefore, the Project impacts related to this issue would be less than significant.

Operation

The Project does not propose typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes, automotive repair facilities, and warehouse distribution facilities. As a result, the Project would not warrant the need for a health risk assessment of its operation.

While long-term operations of the Project would generate traffic that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to the Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. As shown on Table III-2, CO levels in the Project area and the Basin are well-below federal and state standards. No exceedances of CO have been recorded at nearby monitoring stations for some time, and the Basin is currently designated as a CO attainment area for both CAAQS and NAAQS. Finally, the Project would not contribute to the levels of congestion that would be needed to generate the amount of emissions needed to trigger a potential CO hotspot.[14] Specifically, the traffic levels of service studied at intersections in the vicinity of the Project would not be significantly impacted by traffic volumes from the Project under existing or 2024 horizon scenarios.[15] Therefore, Project impacts related to sensitive receptors would be less than significant.

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 Sites. The Project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Construction of the 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 Project's proposed land uses would not result in activities that create

14 *Caltrans, Transportation Project-Level Carbon Monoxide Protocol, updated October 2010.*
15 *Overland Traffic Consultants, 17017-31 Ventura Boulevard Traffic Impact Study, February 2019.*

objectionable odors. Therefore, Project impacts related to odors would be less than significant.

Cumulative Impacts

As discussed in response to Checklist Question III(b), cumulative air quality impacts would be less than significant.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, 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. The Project Site is located in an urbanized and developed area of the City and is developed with commercial buildings and surface parking. However, there are 24 trees located on the Project Site. These trees could potentially provide nesting sites for migratory birds. Thus, the Project would be required to comply with the Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code, which regulates vegetation removal during the nesting season (February 15 to August 15) to ensure that significant impacts to migratory birds would not occur. Compliance with these existing regulations would ensure that that Project would not 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. Therefore, Project impacts related to nesting birds would be 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?

No Impact. The Project Site is located in an urbanized area of the City and is occupied by commercial buildings and surface parking. No riparian or other sensitive natural communities are located on or adjacent to the Project Site. Thus, implementation of the Project would not result in any adverse effect on riparian habitat or other sensitive natural communities. Therefore, no impacts related to this issue would occur as a result of the Project.

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

No Impact. The Project Site is located in an urbanized area of the City and is occupied by commercial buildings and surface parking. No wetlands are located on or adjacent to the Project Site. Thus, implementation of the Project would not result in any adverse effect on wetlands. Therefore, no impacts related to this issue would occur as a result of the Project.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The Project Site is located in an urbanized area of the City and is occupied by commercial buildings and a surface parking. Neither site is part of a significant wildlife corridor. Additionally, there are no waterways located in the vicinity of the Project Sites that

are used by migratory fish, and there are no wildlife nursery sites in the area. Also, as discussed previously, the Project would be required to comply with the MBTA, to reduce potential impacts to migratory bird species that could potentially nest in trees that would be removed as part of the Project. Thus, the Project would not interfere substantially with the movement of any native resident or migratory fish, wildlife species, or with established native resident or migratory wildlife corridors, and/or impede the use of native wildlife nursery sites. Therefore, Project impacts related to this issue would be less than significant.

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

Less Than Significant Impact. In accordance with the LAMC Section 17.02 protected trees are defined as follows:

Any of the following Southern California native tree or shrub species:

- Oak tree including Valley Oak *(Quercus lobata)* and California Live Oak *(Quercus agrifolia),* or any other tree of the oak genus indigenous to California but excluding the Scrub Oak *(Quercus dumosa)*
- Southern California Black Walnut *(Juglans californica var. californica)*
- Western Sycamore *(Platanus racemosa)*
- California Bay *(Umbellularia californica)*
- Mexican Elderberry (*Sambucus Mexicana*)
- Toyon (*Heteromeles arbutifolia*)

There are 23 trees on the Project Site, including the following (refer to Appendix A):

- 1 Brazilian pepper tree (to be preserved)
- 3 Mexican fan palm trees (to be preserved)
- 7 Chinese elm trees (to be removed)
- 1 ash tree (to be removed)
- 3 bottle trees (2 to be preserved, 1 to be removed)
- 1 Eugenia tree (to be removed)
- 1 Canary Island pine tree (to be removed)
- 3 paperbark trees (to be removed)

- 2 unknown deciduous trees (to be preserved)
- 1 Sycamore tree (to be preserved)

Of these trees, the sycamore tree is a protected species as defined by the City's Projected Tree Ordinance No. 177,404. Nine of the 23 trees would be preserved, including the sycamore tree. For removal of the non-protected trees, the Project Applicant would be required to comply with the existing tree replacement requirements of the City's Division of Urban Forestry that would ensure Project impacts related to trees would be less than significant.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project Site is located in an urbanized area of the City. There are no identified Significant Ecological Areas (SEAs) within the vicinity of the Project Site, and the site is not subject to a Habitat Conservation Plan, a Natural Community Conservation Plan, or other such plan.[16] There are no adopted conservation plans in the City. Thus, the Project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan. Therefore, no impacts related to this issue would occur as a result of the Project.

Cumulative Impacts

As discussed, 24 trees are located on the Project Site; no other significant biological resources are located on the Project Site. However, the Project Applicant would be required to plant replacement trees at and adjacent to the Project Site in conformance with the City's Urban Forestry Division requirements for Project landscaping and street tree replacement and planting. There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). All of the related projects are located in highly urban areas and likely do not contain significant biological resources, such as special status species, riparian habitat, sensitive natural communities, and wetlands, and are not part of a wildlife corridor or SEA or subject to a Habitat Conservation Plan, a Natural Community Conservation Plan, or other such plan. Because the Project would not result in any impacts related to biological resources, the Project does not have the potential to contribute to any cumulative biological resources impacts. Therefore, cumulative impacts related to biological resources would be less than significant.

[16] *City of Los Angeles General Plan Conservation Element, Exhibit B2.*

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 pursuant to State CEQA Guidelines §15064.5?

Less Than Significant. The analysis below of Project impacts on historical resources is based on the following (refer to Appendix C):

- *Historical Resource Technical Report, GPA Consulting, April 2019.*

REGULATORY FRAMEWORK

Generally, a lead agency must consider a property a historical resource under CEQA if it is eligible for listing in the California Register of Historical Resources (California Register). The California Register is modeled after the National Register of Historic Places (National Register). Furthermore, a property is presumed to be historically significant if it is listed in a local register of historical resources or has been identified as historically significant in a historic resources survey (provided certain criteria and requirements are satisfied) unless a preponderance of evidence demonstrates that the property is not historically or culturally significant. The National Register, California Register, and local designation programs are discussed below.

National Register of Historic Places

The National Register is "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."

Criteria

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of "exceptional importance") and possess significance in American

history and culture, architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria:

A. Associated with events that have made a significant contribution to the broad patterns of our history; or

B. Associated with the lives of persons significant in our past; or

C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Yield, or may be likely to yield, information important in prehistory or history.

Context

To be eligible for listing in the National Register, a property must be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are “those patterns, themes, or trends in history by which a specific…property or site is understood and its meaning…is made clear.” A property must represent an important aspect of the area’s history or prehistory and possess the requisite integrity to qualify for the National Register.

Integrity

In addition to possessing significance within a historic context, to be eligible for listing in the National Register a property must have integrity. Integrity is defined in *National Register Bulletin #15* as “the ability of a property to convey its significance.” Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that in various combinations define integrity: feeling, association, workmanship, location, design, setting, and materials. Integrity is based on significance: why, where, and when a property is important. Thus, the significance of the property must be fully established before the integrity is analyzed.

Criteria Consideration G

Certain types of properties are not usually eligible for listing in the National Register. These properties include buildings and sites that have achieved significance within the past 50 years. Fifty years is a general estimate of the time needed to develop historical perspective and to evaluate significance. In addition to being significant under one of the four criteria listed above, these properties must meet a special requirement called a criteria consideration in order to be eligible for listing in the National Register. There are seven criteria considerations. Criteria Consideration G states "a property achieving significance within the last 50 years is eligible if it is of exceptional importance." This criteria consideration guards against the listing of properties of fleeting contemporary interest.

California Register of Historical Resources

In 1992, Governor Wilson signed Assembly Bill 2881 into law establishing the California Register. The California Register is an authoritative guide used by state and local agencies, private groups, and citizens to identify historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.

The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register and those formally Determined Eligible for the National Register;
- State Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (SOHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.

Criteria and Integrity

For those properties not automatically listed, the criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property generally must be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Properties eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. A property less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance. While the enabling legislation for the California Register is less rigorous with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance.

The California Register may also include properties identified during historic resource surveys. However, the survey must meet all of the following criteria:

1. The survey has been or will be included in the State Historic Resources Inventory;

2. The survey and the survey documentation were prepared in accordance with office [SOHP] procedures and requirements;

3. The resource is evaluated and determined by the office [SOHP] to have a significance rating of Category 1 to 5 on a DPR Form 523; and

4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources that have become eligible or ineligible due to changed circumstances or further documentation and those that have been demolished or altered in a manner that substantially diminishes the significance of the resource.

SOHP Survey Methodology

The evaluation instructions and classification system prescribed by the SOHP in its *Instructions for Recording Historical Resources* provide a Status Code for use in classifying potential historical resources. In 2003, the Status Codes were revised to address the California Register. These Status Codes are used statewide in the preparation of historical resource surveys and evaluation reports. The first code is a number that indicates the general category of evaluation. The second code is a letter that indicates whether the property is separately eligible (S), eligible as part of a district (D), or both (B). There is sometimes a third code that describes some of the circumstances or conditions of the evaluation. The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.

2. Determined eligible for listing in the National Register or the California Register.

3. Appears eligible for listing in the National Register or the California Register through survey evaluation.

4. Appears eligible for listing in the National Register or the California Register through other evaluation.

5. Recognized as historically significant by local government.

6. Not eligible for listing or designation as specified.

7. Not evaluated or needs re-evaluation.

The specific Status Codes referred to in this report are as follows:

- **3S** Appears eligible for the National Register as an individual property through survey evaluation.
- **3CS** Appears eligible for the California Register as an individual property through survey evaluation.
- **5S3** Appears to be individually eligible for local listing or designation through survey evaluation.
- **6Z** Found ineligible for the National Register, California Register, or local designation through survey evaluation.

Los Angeles Cultural Heritage Ordinance

The Los Angeles City Council adopted the Cultural Heritage Ordinance in 1962 and amended it in 2018 (Ordinance No. 185472). The Ordinance created a Cultural Heritage Commission and criteria for designating Historic-Cultural Monuments (HCM). The Commission comprises five citizens, appointed by the Mayor, who have exhibited knowledge of Los Angeles history, culture, and architecture. The three criteria for HCM designation are stated below:

1. The proposed HCM is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic, or social history of the nation, state or community; or

2. The proposed HCM is associated with the lives of historic personages important to national, state or local history; or

3. The proposed HCM embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

Unlike the National and California Registers, the Ordinance makes no mention of concepts such as physical integrity or period of significance. Moreover, properties do not have to reach a minimum age requirement, such as 50 years, to be designated as HCMs.

ENVIRONMENTAL SETTING

Description and History of the Study Area

The study area includes adjacent parcels or portions of parcels to the north, south, east, and west within approximately 100 feet of the Project site. The surrounding streets are W. Ventura Boulevard, N. Genesta Avenue, and N. Amestoy Avenue. W. Ventura Boulevard is a major four-lane thoroughfare with two-way traffic traveling east-west and a center turning lane. N. Genesta Avenue and N. Amestoy Avenue are both two-lane thoroughfares with two-way traffic traveling north-south. The surrounding buildings are generally low-to-mid-rise residential and commercial buildings constructed between the 1940s and 2000s. Other

parcels or portions of parcels remain undeveloped and are currently being used as surface parking lots.

The properties that comprise the study area were annexed into the City of Los Angeles in 1915. However, despite their annexation, the San Fernando Valley and what later became Encino remained sparsely populated and predominantly agricultural throughout the early twentieth century. The San Fernando Valley had few maintained roads, although Ventura Boulevard has operated as a major thoroughfare since the late eighteenth century and continues to serve as the dominant commercial artery of the south San Fernando Valley. The 1920s saw major road improvements, including work on the Cahuenga Pass and Sepulveda Tunnel, which provided vehicular access between the San Fernando Valley and West Los Angeles, as well as the paving of Ventura Boulevard. This improved vehicular access spurred residential development, primarily in the southeast San Fernando Valley.

The eastern community of Encino generally remained rural throughout the 1920s due to its relatively remote location. Unlike the majority of Encino however, the study area was first subdivided in 1922 as part of a residential development called Encino Acres. This subdivision was located to the north of W. Ventura Boulevard between N. Balboa and White Oak Avenues and featured lots that ranged in size between 2 and 20 acres. Properties were used for country estates, hobby ranching, and farming, including the cultivation of lemons, oranges, and walnuts. The residences and some ancillary buildings from these properties remain in the center of these blocks that were later carved up into smaller lots, forming a distinctive pattern of parcels in the Encino Acres subdivision.

The demand for housing following World War II was central to the development of Encino. In the five years between 1945 and 1950, the population of the San Fernando Valley doubled to just over 400,000. The postwar boom brought tremendous change to the character of the community. Large residential subdivisions cropped up on both sides of Ventura Boulevard and, as the demand grew, land value skyrocketed. Fragmented urban development encroached on orchards and ranches. As a result, farmers could no longer make enough profit to cover rising property taxes and most were forced to downsize or sell. The opening of the 101 and 405 Freeways in the early 1960s further bolstered suburban growth, connecting Encino to many of the downtown and Westside business districts in Los Angeles. Much of Encino's existing residential and commercial development dates from its postwar development boom during the 1950s and 1960s.

Historical Resources in the Study Area

There are three potential historical resources located in the study area. Potential historical resources are defined as properties that have been identified as eligible in historic resources surveys completed within the last five years, such as SurveyLA. For the purposes of CEQA review, individual properties identified as eligible for national, state, or local landmark designation through SurveyLA are presumed to be historical resources.

Description and History of the Project Site

The Project site is comprised of seven parcels located at the south end of the block bounded by W. Otsego Street on the north, N. Genesta Avenue on the east, W. Ventura Boulevard on the south, and N. Amestoy Avenue on the west. Two commercial buildings occupy the Project site: 17017 W. Ventura Boulevard and 17027-17031 W. Ventura Boulevard. Both are sited along W. Ventura Boulevard, abutting the sidewalk. The remaining four parcels are separated from the two buildings by a narrow alley that bisects the Project site in an east-west direction. These parcels are currently being used as a surface parking lot.

Except for a small building near the corner of W. Ventura Boulevard and N. Amestoy Avenue that appears to now be demolished, the Project site and the adjacent parcels within the study area appear to have remained undeveloped until after World War II. The first known building to be developed on the Project site was 17017 W. Ventura Boulevard in 1946. It was constructed simultaneously with the neighboring buildings to the east, 17001 and 17013 W. Ventura Boulevard, both of which are located within the boundary of the study area. 17027-17031 W. Ventura Boulevard was the second building constructed on the Project site in 1953. By 1956, the northwest portion of the Project site to the north of the alley was being used as a surface parking lot. The addition to 17027-17031 W. Ventura Boulevard was subsequently constructed in 1957-1958. By 1960, all four parcels to the north of the alley were used for surface parking.

Architectural Description

17017 W. Ventura Boulevard was constructed in 1946 as a commercial building with at least two storefronts. It was originally designed by the architecture firm Spencer & Landon for owner M. F. (Frank) Flowers. The building is irregular in plan and one story in height. The eastern portion of the building directly abuts the sidewalk to the south and extends the length of the parcel, while the western portion is slightly setback from the sidewalk and extends to the center of the parcel. The roof is generally flat and surrounded by parapet, except for at the street-facing or south elevation which features a steeply-pitched, asymmetrical gable roof covered in asphalt shingles. The western portion of the roof also has overhanging eaves with exposed rafter tails. The exterior is clad with stucco, except for the center of the north elevation, which is clad in wood siding. The main entrance is setback beneath the overhanging eave at the west end of the south elevation. It consists of fully glazed, paired aluminum doors flanked by single-light sidelights. There is a secondary entrance located at the west end of the north elevation also setback beneath the overhanging eave. It consists of fully glazed, paired aluminum doors flanked by single-light sidelights, and is accessed via a short flight of concrete steps or accessibility ramp. The windows are all fixed single-light windows with aluminum frames, and are either single, paired, or within a row. The building is topped with a tall projecting roof sign.

Property History

17017 W. Ventura Boulevard was originally designed in the Late Tudor Revival style and had at least two commercial tenant space. One of those tenant spaces was located in the

western portion of the building and appears to have been originally accessed via an entrance on the west elevation facing what was then a surface parking lot. This entrance on the west elevation was later infilled in 1957, and the existing main entrance was added at the west end of the south elevation. In 1961, the two commercial tenant spaces appear to have been combined into one space. A rear porch addition that had been constructed in 1954 was later demolished in 1981, and the existing rear addition was constructed. New windows were added on the north elevation in 1983. The original windows on the south elevation were replaced in 1989. The building was seismically upgraded in 1994. Earthquake damage to the roof trusses was repaired in 1995. An accessibility ramp was also constructed in 2001 to the south of the building.

As shown in a historic photograph from circa 1974, 17017 W. Ventura Boulevard retained many of its original features through at least the 1970s. The building permit record does not note the exact date that the building's street-facing elevation was entirely remodeled, but it was likely sometime during the 1980s, possibly in 1989. Since the 1970s, the building's Late Tudor Revival-style features were removed, its storefronts and entrances reconfigured, and its gable roof altered. Additionally, interior non-load bearing partitions, features, materials, and finishes have been removed and replaced since the building's construction in 1946.

The first known commercial occupants of 17017 W. Ventura Boulevard were Encino Market in 1950. City directories between 1950 and 1980 list a grocery store as one of the tenants of 17017 W. Ventura Boulevard, although the name of the grocery store has changed from Encino Market in the early 1950s to Sale's Market in the late 1950s to Jursen's Grocery Store Co in the late 1970s. Other commercial tenants of 17017 W. Ventura Boulevard include Melba Beauty Studios between 1950 and 1970 and Period Gifts in 1950.

Architectural Description

17027-17031 W. Ventura Boulevard was originally constructed in 1953 as a bank building on the parcel associated with the address 17031 W. Ventura Boulevard and APN 2258-013-022. It was designed by architect John J. Landon for owner M. F. (Frank) Flowers. In 1957-1958, an addition was constructed to the east of the original building on the parcel associated with the address 17027 W. Ventura Boulevard and APN 2258-013-021. It was also designed by architect John J. Landon for owner M.L. (Frank) Flowers. The 1953 building and 1958 addition are both two stories in height and rectangular in plan. The 1953 building extends further north than the 1958 addition. Both have flat roofs surrounded by concrete parapets. The exteriors are clad with brick veneer at the first story and stucco above. The main entrance is set back at the center of the 1953 building. It consists of two fully glazed, paired aluminum doors flanked by single-light sidelights.

There are five secondary entrances. To the east is an entrance to the ground-floor storefront on the 1958 addition. It consists of a single fully-glazed, aluminum door. Adjacent to the storefront entrance is a stair that extends to a second-floor balcony that is located on the east elevation of the 1958 addition. The stair has granite steps and a metal handrail. The entrance to the stair is covered by a metal security door. Along the second-floor balcony are two secondary entrances, each consisting of a fully glazed, single aluminum door. The

remaining secondary entrances are located on the north elevations of the 1953 building and 1958 addition. Both consist of fully glazed, single aluminum doors within aluminum-and-glass storefront infill.

The street-facing (south) elevation of the 1953 building features a large rectangular window opening above the main entrance that is infilled with an aluminum-and-glass curtain wall. The windows at the ground-floor storefront are single-light fixed picture windows setback from the face of the 1958 addition. The remaining windows vary in size and are a mix of metal sliding sash, single-light fixed sash, and rows of single-light fixed window sash within wood frames. The 1953 building is topped with a projecting roof sign.

Property History

17027-17031 W. Ventura Boulevard has been altered over time. In 1961-1962, the roof was altered in order to support new air conditions units, and a new neon projecting roof sign added. In 1973-1975, the building's original interior features related to its bank use were likely entirely removed when the building was converted into a health spa. A pool was also added on the first floor and a mansard-type roof installed on the building's south elevation. Interior non-load-bearing partitions were removed, and new non-load-bearing partitions were constructed. The mansard-type roof was removed in 1987 and the building restuccoed and painted. It is possible that when the mansard-type roof was removed, the building's parapet was lowered as the existing parapet appears shorter than the parapet depicted in the circa 1974 historic photograph. In 1994, the building's roofing materials were removed and replaced. A portion of the storefront on the building's south elevation was remodeled in 1997. Additionally, the original signage has been removed and new signage has been installed by various tenants over the years.

Other alterations noted during the field inspection include the replacement of the original main entrance doors, the replacement of the window sash on the secondary story of the south elevation of the 1953 building, and the removal of the original secondary-story window on the south elevation of the 1958 addition. The single large rectangular opening on the 1958 addition was infilled with a new row of window sashes. A first-story window on the north elevation of the 1958 addition that was originally located to the west of the rear entrance appears to have been removed and infilled. A new porch was constructed at the rear entrance on the north elevation of the 1953 building. The second-story window openings on the north elevation of the 1953 building also appear to have been resized.

17027-17031 W. Ventura Boulevard was originally constructed as the first location for the Bank of Encino. The Bank of Encino later expanded in 1955, opening a second branch in Granada Hills at 17815 Chatsworth Street and a third branch in Sherman Oaks at 14708 W. Ventura Boulevard. In 1961, the Bank of Encino merged with the United California Bank. All three locations of the Bank of Encino subsequently became branches of the United California Bank. The United California Bank occupied the 1953 building at 17027-17031 W. Ventura Boulevard until 1974 when the building was converted into a spa for the Holiday Health Club of California. Other commercial tenants of 17027-17031 W. Ventura Boulevard include Northwestern Mutual Life Insurance, Encino Mortgage Corporation, and Grove Mortgage Co.

in 1962, Mortgage Corporation and Westein Land Development in 1965, and Rush Associates in 1970.

HISTORIC CONTEXT

The significance of the properties at 17017 and 17027-17031 W. Ventura Boulevard must be evaluated within their historic context(s). Historic contexts are those patterns or trends in history by which a specific property is understood. The contexts, themes, and sub-themes discussed below were drawn from the *Los Angeles Citywide Historic Context Statement* (LACHCS) and are relevant in judging the significance of the existing buildings.

Arterial Commercial Development, 1880-1950

The most applicable sub-theme within the Commercial Development context for evaluating the property at 17017 W. Ventura Boulevard under Criterion A/1/1 is the Arterial Commercial Development sub-theme (refer to Table V-1). The neighboring properties at 17001 and 17013 W. Ventura Boulevard, which were constructed simultaneously with 17017 W. Ventura Boulevard, were identified as eligible by SurveyLA for their association with the Early Neighborhood Commercial Development sub-theme. Because the Early Neighborhood Commercial Development sub-theme and eligibility standards were ultimately not developed as part of the Neighborhood Commercial Development theme, the most applicable sub-theme is therefore Arterial Commercial Development.

The Arterial Commercial Development sub-theme consists of resources located in a commercial corridor setting, along a transportation artery which is not served by a streetcar line. It includes individual buildings as well as historic districts. Their defining characteristic is their relationship to a mode of transportation – on foot, by wagon, or especially by automobile.

The period of significance begins in 1880, when neighborhoods began to spread out from the central city. It ends in 1950, by which time the neighborhood shopping center had begun to take its place as a setting for automobile-oriented local commerce.

Much of arterial commercial development is characterized by the same dense fabric of attached retail buildings, with storefronts directly on the sidewalk, which is typical of streetcar commercial development. At the same time, because it served non-streetcar modes of transportation, arterial development has more variety. Earlier resources can be stand-alone buildings in residential neighborhoods, serving pedestrian customers. Later resources can break from the pattern of attached buildings sitting directly on the street, and instead provide for parking.

Table V-1
Arterial Commercial Development

Context: Commercial Development, 1850-1980
Theme: Neighborhood Commercial Development
Sub-Theme: Arterial Development, 1880-1950
Eligibility Standards
• Was constructed/developed during the period of significance
• Located on streets served by modes of transportation other than streetcars, in particular by automobiles
Character-Defining/Associative Features
• Retains most of the essential character defining features from the period of significance
• May also be significant under themes within the Architecture and Engineering context
• Sited along corridors of transit without streetcar lines
• Sited on a constricted urban lot, close to railroad depots and/or public transportation and surrounded by similar hotels and other low-cost facilities such as bars and restaurants
• Contains features that reflect trends in neighborhood commercial design
• Associated with activities typical of neighborhood economic and social life
• Examples may be set to the sidewalk or may have some accommodation for the automobile
• May accommodate one or multiple tenants
• Typically one to four stories in height
• May be located on a prominent corner
• Storefronts with large display windows; may have awnings or arcades
• For Multi-story, Mixed-Use Buildings: o Was historically used for both commercial and office/residential uses o Ground floor with storefronts and display windows o Ground floor exterior entrance to upper floor units o Fenestration on upper floor may be residential in character and remains intact
Integrity Considerations: Individual Resources
• Should retain integrity of Location, Design, Materials, Feeling, and Association
• Window and storefront openings remain intact
• Applied decoration is mostly intact; some decoration may be missing
• Relationship to sidewalk is maintained
• Setting may have changed (surrounding buildings and land uses)
• Original use may have changed
• Storefront signage may have changed
Source: GPA Consulting, 2019. Refer to Appendix C.

Early examples are rare. One is a resource that dates from 1904 and is located at 6401 South Avalon Boulevard. At the time of construction, Avalon was known as South Park

Avenue, and its streetcar line ended at Slauson, six blocks to the north. By 1923, once the line had been extended, this resource remained the only retail structure in the immediate area. It very much resembles streetcar-related neighborhood commercial architecture of the same period. It is a modest, single-bay mixed-use block in the form of a corner store, complete with diagonal entry. Most likely it originally contained an apartment for the proprietor on the second floor. The storefront has lost its original configuration, but the sidewall retains the characteristic high windows of the corner store.

A second early resource is on the southwest corner of Las Palmas and Fountain Avenues in Hollywood. It was built in 1912. Although only two blocks from the Highland Avenue streetcar line, it was separate from any sort of business district and, as late as 1919, was completely surrounded by homes. Its form, with a gabled roof, is essentially residential. After 1920, widespread automobile ownership allowed for a great deal of arterial commercial development. Most resembled the streetcar-based arrangement of attached storefronts and business blocks set against the sidewalk. Most also used the same commercial vernacular architecture.

There was, however, some arterial commercial development that differed in the sense of being more adventurous in massing and more elaborate in detailing. Much of this development occurred on the boulevards which served well-off neighborhoods. Here the market justified a greater investment in architectural design, even if it meant a higher initial cost.

While most arterial commercial development followed the dense street wall arrangement common along business corridors, some took advantage of the freedom allowed by the car and explored different site plans. These experiments occurred primarily in newer and better off areas, where larger tracts of land were available and common access to a passenger car was assumed. This allowed for the building to detach itself from its neighbors and provide a bit a space for the automobile.

Arterial commercial development as an architectural form for the most part ended with the Depression of the 1930s. Once construction resumed after the Second World War, patterns of neighborhood commercial construction took different forms, such as the free-standing single-purpose retail structure and the shopping center.

At the same time, there were a few developers after 1930 who believed that the traditional pattern of attached storefronts flush with the street was still applicable and that off-street parking was necessary only for supermarkets. A late example of arterial commercial development is the block along Lankershim Boulevard from Tujunga Avenue to Collins Street in North Hollywood (identified as the Lankershim Commercial Corridor Historic District for SurveyLA). The storefronts, built between the late 1930s and the early 1950s and in the styles prevalent in those years, maintain a relationship to the street and to each other that is the same as that found much older neighborhoods.

Banks, 1900-1980

The most applicable sub-theme within the Commercial Development context for evaluating the property at 17027-17031 W. Ventura Boulevard under Criterion A/1/1 is the Banks sub-theme (refer to Table V-2).

The bank sub-theme consists of buildings constructed to provide banking services in a neighborhood setting. It ranges from the pedestrian-oriented independently-owned corner banks of the early 1900s to the free-standing automobile-oriented suburban branch banks of the 1970s.

Included are individual purpose-built bank structures in neighborhoods. Not included are resources from Downtown Los Angeles, or from regional business districts such as Hollywood Boulevard or Wilshire Boulevard-Miracle Mile. Also not included are postwar mid-rise commercial structures that combined banking space on the ground floor and office space above. This type is covered in the Postwar Modernism theme and the Rise of Corporations and Corporate Types theme.

Also not included are banks located in buildings originally built for a different use. Although this context does not include non-purpose-built banks, these early examples of adaptive reuse for banks can be found eligible based on further analysis. category includes two designated resources. The first is the Crocker Bank (L.A. Historic-Cultural Monument No. 298), which was originally a clothing store. The second is the Westwood Branch of the Bank of American (L.A. Historic-Cultural Monument No. 364), which was originally the headquarters of the Janss Development Company.

Neighborhood banking in the early 1900s was different from what exists currently. Branch banks were rare. Even in states such as California, which allowed branch banking, the standard was the independently owned bank serving residents of the surrounding community. These banks were typically created by local merchants to provide for their needs.

Most early neighborhood banks simply occupied storefronts in business blocks that they themselves constructed as investments. A few, however, wished to make more of an architectural statement. It generally took the form of a separate building placed on a corner to allow for maximum visibility. The scale of the architectural elements was enlarged to emphasize the monumental nature of the bank and stress its importance as a neighborhood institution. Most important was the corner entry. It was typically placed on a diagonal and offered an opportunity for elaboration.

By the early 1920s two innovations changed the nature of neighborhood banking. The first was the extension of banking services, such as checking accounts and personal loans, to the general public. The second was the growing popularity of the branch bank.

Table V-2
Banks

Context: Commercial Development, 1850-1980
Theme: Neighborhood Commercial Development
Sub-Theme: Banks, 1900-1980
Eligibility Standards
• Was constructed during the period of significance
• Was historically designed and used as a bank building
Character-Defining/Associative Features
• Retains most of the essential character defining features from the period of significance
• Contains features that reflect trends in neighborhood commercial and bank design from its period of construction
• Of a style or mixture of styles typical of the 1900-1980 period o May also be significant under themes within the Architecture and Engineering context
• Typically associated with noted architects/designers
• May reflect corporate designs associated with particular banking institutions
• Characterized by pedestrian-oriented position on the street in the pre-World War II period
• Characterized by auto-friendly site planning and facilities in the post-World War II period
• Features architectural and site-planning elements to emphasize their perceived importance
• Associated with activities typical of neighborhood economic and social life
Integrity Considerations: Individual Resources
• Should retain integrity of Design, Materials, Location, Feeling, and Association
• Should maintain if possible original relationship to the street and to neighboring structures
• Architectural integrity should be intact, retaining original massing, significant features, and identifying details o Some original materials may have been altered, removed, or replaced, particularly in early examples
• Use may have changed
• Setting may have changed (surrounding buildings and land uses)
Source: GPA Consulting, 2019. Refer to Appendix C.

Bank of America played a key role in both of these innovations. Founded in 1904 as the Bank of Italy in San Francisco by A. P. Giannini, Bank of America was a pioneer at both creating branches and extending banking services to the public. The first branch opened in San Jose, when it took control of a failed bank. By 1925 it had 98 offices in 65 cities. Almost all were existing small banks that had failed, rather than new outlets. The Bank of Italy was renamed the Bank of America in 1930.

By the end of the 1920s the neighborhood bank building had adopted a general form that resembled a small classical temple. It was well suited to the typical business district corner lot. The short façade fit the narrow frontage and the longer side elevation was aligned to the deeper dimension of the site. The entrance moved from the corner to the center of the narrow façade, and windows on the long side elevation provided natural light to the interior.

A standard floor plan also emerged, with a banking hall on axis with the entry. On one side were tellers' cages, and on the other were desks for loan officers. At the end of the axis, facing the entrance, was the vault with a symbolically monumental door. This layout was so successful that it continued into the postwar years, as the architecture evolved toward modernism.

The form, in its simplest, was a single-story pedimented temple. But variations were present, including two-story modes, that allowed for office space above, and regionalized forms that permitted sloped roofs and materials other than stone. By the late 1920s, a stripped Classicism, typical of PWA Moderne, had become common.

Construction of new neighborhood banks for the most part ceased during the Depression years of the 1930s. Instead, the number of commercial banks throughout the country decreased from 24,504 in June of 1929 to 14,440 by the end of 1933. But there were a number of changes, experimented with during the 1930s, that were to effect bank design once construction resumed after the Second World War. The bad reputation that banks had gained, correctly or not, as being responsible for collapse of the economy led bankers to cultivate an image of openness and customer friendliness, rather than monumentality and stability.

This new view could be seen in the interiors of those few banks that were remodeled in the late 1930s. Simpler forms and lighter colors replaced darker and heavier materials. Fluorescent lighting and, in some cases, air conditioning were introduced to make interiors brighter and more comfortable. Most important as a symbol was the abolition of the teller's cage, separated from the customer by an elaborate metal grille. In its place were installed plate glass dividers, with some adventurous banks eliminating the barrier altogether.

This attitude was the new standard by the end of the Second World War. Banking Magazine in 1945 published articles with titles such as "Planning a Bank to Make Friends." This journal and others focused, as one historian has noted, on the need for "open, friendly, warm and unimposing" buildings with "no more columns, grilles and cages." Instead, banks should have large windows that "show satisfied customers comfortably conducting their banking in a colorful, well-lit modern interior." The result was what this same historian has called "fish bowl banks."

At least as important as apparent openness was the acceptance of the automobile. Parking had been provided for some branches in better-off neighborhoods, but it was not until the 1950s that a lot for customers' cars was seen as a requirement. Occasionally branches were placed in neighborhood shopping centers, either as a free-standing structure or as a unit of the center itself. Most symbolic was the drive-up window, also a requirement by the mid-

1950s. It could be either attached to the main building or placed on an island in the center of the parking lot.

A Mid-Century Modern version of the temple form was the common architectural approach. An example is the Bank of Tokyo, at 3501 West Jefferson Boulevard in West Adams. It dates from 1955 and served south Crenshaw and Jefferson Park's Japanese-American community.

But there were variations. One was a Googie-like use of free forms, usually in reinforced concrete. A rare example is the one-time Great Western Savings Bank, at 8201 North Van Nuys Boulevard in Panorama City. It dates from 1957 and was designed by W. A. Sarmiento. It is located two blocks south of the original Panorama City neighborhood commercial district.

Another variation was to adapt a classicizing New Formalism. This approach worked well with the internal arrangement that still followed the temple form. It could be an updated version of the Classical Revival style. Or it could use the heavier forms of 1970s Brutalism. The point was to indicate, as one historian has noted, that banking was still "a serious business."

An example of a Brutalist version of the New Formalism is the Lytton Savings and Loan (now Chase), at 6630 North Randi Avenue in Canoga Park. It dates from 1965. A classically symmetrical arrangement is employed, but the elements have been rendered as heavy structural forms. Of note is the continued presence of the glass front.

An example of a lighter and more elegant simplified classicism is the Bank of America branch at 6551 North Van Nuys Boulevard in Van Nuys. It dates from 1967 and was designed by the historically significant African American architect Paul R. Williams. It is located north of the original streetcar-based Van Nuys business district. Of particular note is the exterior mosaic by Millard Sheets.

Millard Sheets was an important figure in the design and decoration of banks in the postwar period. He believed in the integration of architecture and surface ornament that was part of the Beaux Arts tradition. He trained as an artist and worked primarily in mosaics and stained glass. He also served as a designer and associated with architects to create a number of important buildings in the New Formalist style, including the Scottish Rite Masonic Temple on Wilshire Boulevard. Sheets was best known for his work with the Home Savings and Loan Association, for which he provided designs and decorations for over forty branches.

Commercial Merchants, Leaders, and Builders, 1850-1980

The most applicable theme within the Commercial Development context for persons associated with the properties is the Commercial Merchants, Leaders, and Buildings theme (refer to Table V-3). There is no narrative historic context developed for this theme as part of SurveyLA or the LACHCS as of the date of this report.

Table V-3
Commercial Merchants, Leaders, and Builders

Context: Commercial Development, 1850-1980
Theme: Commercial Merchants, Leaders, and Builders, 1850-1980
Eligibility Standards
• Is associated with a person who made important individual contributions to commercial growth and development   ○ Individual must be proven to have made an important contribution to commercial development
Character-Defining/Associative Features
• Retains most of the essential physical features from the period of significance
• Directly associated with the productive life of the individual in the area of commercial development
• May be associated with individuals important in ethnic, cultural, LGBT, and/or women's' history
• For residential property types, the individual must have resided in the property during the period in which he/she achieved significance
• For the National Register, properties associated with individuals whose significant accomplishment date from the last 50 years must possess exceptional significance
Integrity Considerations
• Should retain integrity of Feeling, Association, Location, and Design from its period of significance
• Some original materials may be altered or removed, particularly in cases where a property is not also evaluated for significance under Criterion C/3/3.
• Setting may have changed (surrounding buildings and land uses)
Source: GPA Consulting, 2019. Refer to Appendix C.

Postmodernism, 1965-1991

The most applicable theme within the Architecture and Engineering context for evaluating the property at 17017 W. Ventura Boulevard under Criterion C/3/3 would be the Postmodernism theme (refer to Table V-4).

Postmodernism was an internationally significant architectural movement that consciously applied traits, approaches, and concepts unassociated with Orthodox Modernism to move twentieth century architecture away from it. A highly communicative architecture, Postmodernism employed irony, ornament, play, symbolism, and historic or vernacular references to contextualize buildings to their setting, location, or users.

Table V-4
Postmodernism

Context: Architecture and Engineering, 19850-1980
Theme: Period Revival, 1965-1991
Eligibility Standards
• Was constructed during the period of significance
• Is an excellent example of the Postmodern architectural style
• Exhibits quality of design through distinctive features
Character-Defining/Associative Features
• Retains most of the essential character defining features from the period of significance
• May have dramatic rooflines, including shed-like or mono-pitch
• Selectively references earlier era vernacular or classical design features, but not as a revival style
• Typically incorporates an unorthodox use of industrial material such as cinder block, asphalt, corrugated metal, or chain link fencing
• Displays eclectic, starkly contrasting, or colliding materials, colors, graphic patterning, or massing, and sculptural forms, among other elements
• Loosely-assembled, lightweight, or unfinished in appearance
• Ephemeral, smaller -scale details often informed by high tech or art that "stand in" for the whole
• Use of exaggerated or abstracted ornamentation
• For the National Register, a property must possess exceptional importance if less than 50 years of age
• Also for 1980 and earlier residential properties: o Bold and highly visual in design, often using bright colors and industrial materials o May resemble commercial or industrial property types on a smaller scale o Displays eclectic and starkly contrasting elements, materials, colors patterns, or massing, often resulting in a loosely-assembled or unfinished appearance o May read as art objects that may include graphic design, sculptural, or assemblage elements.
Integrity Considerations
• Should retain integrity of Location, Design, Materials, Workmanship, and Feeling from the period of significance
• Must retain majority smaller-scale details if such details were known to exist
• Must retain eclectic mix of design elements if known to originally exist
• Original color scheme may have been altered
• Setting may have changed (adjacent land uses)
Source: GPA Consulting, 2019. Refer to Appendix C.

Postmodernism often uses materials seen in a Postmodern building's immediate physical setting, even if these materials are extremely mundane and vernacular, or unorthodox to a

given building type, such as applying corrugated metal to a house. In Southern California Postmodernism, particularly in a variant referred to as the “Santa Monica School,” or “Los Angeles School” as it will be referred in this narrative, elevations often incorporate an assembled and artistic handling of radically eclectic, juxtaposed, and contrapuntal design elements, materials, ideas, and forms. In doing so, many Los Angeles Postmodern buildings referenced a highly eclectic and heterogeneous city and its built environment. According to architect Fredrick Fisher, “When you are six feet away from neighboring buildings on both sides which might have been built decades apart you can either ignore the context or enter into it through a dialogue of contradictory pieces.”

Within Los Angeles, Postmodernism begins in 1965. By the late 1960s Los Angeles had become a global city of world renown with a massive economy and a busy port conducting trade with nations across the planet. During this period, Los Angeles was the global capital for the aerospace and high-tech industries, and innumerous materials of the local industry such as certain resins, plastics, vacuum coated glass, would find their way into a variety of new Los Angeles art and architecture: Postmodern, Late-Modern, or otherwise.

In Venice Beach, a well-documented and important art scene developed during this time where artists such as Larry Bell, Robert Irwin, Ed Moses, Billy Al Bengston, and others had studios. These artists fell into categories of “Light and Space,” “Pop,” or “Finish Fetish” – the latter inspired by hot rods and glossy surfboards to make artworks that likewise had a high gloss quality.

Additionally, Los Angeles junk and assemblage artists such as Ed Kienholz were already a presence, exhibiting at venues such as the Ferus Gallery at 736-A N. La Cienega Boulevard. Indeed, later Postmodernism will take on the assembled, eclectic quality of Ferus Gallery assemblage. Creative liberty inspired by the local art scene, not to mention some of their materials and motifs, all done within a set of codes latently defined by the local practitioners, appears to have been a substantial part of Los Angeles School Postmodernism.

Los Angeles through most of the 1960s and before was indeed an environment creatively and physically wide open, if not isolating. The city would not have its first full time architectural critic until 1969, when John Pastier joined the Los Angeles Times. Pastier’s hiring was but one key change signaling a new consciousness relative to local architectural endeavors. Concurrent during the late 1960s, locally three new architecture schools were established, so that Los Angeles no longer had just one major school in the University of Southern California. The UCLA School of Architecture and Urban Planning was founded in 1964 by Henry Liu, with Tim Vreeland as its first MA degree program chair. Local architect Ray Kappe founded the California Polytechnic University (Cal Poly) Pomona School of Architecture in 1969, and in 1972 Kappe left Pomona for Santa Monica where he founded the New School of Architecture later known as the Southern California Institute of Architecture (SCI-Arc). Early on, the new schools shared design studios, further allowing for a shared discourse. The establishment of the three new schools expanded the local discourse, and through teaching positions also allowed practitioners a degree of financial stability to both pursue and share the more envelope-pushing avenues of their work. Many of these professors, including Craig Hodgetts, Thom Mayne, Michael Rotondi, and Eric

Owen Moss, would go on to become primary figures of Los Angeles School Postmodernism. According to Hodgetts, "The Schools offered the architects a platform for their unique visions, a vision that was, in retrospect, intransigent, iconoclastic, and – shudder – doomed to be regional, but was, in fact, solidly grounded in a fresh appraisal of the unexplored material potential unfettered by European antecedents."

Though the local style may have been unfettered by Europe, Europe, and in particular Great Britain, became increasingly interested in Los Angeles. Concurrently to the advent of the above-mentioned new schools, this overseas interest begins in the late 1960s and grows stronger through the following decade. The cities newly emigrated Brits included UCLA professor Warren Chalk of "Archigram," a conceptually focused art and technology collective; Peter Cook and Ron Herron of Archigram, who followed Chalk to UCLA; the writer Derek Walker; and the London Architectural Association's Reyner Banham, whose 1971 book Los Angeles: Architecture of Four Ecologies was an early attempt, albeit boosterish and flip in certain parts, to nomenclate and understand the city's built environment.

Charles Jencks would study under Banham at London's Architectural Association and, in character, his writing often mirrors that of Banham. The new British interest in Southern California during this time fostered a substantially higher level and frequency of discussion about Los Angeles architecture in global publications, making 1970s Los Angeles an "it" city in the architectural world.

Outside of Los Angeles, the 1960s were, of course, a well-documented time of social change and upheaval. Following on the heels of John F. Kennedy's assassination, paralleling the advent of architectural Postmodernism, were the assassinations of Robert F. Kennedy and Martin Luther King Jr., the Vietnam War, and late 1960s student uprisings. None of these events reasserted Modernism's promises. In discussing the practice at his own office, Eric Owen Moss, Director of SCI-Arc from 2002 to 2015, stated the "Strongest and most enduring recollection that forecast the office tone was hanging out on the Berkeley street corners in 1968; strikes and sit-ins and marches and Hendrix and Dylan and Joplin and Bobby and Vietnam, and realizing it was impossible for me to know where and with whom to sign-up, to join, and to march lock step." To Los Angeles architect Coy Howard, "Dylan started it."

A distinctly Los Angeles-born Postmodernism was codified beginning in the early 1970s in the flat areas on the city's Westside, particularly within the coastal area including the Los Angeles neighborhood of Venice and the city of Santa Monica, the then-gritty area where these two areas conjoined that has commonly been called "Dogtown." Articles in various architectural journals referred to this group of Postmodernists as the "Los Angeles School" or occasionally the "Santa Monica School" – the monikers are used interchangeably. Regardless, as previously mentioned, it should be noted that in quantifying this group of architects, most of them seem to truly loathe identifying with any group whatsoever.

Documented in architectural press across the Western world, Los Angeles School Postmodernism is an internationally significant Postmodernism subtype. The pre-1980 examples of these highly visual designs often possess an eclectic, unanticipated, and ephemeral mix of forms, details, materials, implied perspectives, and references. Unlike

other Postmodern expressions, Los Angeles School Postmodernism does not reference the past, classical or otherwise. Rather, its mix of features communicated specific, then-present condition of decenterdness, art, pluralism, and heterogeneity in Los Angeles, and its neighborhoods where this work is made. Los Angeles School Postmodernism will inform the aesthetics of Deconstructivism – a later architectural design system of international significance. Pre-1980 examples of Postmodernism in Los Angeles are primarily residential architecture, commercial architecture, small building additions, and all-over renovations of existing buildings.

Mid-Century Modern, 1945-1970

The most applicable theme within the Architecture and Engineering context for evaluating the property at 17027-17031 W. Ventura Boulevard under Criterion C/3/3 would be Mid-Century Modernism sub-theme (refer to Table V-5).

Mid-Century Modern is a term used to broadly describe trends in architecture and interior and product design in the mid-twentieth century from the late 1930s into the early 1970s. The style evolved from earlier idioms of the Modern movement, namely the International Style and Bauhaus movements, but more often experimented in organic forms. It emerged in the postwar period as the prevailing architectural style in the design of commercial, residential, and institutional buildings because it was widely seen to embody a “faith in the future and progress” of the postwar United States. It utilized the industrial materials and streamlined construction techniques developed during the war years. Like other styles of the Modern movement, Mid-Century Modern was less stylistically rigid than prior modes of design. In general, architects sought clean lines or simple geometric forms, functionalism and rationality in planning and arrangement of features, and transparency or lightness. Notable architects of the Mid-Century Modern style include, Frank Lloyd Wright (1867-1959), Richard Neutra (1892-1970), A. Quincy Jones (1913-1979), John Lautner (1911-1994), Gregory Ain (1909-1988), Eero Saarinen (1910-1961), Rudolph Schindler (1887-1953), and Pierre Koenig (1925-2004), among many others.

Mid-Century Modern architecture is generally characterized by shell or curtain wall façades, open floor plans, absence of applied ornament, and the use of cantilevers. Post-and-beam construction with the structure expressed is also common. Other character-defining features of Mid-Century Modern architecture include: flat roof or low-pitched gable or shed roofs with wide overhanging eaves and cantilevered canopies; wood, glass, plaster, stucco, concrete, steel, brick, tile, or stone used as exterior wall panels or accent materials; flush-mounted wood or metal frame windows; clerestories; and integrated landscape features, such as landscaped courtyards or built-in planters.

Table V-5
Mid-Century Modernism

Context: Architecture and Engineering, 19850-1980
Sub-Context: LA Modernism, 1919-1980
Theme: Postwar Modernism, 1946-1976
Sub-theme: Mid-Century Modern, 1945-1970
Property Type: Residential
Eligibility Standards
• Exhibits quality of design through distinctive features
• Retains the essential character defining features of Mid-Century Modernism from the period of significance
• Was constructed during the period of significance
Character-Defining/Associative Features
• Direct expression of the structural system, often wood or steel post and beam
• Flat roof, at times with wide overhanging eaves
• Floor-to-ceiling windows, often flush-mounted metal framed
• Horizontal massing
• Simple, geometric volumes
• If Expressionistic: sculptural forms intersecting with geometric volumes
• If Expressionistic: curved, sweeping wall surfaces
• If Expressionistic: dramatic roof forms, such as butterfly, A-frame, hyperbolic paraboloid, folded plate or barrel vault
Integrity Considerations
• Original garage doors may have been replaced
• Original setting (surrounding buildings, landscape) may not be intact (this applies to individual resources only; buildings associated with corporate or institutional campuses must maintain integrity of setting)
• Original use may have changed
• Replacement of some windows and doors may be acceptable if the openings have not been resized and original fenestration patterns have not been disrupted
• The addition of decorative elements to originally sparse façades
• The addition of security features such as screen doors and bars at windows
• The painting of surfaces (wood) that might have originally been unpainted
Source: GPA Consulting, 2019. Refer to Appendix C.

In commercial architecture, business owners embraced Mid-Century Modern architecture as a means through which to advertise a modern and stylish image. One of the defining features of Mid-Century Modern-style commercial buildings is the increase of transparency using large plate glass windows and open storefronts, which permitted sweeping views of a building's interior. Other typical character-defining features of commercial buildings include: signs with over-scale lettering; metal grills or panels over upper floors for signage; asymmetrical arcaded outdoor lobbies; steel and aluminum curtain walls with porcelain enamel panels or glass spandrel panels; dramatic roof forms, such as folded plate or butterfly

roofs; use of brick, stone, or tile as wall cladding; built-in planters or water features; canted storefront bays; and patterned concrete block screen walls.

PROPERTIES IDENTIFIED AND EVALUATED AS POTENTIAL HISTORICAL RESOURCES

The properties at 17017 and 17027-17031 W. Ventura Boulevard were evaluated for individual listing in the National and California Registers, as well as for designation as an HCM, using established criteria and aspects of integrity.

Evaluation of 17017 W. Ventura Avenue

National Register of Historic Places

Criterion A

To be eligible for listing in the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history. The context considered in this evaluation was the Arterial Commercial Development sub-theme of the LACHCS.

Ventura Boulevard has served as a major thoroughfare in the San Fernando Valley since the late eighteenth century and continues to serve as the dominant commercial artery of the south San Fernando Valley. The street was paved in the 1920s; and yet, despite these road improvements, there was very little development along Ventura Boulevard in the Encino area through the early 1940s. Following World War II, the unprecedented demand for housing in Southern California resulted in the San Fernando Valley's postwar transformation from an agricultural to suburban community. In order to accommodate the San Fernando Valley's growing population, large residential subdivisions were subsequently constructed throughout Encino, and new commercial business were constructed along Ventura Boulevard.

17017 W. Ventura Boulevard as well as the neighboring properties to the west, 17001 and 17013 W. Ventura Boulevard, represent an early period of arterial commercial development in Encino. All three buildings were constructed in 1946 at the beginning of Encino's postwar development boom. According to the building permit record, 17013 W. Ventura Boulevard was the first of the three buildings to be permitted for construction. Owner Jules Holmain filed a new building permit with the City of Los Angeles on December 12, 1945. Owner M. L. Flowers subsequently filed a new building permit on February 26, 1946, which was followed by owners Dr. and Mrs. G. Stanley Gordon, who filed a new building permit for 17001 W. Ventura Boulevard on April 24, 1946. While no architect is listed on either of the new building permits for 17001 or 17013 W. Ventura Boulevard, all three buildings were designed in the Tudor Revival style and originally exhibited similar architectural features. Because of their similar and cohesive appearance, it is likely the owners coordinated with one another on the design of their new buildings or the same architect designed all three buildings.

17017 W. Ventura Boulevard does not appear to meet the integrity considerations for the Arterial Commercial Development sub-theme (refer to Table V-1). While it meets the

eligibility standards for the Arterial Commercial Development sub-theme and represents an early period of commercial development in Encino, the building no longer retains integrity of design, feeling, materials, workmanship, and association due to the cumulative effect of alterations over time. If the building had not been altered, there might have been an increased potential for eligibility under Criterion A for its association with early arterial commercial development in Encino.

Criterion B

To be eligible for listing in the National Register under Criterion B, a property must be associated with lives of persons significant in our past. 17017 W. Ventura Boulevard was constructed by owner Marlon Franklin (Frank) Flowers. Flowers was in the investment business, a member of the Encino Chamber of Commerce for over 30 years, and a founding member of the Bank of Encino. Research did not reveal Flowers to be an individual proven to have made an important contribution to the commercial development of Los Angeles. Thus, Flowers does not appear to meet the eligibility standards for the Commercial Merchants, Leaders, and Buildings theme of the LACHCS (refer to Table V-3).

The first known commercial tenants of 17017 W. Ventura Boulevard was Encino Market in 1950 and later, Sale's Market by the mid-1950s. Research did not reveal specific information regarding Encino Market or Sale's Market, except that Sale's market was a small chain of grocery stores owned by James C. Sale with three other locations in Beverly Hills, Malibu, and Palm Springs. There is no evidence to suggest that 17017 W. Ventura Boulevard is associated with the lives of historic personages significant to our past. Therefore, the property does not appear to be significant under Criterion B.

Criterion C

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. 17017 W. Ventura Boulevard was evaluated as an example of the Postmodern commercial building.

17017 W. Ventura Boulevard was originally constructed in 1946 as a Tudor Revival-style commercial building. However, the building's original design is no longer evident due to the cumulative effect of subsequent alterations. The street-facing elevation was likely remodeled in 1989 and now possesses features associated with Postmodern commercial buildings, including an exaggerated roofline and select references to earlier era vernacular architecture such as overhanging eaves and exposed rafter tails. Because this alteration occurred within the last fifty years, the evaluation below applies Criteria Consideration G. Criteria Consideration G states that a property achieving significance within the past fifty years is eligible for the National Register of Historic Places if it is of exceptional importance under at least one of the National Register Criteria.

The building is a basic example of a Postmodern building that does not exhibit quality of design through distinctive features. It also is not an important example within the context of

Postmodern architecture. Important examples of Postmodern buildings exhibit high quality of design and/or are designed by a notable architect or architecture firm. Significant Postmodern buildings in Los Angeles include the Lee Burns Residence, Dyer House, and 708 House, all of which were identified by SurveyLA as eligible at a state and local level as excellent examples of Postmodern architecture. 17017 W. Ventura Boulevard is an unexceptional, but efficient building with few distinguishing aesthetic features. It is common and does not demonstrate any innovative, important, or outstanding design features. Additionally, the building was not originally constructed as a Postmodern commercial building, but altered in 1989 during which Postmodern features were applied to the street-facing elevation. It does not appear to meet the eligibility standards for Postmodernism (refer to Table V-4). Therefore, 17017 W. Ventura Boulevard does not appear to be significant under this aspect of Criterion C nor does it meet Criteria Consideration G for its exceptional architectural importance at a local, state, or national level.

Spencer & Landon are noted are the architects on the original building permit. Spencer & Landon appear to have designed numerous buildings throughout Southern California in the 1930s and 1940s, including the Palm Springs Racquet Club (1936) in Palm Springs, 1940 North St. Andrews Place (1935) in Los Angeles, and a classroom building at the Main Street School (1936) in Los Angeles. They are not generally recognized for their greatness in the field of architecture at a local, state, or national level. Furthermore, the building's original design is no longer evident due to the cumulative effect of subsequent alterations. Geo. O. Chapman is noted as the contractor on the original building permit. Chapman is noted as the contractor for Engine Company No. 87 (1978) in Chatsworth and Empire Savings & Loan Association building (1957) in Pacoima. He is not generally recognized as a master builder at a local, state, or national level.

Lomax-Rock Associates are noted as the architects on the 1989 building permit for the alteration of the street-facing elevation. Jerrold E. Lomax and John Rock formed a partnership in the 1980s, which later dissolved in 1995. Lomax studied architecture at the University of Houston and subsequently returned to Los Angeles in the early 1950s to join the practice of architect Craig Ellwood. In 1962, Lomax opened his own firm and appears to have overseen his own practice until the early 1980s when he partnered with Rock. After Lomax sold his share in Lomax-Rock Associates, he moved to Northern California where he continued an independent practice until his death in 2014. Rock continues to operate an independent practice now known as Rock Architects. Lomax-Rock Associates appear to have designed numerous buildings throughout Southern California, including 401 Jones Road (1982) in Oceanside and the Rice House (1993) in Glendale, which was listed in the Glendale Register of Historic Resources in 2010. Lomax and Rock both practiced in the late twentieth century, and the majority of their work appears to have been constructed within the last fifty years. As their body of work has not been the object of scholarly evaluation, there is not sufficient historical perspective to determine whether Lomax and Rock could be considered masters in the field of architecture at a local, state, or national level. However, even if Lomax and Rock were generally recognized for their greatness in the field, 17017 W. Ventura Boulevard does not appear to be a representative example of their work in comparison to other projects from this period such as the Rice House in Glendale. No contractor is noted on the 1989 building permit. 17017 W. Ventura Boulevard therefore does

not appear to be significant under this aspect of Criterion C nor does it meet Criteria Consideration G for its association with an exceptionally important architect or builder.

The possession of high artistic values refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal. A building is eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend it high artistic value, which 17017 W. Ventura Boulevard does not possess. Nor does it represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts. The building is primarily surrounded by low-to-mid-rise residential and commercial buildings constructed between the 1940s and 2000s.

In conclusion, the property does not appear to be significant under Criterion C nor does it meet Criteria Consideration G for its exceptional architectural importance either individually or within a district.

Criterion D

Criterion D was not considered in this report, as it generally applies to archeological resources. There also is no reason to believe that the property has yielded or will yield information important to the prehistory or history of the local area, California, or nation.

Integrity

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. In the case of architecturally significant properties, the period of significance is normally the date of construction. For historically significant properties, the length of the historic associations usually measures the period of significance. As the property is significant under National Register Criterion A for its association with early arterial commercial development on Ventura Boulevard, the period of significance is 1946, the date of construction. However, due to the cumulative effect of alterations over time, the property does not retain the visual quality necessary to convey historic significance from this period. Because 17017 W. Ventura Boulevard does not appear significant under National Register Criterion C as a Postmodern-style building remodeled in 1989, the integrity of the 1989 alteration does not require examination. Therefore, the following is a point-by-point analysis of the seven aspects of integrity under Criterion A only:

- Location – The place where the historic property was constructed or the place where the historic event occurred.

The building has not been moved. Therefore, it retains integrity of location.

- Materials – The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

The building's key exterior materials dating from its construction in 1946 have been removed, replaced, and/or covered over time. These key materials likely included, stucco cladding,

wood half-timbering, wood shake roof shingles, wood-frame windows, and partially or fully glazed wood doors. The building's exterior has been entirely remodeled, its gable roof altered, and all of the original Late Tudor Revival-style features have been removed. Additionally, interior non-load bearing partitions, features, materials, and finishes have been removed and replaced since the building's construction in 1946. Therefore, due to the cumulative effect of these alterations the overall integrity of materials has been lost.

- Design – The combination of elements that create the form, plan, space, structure, and style of a property.

The original design of the building is no longer evident due to the cumulative effect of subsequent alterations, namely the removal of the Late Tudor Revival-style features, the reconfiguration of the original storefronts and entrances, as well as the alteration of the gable roof. The building no longer possesses the features that are associated with the Late Tudor Revival style nor does it reflect trends in commercial design from the late 1940s. Therefore, the overall integrity of design has been lost.

- Workmanship – The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

The techniques used in the construction of the residence have been diminished as original materials have been removed and/or replaced, often with materials or features of a lesser quality of workmanship. Therefore, the overall integrity of workmanship has been lost.

- Feeling – A property's expression of the aesthetic or historic sense of a particular period of time.

The building no longer conveys integrity of feeling of a 1940s Late Tudor Revival-style commercial building due to the cumulative effect of alterations over time. It no longer possesses original features, such as massing, overall elevation design, wood doors and door frames, wood window sashes, and wood roof shingles, which taken together would convey the aesthetic or historic sense of its date of construction. These original physical features have been removed or covered with contemporary features and materials that diminish the overall integrity of feeling.

- Setting – The physical environment of the historic property.

The immediate setting of the property has been altered by the construction of a rear addition in 1981 and an accessibility ramp in 2001. The broad setting has also noticeably changed. When 17017 W. Ventura Boulevard was constructed, the surrounding parcels were mostly undeveloped except for 17001 and 17013 W. Ventura Boulevard, which were constructed the same year at 17017 W. Ventura Boulevard. Since 17017 W. Ventura Boulevard's construction, 17027-17031 W. Ventura Boulevard and its addition were constructed to the west in 1953 and 1957, and 4917 N. Genesta Avenue was constructed to the northeast in 1957. Additionally, the majority of the surrounding parcels have since been developed with a mix of low-to-mid-rise residential and commercial buildings.

- Association – The direct link between an important event or person and a historic property.

Due to the cumulative effect of subsequent alterations, the building no longer conveys integrity of association under Criterion A with early arterial commercial development in Encino.

Conclusion

While the property at 17017 W. Ventura Boulevard appears to be significant under National Register Criterion A for its association with early arterial commercial development in Encino, it does not retain integrity. Therefore, it is recommended ineligible for listing in the National Register.

California Register of Historical Resources

The California Register criteria for eligibility mirror those of the National Register. Therefore, 17017 W. Ventura Boulevard is ineligible for listing in the California Register for the same reasons outlined above.

Los Angeles Cultural Heritage Ordinance

Likewise, because the City of Los Angeles criteria were modeled on the National and California Register criteria,17017 W. Ventura Boulevard is ineligible for designation as an HCM for the same reasons outlined under the National Register evaluation.

Evaluation of 17027-17031 W. Ventura Avenue

National Register of Historic Places

Criterion A

To be eligible for listing in the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history. The context considered in this evaluation was the Banks sub-theme of the LACHCS.

17027-17031 W. Ventura Boulevard was originally constructed in 1953 by owner M. F. (Frank) Flowers for the Bank of Encino, of which Flowers was a founding member. In addition to Flowers, the bank was founded by several of Encino's most active and prominent civic figures at the time, including: R. J. Powers, head of the Powers & Stanley Talent Management Agency; Lawrence Wolff, Executive Assistant at Union Oil; W. L. Tooley, hotel owner, James C. E. Sale, president of Sale's Market, R. S. Norswing, president of Canoga Farms, Diel Klienberg, rancher and retired businessman; Dr. Roland A. Newbold, dentist; and Anthony Travaglini, restaurateur. The Bank of Encino was reportedly the first independent banking institution in the west San Fernando Valley and appears to have been the first bank branch to be opened in Encino. It featured commercial, savings, and loan

departments, and offered industrial real estate, commercial real estate, and individual real estate loans. In its first years, the bank reportedly concentrated its efforts on "business affairs and activity" and "building and development" in Encino, offering loans and extending credit to a variety of local businesses. The bank quickly grew to allegedly become the largest community bank in the San Fernando Valley, opening a second branch in Granada Hills in 1954 and a third branch in Sherman Oaks in 1957. In 1958, the Home Savings and Loan built a new bank branch in Encino at 17100 W. Ventura Boulevard, likely becoming the second bank branch to open in the community. The Bank of Encino later merged with the United California Bank in 1961, ceasing independent operation. The United California Bank continued to occupy 17027-17031 W. Ventura Boulevard until 1974, when the building was converted into a health spa.

The building appears to meet the eligibility standards for the Banks sub-theme (refer to Table V-2). It was originally designed and used as a bank building, constructed during the period of significance, and appears to have an important association with neighborhood banking and early commercial development in Encino. However, the building no longer retains features related to its original use as a bank nor does it retain integrity of design, feeling, materials, workmanship, and association due to the cumulative effect of alterations over time. If the building had not been altered, there might have been an increased potential for eligibility under Criterion A for its association with neighborhood banking and early commercial development in Encino.

Criterion B

To be eligible for listing in the National Register under Criterion B, a property must be associated with lives of persons significant in our past. 17017 W. Ventura Boulevard was constructed by owner Marlon Franklin (Frank) Flowers. Flowers was in the investment business, a member of the Encino Chamber of Commerce for over 30 years, and a founding member of the Bank of Encino. Research did not reveal Flowers to be an individual proven to have made an important contribution to the commercial development of Los Angeles. Thus, Flowers does not appear to meet the eligibility standards for the Commercial Merchants, Leaders, and Buildings theme of the LACHCS (refer to Table V-3).

Richard J. Powers served as president of the Bank of Encino from its founding in 1953 through its merger with the United California Bank in 1961. Powers rose to prominence in the music publishing industry beginning in 1919. In 1933, he became the district manager of the American Society of Composers, Authors, and Publishers in New York and later come to Los Angeles in the 1940s as the ASCAP's western representative. He joined MGM in 1945 as coordinator of the record and music section and became head of the music department in 1947. He later founded his own firm, the Powers & Stanley Talent Management Agency. He served three terms of the President of the Encino Chamber of Commerce from 1941 to 1944 and two more from 1951 and 1953. He was also one of the founding members of the Bank of Encino. While Powers was an active and prominent civic figure in Encino from the 1940s until his death in 1967, research did not reveal that he made an important contribution to or gained importance in the field of banking in Los Angeles. Therefore, Powers does not

appear to meet the eligibility standards for the Commercial Merchants, Leaders, and Buildings theme (refer to Table V-3).

There is no evidence to suggest that 17017 W. Ventura Boulevard is associated with the lives of historic personages significant to our past. Therefore, the property does not appear to be significant under Criterion B.

Criterion C

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. 17027-17031 W. Ventura Boulevard was evaluated as an example of the Mid-Century Modern style of the LACHCS.

The building is a basic example of a Mid-Century Modern bank building that does not exhibit quality of design through distinctive features. 17027-17031 W. Ventura Boulevard possess distinctive features associated with Mid-Century Modern commercial buildings, such as large floor-to-ceiling windows, simple, geometric volumes, horizontal massing, and unornamented wall surfaces. However, it is not an important example within the context of Mid-Century Modern architecture. The Mid-Century Modern style was applied to numerous commercial buildings throughout Los Angeles in the postwar period. Important examples of Mid-Century Modern-style commercial buildings exhibit high quality of design and/or are designed by a notable architect or architecture firm. Significant Mid-Century Modern commercial buildings in Los Angeles include the Cinerama Dome in Hollywood (HCM No. 659), Mutual Housing Association Site Office in Brentwood (HCM No. 680), Neutra Office Building in Silverlake (HCM No. 676), and Century Plaza Hotel in Century City (HCM No. 1060).17027-17031 W. Ventura Boulevard is an unexceptional, but efficient building with few distinguishing aesthetic features. It is common and does not demonstrate any innovative, important, or outstanding design features. It does not appear to meet the eligibility standards for the Mid-Century Modern style (refer to Table V-5).

John James Landon is noted as the architect on the original 1953 building permit and on the 1958 building permit for the addition. Landon appears to have previously been a partner at Spencer & Landon, who designed 17017 W. Ventura Boulevard in 1946. He later established his own practice by 1953. He is noted as the architect of the Arroyo Secco regional branch of the Los Angeles Public Library at 6145 N. Figueroa Street and the Silverlake Presbyterian Church at 2930 Hyperion Avenue. Landon is not generally recognized for his greatness in the field of architecture at a local, state, or national level. Encino Construction Co. is noted as the contractor on the original 1953 building permit. The firm is also noted as the contractor of a fire station at 3036 Fletcher Drive in Los Angeles, and a new school building at St. Francis de Sales parochial school at 13370 Valleyheart Drive. Encino Construction Co. is not generally recognized as a master builder at a local, state, or national level. No contractor is noted on the permit for 1958 addition. Therefore, 17027-17031 W. Ventura Boulevard does not represent the work of a master architect or builder.

The possession of high artistic values refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal. A building is eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend it high artistic value, which 17027-17031 W. Ventura Boulevard does not possess. Nor does it represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts. The building is primarily surrounded by low-to-mid-rise residential and commercial buildings constructed between the 1940s and 2000s.

In conclusion, the property does not appear to be significant under Criterion C.

Criterion D

Criterion D was not considered in this report, as it generally applies to archeological resources. There also is no reason to believe that the property has yielded or will yield information important to the prehistory or history of the local area, California, or nation.

Integrity

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. In the case of architecturally significant properties, the period of significance is normally the date of construction. For historically significant properties, the length of the historic associations usually measures the period of significance. As the property is significant under National Register Criterion A for its association with neighborhood banking and early commercial development in Encino, the period of significance is 1953 to 1961, the date of construction to the date the Bank of Encino ceased independent operation. However, due to the cumulative effect of alterations over time, the property lacks integrity as a whole.

Following is a point-by-point analysis of the seven aspects of integrity:

- Location – The place where the historic property was constructed or the place where the historic event occurred.

The building has not been moved. Therefore, it retains integrity of location.

- Materials – The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

The building's key exterior materials dating from its original construction in 1953 and the construction of the addition in 1958 have been removed, replaced, and/or covered over time. These key materials included stucco exterior cladding, metal frame window sashes, as well as fully-glazed metal doors and metal door frames. In 1973-1975, the building's original interior features related to its bank use were likely entirely removed when the building was converted into a health spa. Therefore, due to the cumulative effect of these exterior and interior alterations, the overall integrity of materials has been lost.

Due to the cumulative effect of these exterior and interior alterations, the overall integrity of materials has been lost.

- Design – The combination of elements that create the form, plan, space, structure, and style of a property.

Because of the building's minimal detailing, alterations the materials, such as those described above, have a greater impact on integrity than they might otherwise. Therefore, the original design of the building is no longer evident due to the cumulative effect of these alterations, most especially the removal of original storefronts and window sashes, the resizing of original window openings, the lowering of the parapet, and the removal of all interior features related to the building's original bank use. Therefore, the overall integrity of design has been lost.

- Workmanship – The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

The techniques used in the construction of the residence have been diminished as original materials have been removed and/or replaced, often with materials or features of a lesser quality of workmanship. Therefore, the overall integrity of workmanship has been lost.

- Feeling – A property's expression of the aesthetic or historic sense of a particular period of time.

Distinctive features that would have identified this building as a bank, namely exterior signage and interior decorative features, have been stripped from the building; therefore, it no longer conveys integrity of feeling as a 1950s bank building.

- Setting – The physical environment of the historic property.

The immediate setting or the property has been altered by the partial replacement of concrete at the sidewalk to the south and by the construction of a porch to the north. The broad setting has also been diminished by changes to the built environment over time. Neighboring properties constructed after the end of the period of significance include: 4949 Genesta Avenue (1974), 17047 W. Ventura Boulevard (1970), and 17050 W. Ventura Boulevard (2005).

- Association – The direct link between an important event or person and a historic property.

The building's original use is no longer apparent as a result of the removal of distinctive features that would have identified it as a bank. Therefore, due to the cumulative effect of subsequent alterations, the building no longer conveys integrity of association under Criterion A with neighborhood banking and early commercial development in Encino.

Conclusion

While the property at 17027-17031 W. Ventura Boulevard appears to be significant under National Register Criterion A for its association with neighborhood banking as a subtheme of early commercial development in Encino, it does not retain integrity. Therefore, it is ineligible for listing in the National Register.

California Register of Historical Resources

The California Register criteria for eligibility mirror those of the National Register. Therefore, the property at 17027-17031 W. Ventura Boulevard is ineligible for listing in the California Register for the same reasons outlined above.

Los Angeles Cultural Heritage Ordinance

Likewise, because the City's criteria were modeled on the National and California Register criteria, the property at 17027-17031 W. Ventura Boulevard is ineligible for designation as an HCM for the same reasons outlined under the National Register evaluation.

IMPACT ANALYSIS

Methodology

To identify potential historical resources and assess potential project impacts, the following tasks were performed:

1. Conducted a field inspection of the Project site and vicinity to determine the scope of the study. As the Project involves new construction, the study area was identified as the Project site and adjacent parcels or portions of parcels to the north, south, east, and west within approximately 100 feet of the Project site. This study area was established to account for potential impacts on historical resources in the vicinity. Parcels beyond this study area were not included because the Project would have no potential to directly or indirectly impact the buildings on these distant parcels or their surrounding setting. The buildings and streets immediately surrounding the Project site create a geographic and visual separation between the parcels beyond the study area and the Project site. The Project site therefore cannot be reasonably considered part of the environmental setting of historical resources beyond the study area due to this intervening space.

2. Requested a records search from the South Central Coastal Information Center to determine whether or not the Project site contains any properties that are currently listed as landmarks or parts of historic districts under national, state, or local programs and whether or not any properties have been previously identified or evaluated as historical resources. This involved a review of the California Historical Resources Inventory System (CHRIS), which includes data on properties listed and determined eligible for listing in the National Register of Historic Places, listed and determined eligible for listing in the California Register

of Historical Resources, California Registered Historical Landmarks, Points of Historical Interest, as well as properties that have been evaluated in historic resources surveys and other planning activities. This research revealed that there are no previously recorded properties on the Project site included in CHRIS.

3. Consulted the Los Angeles Historic Resources Inventory website, HistoricPlacesLA.org, to determine if any properties on the Project site or within the study area are designated Los Angeles Historic-Cultural Monuments (HCM) or within a designated Historic Preservation Overlay Zone (HPOZ). This research revealed that there are no HCMs or HPOZs located within the study area.

4. Consulted the findings of SurveyLA, the citywide historic resources survey of Los Angeles, to determine if any properties on the Project site or within study area were identified as potential historical resources. Three properties were identified. One property, the Home Saving and Loan, was identified as appearing eligible for state or local landmark designation. Two properties, 17001 and 17013 W. Ventura Boulevard, were identified as appearing eligible for federal, state, or local landmark designation.

5. Determined that the existing buildings on the Project site should be evaluated as potential historical resources. Notwithstanding the fact that they were not identified by SurveyLA, the buildings are over 45 years of age.

6. Assessed the physical integrity of the buildings on the Project site during the field inspection. Digital photographs of the buildings' exteriors were also taken.

7. Conducted research into the history of the Project site and buildings thereon. Dates of construction and subsequent alterations were determined by the building permit record as well as additional sources, such as the Los Angeles County Office of the Assessor records, newspaper articles, and historic maps.

8. Consulted the Context/Theme/Property Type (CTP) eligibility standards formulated for the *Los Angeles Citywide Historic Context Statement* to identify the appropriate CTPs under which to evaluate the properties at 17017 and 17027-17031 W. Ventura Boulevard.

9. Reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation designations, and assessment processes and programs to evaluate the significance and integrity of the building on the Project site as a potential historical resource.

10. Reviewed and analyzed the conceptual plans and related documents to determine if the Project would have an indirect impact on the identified historical resources as defined by CEQA.

Threshold of Significance

State CEQA Guidelines

The State CEQA Guidelines set the standard for determining the significance of impacts to historical resources in Title 14 California Code of Regulations Section 15064.5(b), which states the following:

> *A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.*

Title 14 California Code of Regulations Section 15064.5(b)(1) further clarifies "substantial adverse change" as follows:

> *Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.*

Title 14 California Code of Regulations Section 15064.5(b)(2) in turn explains that a historical resource is "materially impaired" when a project does the following:

> *Demolishes or materially alters in an adverse manner those physical characteristics that convey its significance and that justify its inclusion in or eligibility for inclusion in the California Register, local register, or its identification in a historic resources survey.*

Analysis of Project Impacts

The Project would have no direct impact on historical resources. There are no historical resources on the Project Site, and no historical resources would be demolished, destroyed, relocated, or altered as a result of the Project. Thus, this analysis only addresses the potential for the Project to result in indirect impacts on the historical resources in the vicinity. Indirect impacts or secondary effects are reasonably foreseeable and caused by a project but occur at a different time or place. As described previously, there are three historical resources in the study area: the Home Savings and Loan, 17001 W. Ventura Boulevard, and 17013 W. Ventura Boulevard. The Home Savings and Loan building is located to the west of the Project Site on the west side of N. Amestoy Avenue. 17001 and 17013 W. Ventura Boulevard are both located to the east of the Project Site on W. Ventura Boulevard between N. Genesta and Amestoy Avenues. 17001 W. Ventura Boulevard is located on the corner of W. Ventura Boulevard and N. Genesta Avenue. 170013 W. Ventura Boulevard is located between 17001 and 17017 W. Ventura Boulevard.

In determining the potential impact of adjacent new construction on the historical resources in the study area, the central question is whether the new building would cause a "material impairment" to the significance of the nearby historical resources. Material impairment

occurs where a project demolishes or alters the physical characteristics that convey the significance of a historical resource and that justify its inclusion in or eligibility of inclusion in national, state, or local landmark or historic district programs pursuant to the requirements of CEQA. Such an effect would only occur if the historical resources in the study area no longer retained sufficient integrity to convey their significance.

According to *National Register Bulletin #15*, there are seven aspects of integrity: feeling, association, workmanship, location, design, setting, and materials. The Project would not have any impact on the identified historical resources' physical characteristics that convey their historic significance and justify their inclusion in, or eligibility for, applicable landmark designation programs. Because the Project would not alter physical characteristics of the historical resources, the only relevant aspect with respect to the impact of the new addition on these historical resources is setting. Setting refers to the character of the place in which the historical resource is situated within the boundaries of the property as well as the resource's broader surroundings. This analysis considers whether the integrity of setting of the three historical resources would be so diminished by the new construction that they would no longer qualify as historical resources under national, state, or local landmark programs.

The Project Site is located outside the parcel boundary of the Home Savings and Loan building and thus, would not impact its integrity of immediate setting. The historical resource's broader surroundings, namely its relationship to its surrounding features, has already been altered by new construction and thus, is not a character-defining feature. The Home Savings and Loan building was originally completed in 1959 with an addition constructed in 1976. Since 1959, the surrounding parcels were developed or redeveloped with new commercial or residential buildings, including 17141 W. Ventura Boulevard (1979) 5035 N. Amestoy Avenue (1990), and 17200 W. Ventura Boulevard (1976). For these reasons, the overall integrity of setting has already been diminished by changes to the built environment over time and thus, lacks a distinct or cohesive character. Furthermore, the integrity of setting is not a key aspect of integrity for this historical resource to convey its significance because its design is not a reflection of its immediate environment. It is extremely rare that integrity of setting is necessary for a historical resource to express its historic or architectural significance within a dense urban environment.

The views of the Home Savings and Loan building from the surrounding blocks would not be obscured as a result of the Project. It would continue to be visible on the northwest corner of W. Ventura Boulevard and N. Amestoy Avenue. Thus, the Home Savings and Loan building would remain a prominent feature in the area.

The Project Site is located outside the boundaries of 17001 and 17013 W. Ventura Boulevard and thus, would not impact their integrity of immediate setting. As described in Section 5.1, the historical resources' broader surroundings namely their relationship to their surrounding features, has already been altered by new construction and thus, is not a character-defining feature. 17001 and 17013 W. Ventura Boulevard represent an early period of commercial development on Ventura Boulevard during a period in which Encino was transforming from an agricultural to suburban community. The surrounding parcels, the majority of which were

vacant at the time the buildings were constructed, have since been developed with low-to-mid-rise commercial and residential buildings. Adjacent properties constructed after 1946 include 4917 N. Genesta Avenue (1957), 17027-17031 W. Ventura Boulevard (1953/1957), 17000 W. Ventura Boulevard (1960), and 17020 W. Ventura Boulevard (1956). Therefore, the overall integrity of setting has already been diminished by changes to the built environment over time. Furthermore, the integrity of setting is not a key aspect of integrity for these historical resources to convey their significance because their design is not a reflection of their immediate environment. It is extremely rare that integrity of setting is necessary for a historical resource to express its historic or architectural significance within a dense urban environment.

The views of 17001 and 17013 W. Ventura Boulevard from the surrounding blocks would not be obscured as a result of the Project. The most important views of these historical resources are their street-facing elevations. The Project would not obscure 17001 W. Ventura Boulevard's street-facing elevations along W. Ventura Boulevard and N. Genesta Avenue. It also would not obscure the views of 17001 and 17013 W. Ventura Boulevard from the alley to the north. Although the Project would be located immediately to the west of 17013 W. Ventura Boulevard, it would not obscure the historical resource's primary elevation facing W. Ventura Boulevard. Additionally, the proposed new building's setback from the street at approximately 27 feet above grade is consistent with the height of 17013 W. Ventura Boulevard, which is approximately 34 feet above grade. Thus, 17001 and 17013 W. Ventura Boulevard would continue to be visible on W. Ventura Boulevard and from the alley to the north and thus, would remain prominent features in the area.

In conclusion, the Project would not impact the setting of the Home Savings and Loan building, 17001 W. Ventura Boulevard, or 17013 W. Ventura Boulevard such that the integrity of the historical resources would be diminished to a level where they would no longer eligible for federal, state, and local landmark designation. While the Project would introduce a new visual element to the Project Site area, the broad setting in the vicinity of the historical resource has noticeably changed and does not contribute to the significance of the historical resources. Thus, because the integrity of setting has been substantially diminished by changes over time, the introduction of additional modern features would not diminish the integrity of the historical resources to the degree that they would no longer convey their significance. Furthermore, the integrity of setting is not a key aspect of integrity for these historical resources to convey their significance because their design is not a reflection of their immediate environment. Additionally, the historical resources would remain highly visible and continue to be prominent features of the blocks on which they are located. Thus, the Project would not result in a substantial adverse change to the immediate surroundings of these historical resources to the degree that they would no longer be eligible for listing under national, state, or local landmark programs.

Conclusion

The Project would have no direct impacts on historical resources. There are no historical resources on the Project Site and no historical resources would be demolished, destroyed, altered, or relocated as a result of the Project. Indirect impacts on historical resources were

also analyzed. The new buildings would introduce a new visual element to the immediate surroundings of the historical resources. However, the Project would not result in a substantial adverse change to the integrity of the identified historical resources to the degree that they would no longer be eligible for listing as a historical resource defined by CEQA. Therefore, Project impacts related to historic resources would be less than significant.

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

Less Than Significant Impact. The Project Site is located in an urbanized area of the City and is developed with commercial buildings and surface parking. Based on a records search conducted by the South Central Coast information Center (SCCIC), there are no archaeological resources within the Project Site.[17] It is possible that unknown archaeological resources could exist at the Project Site and could be encountered during ground disturbing activities. However, the Project Applicant would be required to comply with the City's Standard Condition of Approval related to Inadvertent Discovery of Archaeological Resources, as follows:

- If any archaeological materials are encountered during the course of Project development, all further development activity in the vicinity of the materials shall halt and:
    - The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study, or report evaluating the impact;
    - The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource; and
    - The Applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study, or report.
- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:

    SCCIC Department of Anthropology
    McCarthy Hall 477
    CSU Fullerton
    800 North State College Boulevard
    Fullerton, CA 92834

[17] *South Central Coast Information Center, April 3, 2019. Refer to Appendix C.*

- Prior to the issuance of any building permit, the Applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.

- A covenant and agreement binding the Applicant to this condition shall be recorded prior to the issuance of a grading permit.

Through compliance with the City's Standard Condition of Approval, Project impacts related to archaeological resources would be less than significant.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact. The Project Site is located in an urbanized area of the City and is developed with commercial buildings and surface parking. Although the Project Site has been subject to grading and development in the past and no human remains are known to exist at the site, the Project would require excavations at a depth of approximately 30 feet below ground surface, and it is possible that unknown human remains could exist at the site. In accordance with the State's Health and Safety Code Section 7050.5, in the event of discovery or recognition of any human remains at the Project Sites, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code (PRC). The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC). Through compliance with the regulatory standards described above, the Project would not disturb any human remains, including those interred outside of dedicated cemeteries. Therefore, Project impacts to human remains would be less than significant.

Cumulative Impacts

There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). It is possible that some of the related projects could result in significant impacts on historical resources. However, as discussed above, the Project would not result in direct or indirect impacts to any significant historical resource. Thus, the Project would not have the potential to contribute toward any significant cumulative impacts related to historical resources. Impacts related to

archaeological resources and human remains are site-specific and are assessed on a site-by-site basis. All development in the City (including the proposed Project and the related projects) that involves ground-disturbing activities is required to implement the City's Standard Condition of Approval related to Inadvertent Discovery of Archaeological Resources, and existing state and City regulations related to human remains. For these reasons, cumulative impacts related to cultural resources 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. This analysis addresses the criteria outlined in Appendix F of the CEQA Guidelines.

Criterion 1: *The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance, and/or removal. If appropriate, the energy intensiveness of materials may be discussed.*

Construction

As shown on Table VI-1, Project construction would consume approximately a total of approximately 2,313 kilowatt-hours (kWh) of electricity, 74,571 gallons of gasoline, and 1,022,339 gallons of diesel. Project construction is expected to be completed in 2024.

The Project would have short-term construction impacts, as construction activities would consume relatively minor quantities of electricity. Furthermore, electricity used to provide temporary power for lighting electronic equipment inside temporary construction trailers and within the proposed structure would be consumed during Project construction. This electricity would be supplied to the Project Site by LADWP and would be obtained from the existing electrical lines that connect to the Project Site that include multiple underground 34.5-kilovolt (KV) circuits along Ventura Boulevard, an underground 4.8-kV circuit along Ventura Boulevard and along Genesta, and an overhead 4.8-kV circuit along Amestoy Avenue and along the alley north of Ventura Boulevard, adjacent to the site.[18] Electricity consumed during Project construction would be temporary and would cease upon the completion of construction, as well as vary, depending on site-specific operations and the amount of construction occurring at any given time. Overall, construction activities associated with the

[18] *Los Angeles Department of Water and Power, correspondence, April 9, 2019. Refer to Appendix D.*

Project would require limited electricity supply that would not have an adverse impact on available electricity supplies. Therefore, electricity impacts during construction would be less than significant.

Table VI-1
Summary of Energy Use During Project Construction[1]

Fuel Type	Quantity
Electricity	
Water Consumption	2,313 kWh
Lighting, electrical equipment, and other construction activities necessitating electrical power	NA
Total Electricity	2,313 kWh
Gasoline	
On-Road Construction Equipment	74,571 gallons
Off-Road Construction Equipment	0 gallons
Total Gasoline	***74,571 gallons***
Diesel	
On-Road Construction Equipment	1,022,0339 gallons
Off-Road Construction Equipment	40,070 gallons
Total Diesel	***1,062,409 gallons***
Total Petroleum-Based Fuel	**1,136,981 gallons**

kWh = kilowatt-hours

[1] *Detailed calculations are included in Appendix D.*

Demolition activities are projected to take approximately two months. Heavy-duty construction equipment needed to complete these activities would include diesel-fueled haul trucks, concrete/industrial saw, generator sets, and a rubber tired dozer. The use of haul trucks with double trailers could be used to increase the overall average capacity per trip, which would minimize the total number of trips and fuel required to transport the debris. Heavy-duty construction equipment needed during construction of the Project would include a cranes, aerial lift, cement and mortar mixer, concrete/industrial saw, generator sets, other material handling equipment, pump, forklift, tractor/loader/backhoe, and welders the majority of which would be diesel fueled. Construction equipment fuels would be provided by local or regional suppliers and vendors.

Transportation fuels, primarily gasoline and diesel, would be provided by local or regional suppliers and vendors. Project-related vehicles would require a negligible fraction of the total state's transportation fuel consumption. Based on EMFAC data compiled by CARB, the statewide average fuel economy for all vehicle types (automobiles, trucks, and motorcycles) in 2019 was 23.68 miles per gallon (mpg) for gasoline and 9.43 mpg for diesel.[19] In 2018,

[19] *CARB, https://arb.ca.gov/emfac/emissions-inventory.*

California consumed a total of 337,666 barrels of gasoline for transportation, which is equivalent to a total annual consumption of 14.1 billion gallons by the transportation sector.[20]

Further, while construction activities would consume petroleum-based fuels, consumption of such resources would be temporary and cease upon the completion of construction. Therefore, construction-related impacts to petroleum fuel consumption would be less than significant.

Energy Conservation

The Project would utilize construction contractors who demonstrate compliance with applicable CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. CARB has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. This measure prohibits diesel-fueled commercial vehicles greater than 10,000 pounds from idling for more than five minutes at any given time. CARB has also approved the Truck and Bus regulation (CARB Rules Division 3, Chapter 1, Section 2025, subsection (h)) to reduce NO_X, PM_{10}, and $PM_{2.5}$ emissions from existing diesel vehicles operating in California; this regulation will be phased in with full implementation by 2023.[21] In addition to limiting exhaust from idling trucks, CARB recently promulgated emission standards for off-road diesel construction equipment of greater than 25 horsepower. The regulation aims to reduce emissions by requiring the installation of diesel soot filters and encouraging the retirement, replacement, or repower of older, dirtier engines with newer emission-controlled models. Implementation began January 1, 2014 and the compliance schedule requires that best available control technology turnovers or retrofits be fully implemented by 2023 for large and medium equipment fleets and by 2028 for small fleets. Compliance with the above anti-idling and emissions regulations would result in efficient use of construction-related energy and the minimization or elimination of wasteful and unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption, as would use of haul trucks with larger capacities.

Operation

Electricity Demand

Currently, LADWP is able to supply over 7,880 megawatts (MW) of generation capacity with the highest recorded peak being 6,502 MW.[22] Peak demand is expected to grow to 5,976 MW in 2023-2024 (approximate Project buildout timeframe).[23] Despite these growth

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20 *EPA, State Energy Data System, Table F-3: http://www.eia.gov/state/seds/sep_fuel/html/pdf/fuel_mg.pdf, accessed July 9, 2020.*

21 *California Air Resources Board, Final Regulation Order, Amendments to the Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use On-Road Diesel-Fueled Vehicles, http://www.arb.ca.gov/msprog/onrdiesel/documents/tbfinalreg.pdf.*

22 *LADWP, https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-factandfigures?_adf.ctrl-state=12do6zwhm2_4&_afrLoop=86275907941327.*

23 *2017 Power Strategic Long-Term Resource Plan, LADWP, December 2017.*

projections, demand would still not exceed the existing capacity of 7,880 MW. Thus, there is adequate supply capacity to serve the Project, as it is projected that a net increase of approximately 1,576,729 kWh/year of electricity would be used per year at the Project Site (refer to Table VI-2). Electrical conduits, wiring, and associated infrastructure would be conveyed to the Project Site from existing LADWP lines that include multiple underground 34.5-kilovolt (KV) circuits along Ventura Boulevard, an underground 4.8-kV circuit along Ventura Boulevard and along Genesta, and an overhead 4.8-kV circuit along Amestoy Avenue and along the alley north of Ventura Boulevard, adjacent to the site.

Table IV-2
Estimated Project Electricity Demand

Land Use	Size	Total (kw-h/yr)[1]
Eldercare	90 du	364,827
Medical Office	35,663 sf	719,906
Enclosed Parking with Elevator	352,000 sf	825,088
Parking Lot	1,200 sf	1,680
	Project Total	**1,911,501**
	Less Existing	***334,772***
	Net Total	**1,576,729**

du = dwelling unit sf =square feet kw-h = kilowatt-hour yr = year
[1] Calculated via CalEEMod. Refer to Appendix B.
Note: LADWP does not provide or comment on generation rates to provide an estimate of demand.

The Project would not require the acquisition of additional electricity supplies beyond those that exist or anticipated by the LADWP and what exists currently at the Project Site for the existing uses. The Project would be in compliance with Title 24 of the CCR (CalGreen) requiring building energy efficiency standards and would also be in compliance with the City's Green Building Code. Electrical service would be provided in accordance with the LADWP's Rules Governing Water and Electric Service.[24] For the reasons discussed here, the Project's operational impacts related to electricity would be less than significant.

Natural Gas Demand

As shown on Table VI-3, the Project would consume a net increase of approximately 1,361,468 kBTU per year or 1,361,648 cubic feet of natural gas per year.[25]

[24] *LADWP Rules Governing Water and Electric Service: http://netinfo.ladbs.org/ladbsec.nsf/d3450fd072c7344c882564e5005d0db4/0476e63f972b28e288256b79007c417d/$FILE/Rule%2016-d.pdf.*

[25] *One kBTU = 0.98 cubic foot.*

Table VI-3
Estimated Project Natural Gas Demand

Land Use	Size	Total (kBTU/yr)[1]
Eldercare	90 du	988,036
Medical Office	35,663 sf	576,922
Enclosed Parking with Elevator	352,000 sf	0
Parking Lot	1,200 sf	0
	Project Total	**1,564,958**
	Less Existing	***203,310***
	Net Total	**1,361,648**

du = dwelling unit sf =square feet kBTU = 1,000 British Thermal Units yr = year
[1] Calculated via CalEEMod. Refer to Appendix B.
Note: SCG does not provide or comment on generation rates to provide an estimate of demand.

Natural gas is provided to the Project Site by Southern California Gas Company (SoCalGas). Natural gas distribution lines in the vicinity of the Project Site include an a 4-inch line and a 6-inch line along Ventura Boulevard, a 6-inch line along Genesta Avenue, and a 2-inch line along the alley adjacent to the Project Site.[26]

Natural gas service is provided in accordance with the SoCalGas's policies and extension rules on file with the California Public Utilities Commission (CPUC) at the time contractual agreements are made. The availability of natural gas is based on current conditions of gas supply and regulatory policies. As a public utility, SoCalGas is under the jurisdiction of the CPUC but can also be affected by actions of federal regulatory agencies. Should these agencies take any action that affects gas supply or the conditions under which service is available, gas service would be provided in accordance with those revised conditions.

Gas supply available to SoCalGas from California sources averaged 323 million cubic feet per day (cf/day) in 2017.[27] SoCalGas projects total natural gas demand to decrease at an annual rate of 0.74 percent per year from 2018 to 2035. This decrease is due to modest economic growth, CPUC-mandated energy efficiency standards and programs, tighter standards created by revised Title 24 codes and standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI). Thus, with the natural gas consumption becoming more efficient and decreasing, the SoCalGas's projection for natural gas also decreases. Interstate pipeline delivery capability into SoCalGas on any given day is theoretically approximately 6,665 million cubic feet/day based on the Federal Energy Regulatory Commission (FERC) Certificate Capacity or SoCalGas's estimated physical capacity of upstream pipelines. SoCalGas's storage fields attain a combined theoretical storage working inventory capacity

[26] *Navigate LA, https://navigatela.lacity.org/navigatela/, accessed September 9, 2020.*
[27] *2018 California Gas Report, California Gas and Electric Utilities, 2018.*

of 137.1 billion cubic feet, of that, 112.5 billion cubic feet is allocated to residential, small industrial, and commercial customers.

The Project would be responsible for paying connection costs to connect its on-site service meters to existing infrastructure. SoCalGas undertakes expansion and/or modification of the natural gas infrastructure to serve future growth within its service area as part of the normal process of providing service. There would be no disruption of service to other consumers during the installation of these improvements. The Project would not result in the construction of natural gas facilities (i.e., distribution lines) that would cause significant environmental impacts.

Project operation would result in the irreversible consumption use of non-renewable natural gas and would thus limit the availability of this resource. However, the continued use of natural gas would be on a relatively small scale and consistent with regional and local growth expectations for the area. The Project would be in compliance with the City's Green Building Code, which requires building energy efficiency measures. Therefore, the Project's operational impacts related to natural gas supply would be less than significant.

Transportation Energy Demand

The Project Site's location takes advantage of existing transportation alternatives in the vicinity that could reduce energy (gasoline, electric, or natural gas, depending on the mode of travel) consumption for transportation needs. A number of bus routes are within reasonable walking distance (less than one-quarter mile) of the Project Site, including Metro lines 150/240, 236, Rapid Lines 744 and 750, and LADOT Commuter Express 549 and 573. As such, the Project Site would provide access for employees and patrons of the Project Site. These transit services, in addition to 28 long-term bicycle parking spaces and 15 short-term bicycle parking spaces, would provide alternatives to driving individual vehicles both to the Project Site from the surrounding areas as well as for employees and patrons at the Project Site to travel to surrounding areas. The change in land use diversity and mix of uses on the Project Site would reduce vehicle trips and VMT by encouraging walking, bicycling, and other non-automotive forms of transportation, which would result in corresponding reductions in energy demand.

The National Highway Traffic Safety Administration (NHTSA) and CARB have implemented several policies, rules, and regulations, such as Corporate Average Fuel Economy (CAFE) Standards and the Advanced Clean Cars Program, to improve vehicle efficiency, increase the use of alternative fuels, and decrease the reliance on fossil fuels. It is anticipated that the future Project-related and related projects' vehicle trips are expected to comply with CAFE standards and CARB's Advanced Clean Cars Program, which would ultimately reduce non-renewable transportation fuel consumption.

Project-related vehicles would require a negligible fraction of the total state's transportation fuel consumption. Alternative-fueled, electric, and hybrid vehicles, to the extent these types of vehicles would be utilized by visitors to the Project Site would reduce the Project's

consumption of gasoline and diesel. With compliance with regulatory measures, the Project operations would not result in wasteful, inefficient, and unnecessary consumption of energy.

Criterion 2: *The effects of the project on local and regional energy supplies and on requirements for additional capacity.*

Electricity

The availability of electricity is dependent on adequate generating capacity and adequate fuel supplies. The estimated power requirement for the Project would be part of the total load growth forecast for the City and has been taken into account in the planned growth of the City's power system. The LADWP's load growth forecast incorporates construction activity and is built into the commercial floor space model. In planning sufficient future resources, the LADWP's 2017 Power Strategic Long-Term Resource Plan (2017 SLTRP) incorporates the estimated power requirement for the Project through the load forecast input and has planned sufficient resources to supply the electricity needs. Based on LADWP's 2017 SLTRP, LADWP forecasts that its total energy sales in the 2023-2024 fiscal year (the Project's buildout year) would be 23,286 gigawatt-hours (GWh) of electricity.[28] As discussed previously, the Project would consume approximately 1,576,729 kWh of electricity annually, representing a small fraction of one percent of LADWP's projected sales for the 2023-2024 fiscal year. As future projected electricity supplies from LADWP are adequate to serve the Project, Project impacts on local and regional electricity supplies would be less than significant.

Natural Gas

As stated above, SoCalGas has a combined theoretical storage working inventory capacity of 112.5 billion cf allocated to residential, small industrial, and commercial customers.[29] Since the Project is located in an area already served by existing natural gas infrastructure, the Project would not require extensive infrastructure improvement to serve the Project Site. It is not anticipated that any new natural gas distribution pipelines or infrastructure facilities would be constructed or expanded as a result of the Project. However, the Project would require Project-specific infrastructure improvements to connect to the existing infrastructure serving the Project Site area.

As discussed previously, the Project's net natural gas demands are estimated to be approximately 1,361,648 cubic feet per year and would represent a very small fraction of one percent of the SoCalGas's existing natural gas storage capacity. Thus, the Project's estimated natural gas consumption would be within the SoCalGas's existing natural gas storage capacity of 112.5 billion cubic feet as of 2018. Therefore, Project's impacts on local and regional natural gas supplies would be less than significant.

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28 *2017 Power Strategic Long-Term Resources Plan, LADWP, December 2017.*

29 *2018 California Gas Report, California Gas and Electric Utilities, 2018.*

Criterion 3: *The effects of the project on peak and base period demands for electricity and other forms of energy.*

As discussed above, the Project's demand for electricity and natural gas supply would be well within the available regional supplies of LADWP and SoCalGas, respectively. The Project's energy demand and consumption would be relatively negligible compared to available supplies. The electricity and natural gas supplies would be sufficient to serve the Project's peak energy consumptions, and impacts would be less than significant.

Criterion 4: *The degree to which the project complies with existing energy standards.*

The Project would be required to comply with Title 24 requirements, CalGreen requirements, and the City's Green Building Code. Thus, the Project would comply with energy standards, and impacts would be less than significant.

Criterion 5: *The effects of the project on energy resources.*

Electricity

LADWP's electricity generation is supplied from a variety of non-renewable and renewable sources, such as coal, natural gas, solar, geothermal, wind, and hydropower. Based on LADWP's 2017 SLTRP, LADWP forecasts that its total energy sales in the 2023-2024 fiscal year (the Project's buildout year) would be 23,286 GWh of electricity. As such, the Project's estimated net annual usage demand of 1,576,729 kWh would be a small fraction of one percent of LADWP's projected sales for the 2023-2024 fiscal year.

In accordance with Senate Bill 350 (SB 350) (Clean Energy and Pollution Reduction Act), which establishes clean energy, clean air, and GHG emissions reduction goals, LADWP is required to procure eligible renewable energy resources of 50 percent by 2030. According to the 2017 SLTRP, LADWP has increased renewable energy percentage from 3 percent to 29 percent from 2003 to 2016. LADWP's future strategy is pursuing higher renewables, energy efficiency, and future electrification of existing fossil fuel processes. It is expected that solar and wind will provide most of the new renewable electric generation in the years ahead. The Project would adhere to the required building code standards, such as Title 24 standards and the City's Green Building Code, to ensure energy efficiency within the Project building. Compliance with energy standards is expected to result in more efficient use of electricity in future years. As such, the Project would not impact electricity resources, and impacts would be less than significant.

Natural Gas

Sources of Southern California's natural gas are primarily obtained from western United States and Canada with a small portion from in-state. As stated in the 2018 California Gas Report, SoCalGas's storage fields attain a combined theoretical storage working inventory capacity of 137.1 billion cf; of that, 112.5 billion cf is allocated to residential, small industrial, and commercial customers. The Project's demand for natural gas supply is estimated to be approximately 11,361,648 cubic feet per year, which would represent a very small fraction

of one percent of the SoCalGas's existing natural gas storage capacity and thus, would be well within the SoCalGas's existing natural gas storage capacity of 112.5 billion cubic feet as of 2018. Compliance with energy standards are expected to result in more efficient use of natural gas in future years. Therefore, the Project would not impact natural gas resources, and impacts would be less than significant.

Criterion 6: *The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.*

Approximately 616,121 thousand barrels of crude oil (approximately 25.9 billion gallons) were supplied to California refineries in 2019.[30] Assuming the same supply of crude oil is provided to California, the Project's estimated consumption of approximately 68.680 gallons of gasoline and 1,049,191 gallons of diesel fuel over the course of the Project's construction phase (refer to Appendix D) would be a small fraction of one percent of available fuel reserves. This estimate is conservative since it is assumed that California's future reliance on oil would be reduced since vehicles are transitioning to alternative fuels, such as electric-fueled vehicles. Additionally, the Project Site's location takes advantage of existing transportation alternatives in the vicinity that could reduce energy (gasoline, electric, or natural gas, depending on the mode of travel) consumption for transportation needs. A number of Metro bus routes are within reasonable walking distance (less than one-quarter mile) of the Project Site, including Metro lines 150/240, 236, Rapid Lines 744 and 750, and LADOT Commuter Express 549 and 573. As such, the Project Site would provide access for employees and patrons of the Project Site. These transit services, in addition to 28 long-term bicycle parking spaces and 15 short-term bicycle parking spaces, would provide alternatives to driving individual vehicles both to the Project Site from the surrounding areas as well as for employees and patrons at the Project Site to travel to surrounding areas. The changes in land use diversity and mix of uses on the Project Site would reduce vehicle trips and VMT by encouraging walking, bicycling, and other non-automotive forms of transportation, which would result in corresponding reductions in energy demand. As such, the Project's transportation energy consumption would have a negligible impact to California's oil supplies, and impacts on energy resources would be less than significant.

Conclusion

As discussed above, the Project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Additionally, the Project would not conflict with or obstruct a state or local plan for renewable energy efficiency. Therefore, impacts related to energy would be less than significant.

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30 *California Energy Commission, Oil Supply Sources to California Refineries, https://ww2.energy.ca.gov/almanac/petroleum_data/statistics/crude_oil_receipts.html, accessed April 27, 2020.*

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. Energy conservation policies and plans relevant to the Project include the California Title 24 energy standards, the CALGreen building code, and the City's Green Building Code. As these conservation policies are mandatory under the City's Building Code, the Project would not conflict with applicable plans for renewable energy or energy efficiency. As discussed in more detail in response to Checklist Question VIII(b) (Greenhouse Gas Emissions – Plan/Policy/Regulation Consistency) and Checklist Question XI(b) (Land Use and Planning – Plan/Policy/Regulation Consistency), the Project would also be consistent with the LA Green Plan/Climate LA and SCAG's 2020-2045 RTP/SCS. The Project's development of an eldercare facility and a medical office building along a Livable Corridor as designated by SCAG would serve to reduce VMT and associated transportation fuel usage within the region.

In order to meet reduction goals in the LA Green Plan/ClimateLA, LADWP will continue to implement programs to emphasize water conservation and will pursue securing alternative supplies, including recycled water and storm water capture. With regard to solid waste, the City implemented the RENEW LA plan to meet solid waste reduction goals by expanding recycling to multi-family dwellings, commercial establishments, and restaurants. The Project would be indirectly affected by these actions and would further reduce water and solid waste generation, thereby meeting the goals of the LA Green Plan/ClimateLA. With respect to the Sustainable City pLAn, in more detail in response to Checklist Question VIII(b) (Greenhouse Gas Emissions – Plan/Policy/Regulation Consistency), although the pLAn is not directly applicable to private development projects, the Project would generally be consistent with the City's targets related to decrease of VMT per capita by 5 percent by 2025 and to increase trips made by walking, biking, or transit by at least 35 percent by 2025. The Project would generally comply with these targets as the Project is an infill development consisting of an eldercare facility and a medical office building on the Project Site, which is located near regional and local transit services. The Project would be well-served by transit. Furthermore, the Project would comply with the LA Green Building Code, which requires a 20 percent reduction in water use and a requirement to exceed Title 24 energy efficiency standards.

For these reasons, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts related to this issue would be less than significant.

Cumulative Impacts

There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND).

Electricity

The Project, in conjunction with the related projects, could result in a net increased demand for electricity supplies. LADWP's 2017 SLTRP serves as a comprehensive 20-year plan to supply reliable electricity to the City in an environmentally responsible and cost effective

manner. The 2017 SLTRP considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. Based on the projections and strategies within the 2017 SLTRP, energy efficiency and solar savings are expected to increase in the future and significantly reduce electricity demands, Thus, LADWP anticipates that it can meet the future demands of cumulative growth within its service area with implementation of regulatory and reliability initiatives and strategic initiatives. LADWP will continue to pursue and implement energy efficiency programs per SB 350, which has an adopted goal of achieving 50 percent renewable energy sources by 2030. Furthermore, in accordance with current building codes and construction standards, each of the related projects would be required to comply with the energy conservation standards established in Title 24 of the California Administrative Code and the City's Green Building Code. Compliance with Title 24 energy conservation standards, City's Green Building Code, and other energy conservation programs on the local level will further reduce cumulative energy demands. Additionally, as discussed above, LADWP is required to procure eligible renewable energy resources of 50 percent by 2030. The current sources of renewable energy procured by LADWP include wind, solar, and geothermal sources. These sources accounted for 30 percent of LADWP's overall energy mix in 2017, the most recent year for which data are available. This represents the available off-site renewable sources of energy that could meet the Project's and related projects energy demand. As such, cumulative development would not result in related to potentially significant environmental impacts due to wasteful, inefficient and unnecessary use of electricity. Therefore, cumulative impacts related to electricity would be less than significant.

Natural Gas

The Project, in conjunction with the related projects, could result in a net increased demand for natural gas supplies. As a public utility provider, SoCalGas continuously analyzes increases in natural gas demands resulting from projected population and employment growth in its service area and it is anticipated that it would be able to meet the needs of future development within the region. Each of the related projects would be reviewed on a case-by-case basis to determine SoCalGas's ability to serve each related project. Additionally, compliance with energy conservation standards pursuant to Title 24 would reduce cumulative demand for natural gas resources. As such, cumulative development would not result in related to potentially significant environmental impacts due to wasteful, inefficient and unnecessary use of natural gas. Therefore, cumulative impacts related to natural gas would be less than significant.

Transportation Energy

The Project, in conjunction with the related projects, could result in a net increased demand for transportation energy. As discussed previously, the NHTSA and CARB have implemented several policies, rules, and regulations to improve vehicle efficiency, increase the use of alternative fuels, and decrease the reliance on fossil fuels. It is anticipated that the future Project-related and related projects' vehicle trips are expected to comply with CAFE standards and CARB's Advanced Clean Cars Program, which would ultimately reduce non-renewable transportation fuel consumption. Also, all of the related projects are located

in a transit-rich area of the City and as such, provide opportunities for alternative sources of transportation. Thus, cumulative development would not result in related to potentially significant environmental impacts due to wasteful, inefficient and unnecessary use of transportation energy. Therefore, cumulative impacts related to transportation energy would be less than significant.

VII. GEOLOGY AND SOILS

In 2015, the California Supreme Court in the California Building Industry Association v. Bay Area Air Quality Management District (62 Cal.4th 369 [Case No. S213478]) (CBIA v. BAAQMD), held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The City's revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project physically exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. Thus, in accordance with Appendix H of the State CEQA Guidelines and the CBIA v. BAAQMD decision, the Project would have a significant impact related to geology and soils if it would result in any of the following impacts to future residents or users in the Encino-Tarzana Community Plan Area.

	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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of 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. The California Geological Survey (CGS) establishes regulatory zones around active faults, called Alquist-Priolo Earthquake Fault Zones (previously called Special Study Zones). These zones, which extend from 200 to 500 feet on each side of the known fault, identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures. In addition, the City designates Fault Rupture Study Areas along the sides of active and potentially active faults to establish areas of potential hazard due to fault rupture.

According to the Geotechnical Engineering Investigation prepared for the Project, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone, and no known faults exist on the Project Site.[31] Therefore, no impacts related to the Alquist-Priolo Earthquake Zone or other known fault would occur as a result of the Project.

[31] *Geotechnical Engineering Investigation, Rybak Geotechnical, Inc., February 24, 2017. Refer to Appendix E.*

ii. Strong seismic ground shaking?

Less Than Significant Impact. The Project Site is located in a seismically active Southern California region. The known fault closest to the Project Site is the Hollywood Fault, located approximately 8.6 kilometers away.[32] Given the Project Site's location in a seismically active region, the Project Sites could experience seismic groundshaking in the event of an earthquake. However, as with any new development in the State of California, building design and construction for the Project would be required to conform to the current seismic design provisions of the California Building Code. The 2016 California Building Code incorporates the latest seismic design standards for structural loads and materials as well as provisions from the National Earthquake Hazards Reduction Program to mitigate losses from an earthquake and provide for the latest in earthquake safety. Additionally, construction of the Project would be required to adhere to the seismic safety requirements contained in the LABC, as well as the applicable recommendations provided in the geotechnical investigations required by the City to minimize seismic-related hazards. In addition, the Project would not exacerbate existing environmental conditions with regard to seismic ground shaking. Adherence to current building codes and engineering practices would ensure that the Project would not expose people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the Southern California region, and would minimize the potential to expose people or structures to substantial risk, loss, or injury. Based on the above, development of the Project would not exacerbate seismic conditions on the Project Sites. With compliance with regulatory requirements, Project impacts associated with seismic ground shaking would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction can occur when these types of soils lose their shear strength due to excess water pressure that builds up during repeated seismic shaking. A shallow groundwater table, the presence of loose to medium dense sand and silty sand, and a long duration and high acceleration of seismic shaking are factors that contribute to the potential for liquefaction. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials.

As discussed in the Geotechnical Engineering Investigation prepared for the Project Site (refer to Appendix E), the results of the liquefaction potential for the Project Site indicate that the soils at the Project Site are not prone to liquefaction. Construction of the Project would be subject to the City's current Building Code requirements, recommendations included in a Final Geotechnical Report, which would minimize all potential impacts associated with liquefaction. Thus, development of the Project would not cause or exacerbate geologic hazards, including liquefaction. Therefore, Project impacts related to liquefaction would be less than significant.

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[32] *Zone Information Map Access System (ZIMAS), City of Los Angeles.*

iv. Landslides?

No Impact. The Project Site and surrounding area are flat and not prone to landslides. Therefore, no impacts related to this issue would occur.

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

Less Than Significant Impact. The Project Sites are currently completely developed with impervious surfaces and do not contain any topsoil. During the Project's construction phase, activities such as excavation to depths of up to approximately 30 feet below ground surface (bgs), grading, and site preparation could leave soils at the Project Sites susceptible to soil erosion. The Project Applicant would be required to comply with SCAQMD Rule 403 – Fugitive Dust to minimize wind and water-borne erosion at the site, as well as prepare and implement a Stormwater Pollution Prevention Plan (SWPPP), in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities. The site-specific SWPPP would be prepared prior to earthwork activities and would be implemented during Project construction. The SWPPP would include best management practices (BMPs) and erosion control measures to prevent pollution in storm water discharge. Typical BMPs that could be used during construction include good-housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, storm water inlet protection, and soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City for compliance with the City's Development Best Management Practices Handbook, Part A, Construction Activities. Additionally, all Project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs during rainy season, as well as inspections to ensure that sedimentation and erosion is minimized. Through compliance with these existing regulations, the Project would not result in any significant impacts related to soil erosion during the construction phase. Additionally, during the Project's operational phase, most of the Project Sites would be developed with impervious surfaces, and all stormwater flows would be directed to storm drainage features and would not come into contact with bare soil surfaces. Therefore, with compliance with applicable regulatory requirements, development of the Project would not cause or exacerbate soil erosion or loss of topsoil, and impacts regarding soil erosion or the loss of topsoil would be less than significant.

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. As discussed previously, liquefaction potential at the Project Site is considered low. Seismically-induced settlement or compaction of dry or moist, cohesionless soils can also be a secondary effect of earthquake ground motion. Such

settlements are typically most damaging when the settlements are differential in nature across the length of structures. Some seismically-induced settlement of the proposed structures should be expected as a result of strong ground shaking. However, due to the relatively dense and uniform nature of the soils at the Project Site, excessive differential settlements are not anticipated. The Project Site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the Project Site or in the general site vicinity. Thus, the potential for subsidence due to withdrawal of fluids or gases to adversely impact the sites is considered low.[33]

The Project Applicant would be required by the LADBS, as part of the permitting process, to prepare (or have prepared) a Final Geotechnical Investigation that would address the building standards and recommendations that shall be followed in order to construct the proposed structure in accordance with building standards that apply to building within the types of soils found at the site, including areas prone to geologic or soil instability. Through compliance with the LABC and recommendations included in the Final Geotechnical Reports, impacts related to geologic and soil instability 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?

No Impact. Based on the Geotechnical Engineering Investigation prepared for the Project Site (refer to Appendix E), soils at the Project Site are considered to be low in expansion potential. Therefore, no impacts related to this issue would occur as a result of the Project.

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

No Impact. The Project Site is located within a community served by existing sewage infrastructure. The Project would connect to the City's existing sewer system and would not require the use of septic tanks or alternative wastewater disposal systems. Thus, the Project would not result in any impacts related to soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. Therefore, no impacts related to this issue would occur as a result of the Project.

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

Less Than Significant Impact. The Project Site and surrounding area are flat and are currently developed. No unique geologic features are located on or near the Project Site.

Paleontological resources are the fossilized remains of organisms that have lived in a region in the geologic past and whose remains are found in the accompanying geologic strata. This

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33 *Ibid.*

type of fossil record represents the primary source of information on ancient life forms, since the majority of species that have existed on earth from this era are extinct. Section 5097.5 of the California Public Resources Code specifies that any unauthorized removal of paleontological remains is a misdemeanor. Furthermore, California Penal Code Section 622.5 includes penalties for damage or removal of paleontological resources.

A records search was conducted with the Los Angeles County Natural History Museum to determine the likelihood for unique paleontological resources to occur at the Project Sites (refer to Appendix E). The records search revealed that there are no vertebrate fossil localities that lie directly within the Project Site boundaries, but that there are localities nearby in the same sediments that occur at depth similar to the Project. Although the Project Sites have been subject to grading and development in the past, the Project would require excavations at a depth of approximately 30 feet below ground surface. As such, there is a possibility for unknown paleontological resources to be encountered within the underlying alluvium during grading and excavation activities associated with development of the Project. Nonetheless, the Project Applicant would be required to implement the City's Standard Condition of Approval related to Inadvertent Discovery of Paleontological Resources, as follows:

- Prior to Project construction, the prime contractor and any subcontractor(s) shall be advised of the legal and/or regulatory implications of knowingly destroying paleontological or unique geologic resources or sites from the Project Sites. In addition, in the event that paleontological resources or sites, or unique geologic features are exposed during Project construction, work within 50 feet of the find shall stop until a qualified paleontologist, can identify and evaluate the significance of the discovery and develop recommendations for treatment. Construction activities could continue in other areas of the Project Sites. Recommendations could include a preparation of a Treatment Plan, which could require recordation, collection, and analysis of the discovery; preparation of a technical report; and curation of the collection and supporting documentation in an appropriate depository. Any paleontological resources or sites, or unique geologic features shall be treated in accordance with state law.

Through compliance with the City's Standard Condition of Approval, Project impacts related to paleontological resources would be less than significant.

Cumulative Impacts

Geotechnical impacts related to future development in the City involve hazards related to site-specific soil conditions, erosion, and ground-shaking during earthquakes. The impacts on each site are specific to that site and its users and would not be in common or contribute to (or shared with, in an additive sense) the impacts on other sites. In addition, development on each site is subject to uniform site development and construction standards that are designed to protect public safety. Therefore, Project cumulative geotechnical impacts related 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 analysis in this section is based primarily on the following (refer to Appendix B):

- *Air Quality and Greenhouse Gas Emissions Technical Data, Noah Tanski Environmental Consulting, September 2020.*

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?

Less Than Significant Impact. The analysis for Checklist Questions VIII(a) and (b) are considered together. As discussed below, impacts related to GHG emissions would be less than significant.

ENVIRONMENTAL SETTING

Global climate change refers to changes in average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and storms. Global warming, a related concept, is the observed increase in average temperature of Earth's surface and atmosphere. One identified cause of global warming is an increase of greenhouse gas (GHG) emissions in the atmosphere. GHG emissions are those compounds in Earth's atmosphere that play a critical role in determining Earth's surface temperature.

Earth's natural warming process is known as the "greenhouse effect." It is called the greenhouse effect because Earth and the atmosphere surrounding it are similar to a greenhouse with glass panes in that the glass allows solar radiation (sunlight) into Earth's atmosphere but prevents radiative heat from escaping, thus warming Earth's atmosphere. Some levels of GHG emissions keep the average surface temperature of Earth close to a hospitable 60 degrees Fahrenheit. However, it is believed that excessive concentrations of

anthropogenic GHG emissions in the atmosphere can result in increased global mean temperatures, with associated adverse climatic and ecological consequences.[34]

GHG Emissions Background

GHG emissions include CO_2, CH_4, nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3).[35] Carbon dioxide is the most abundant GHG. Other GHG emissions are less abundant but have higher global warming potential than CO_2. Thus, emissions of other GHG emissions are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e. Forest fires, decomposition, industrial processes, landfills, and consumption of fossil fuels for power generation, transportation, heating, and cooking are the primary sources of GHG emissions.

REGULATORY FRAMEWORK

There are any number of agreements, strategies, policies, regulations, and standards that relate to GHG emissions – from international climate accords to local climate action plans. The following plans, policies, and regulations are fundamental to the Project's determination of significance with respect to its GHG emissions and consistency with these documents.

State

AB 32 (California Global Warming Solutions Act of 2006) and SB 32

In September 2005, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, AB 32, into law. AB 32 committed the State to achieving the following:

- By 2010, reduce to 2000 emission levels[36]
- By 2020, reduce to 1990 emission levels

CARB was tasked with determining what the statewide GHG emissions level was in 1990 and approving a statewide GHG emissions limit equivalent to that level, to be achieved by 2020. AB 32 further requires CARB to adopt rules and regulations that achieve the maximum technologically feasible and cost-effective GHG emissions reductions. Signed in September 2016 by Governor Jerry Brown, SB 32 updates AB 32 to include an emissions reductions goal for the year 2030. Specifically, SB 32 requires CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. It should be noted that the State Legislature has not yet adopted a target for the 2050 horizon year, though Executive Order S-3-05 issued by Governor Schwarzenegger and Executive Order B-30-15

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34 *Intergovernmental Panel on Climate Change, 2014: Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Core Writing Team, R.K. Pachauri and L.A. Meyer (eds.)].*

35 *As defined by California Assembly Bill (AB) 32 and Senate Bill (SB) 104.*

36 *The 2010 target to reduce GHG emissions to 2000 levels was not met. Source: Rubin, Thomas A.," Does California Really Need Major Land Use and Transportation Changes to Meet Greenhouse Gas Emissions Targets?," July 3, 2013.*

issued by Governor Brown each establish a GHG target of 80 percent below 1990 levels for this year.

Climate Change Scoping Plan

In 2008, CARB approved a Climate Change Scoping Plan (2008 Scoping Plan) detailing the approach that California would take to reduce its GHG emissions to 1990 levels by 2020, as required by AB 32. To achieve this, CARB determined that an approximate 28.5 percent reduction in GHG emissions would be necessary. That is, projected 2020 GHG emissions (i.e. emissions that would occur in 2020, absent any GHG-reducing laws and regulations) would have to be reduced by 28.5 percent.

However, shortly after the adoption of the 2008 Scoping Plan, a lawsuit was filed challenging CARB's approval of the Climate Change Scoping Plan Functional Equivalent Document (FED to the Climate Change Scoping Plan). In May 2011, it was found that the environmental analysis of this document's alternatives was not sufficient under CEQA. In response to this ruling, CARB prepared a revised and expanded document, the Supplemental FED to the Climate Change Scoping Plan (Supplemental FED), approved in August 2011.

As part of the Supplemental FED, CARB updated the projected 2020 emissions inventory based on then-current economic forecasts (i.e. as influenced by the economic downturn) and GHG emissions reduction measures already in place.[37] Ultimately, CARB determined that achieving the 1990 emissions levels by 2020 would require a reduction in GHG emissions of 16 percent from BAU conditions, down from the previous 28.5 percent figure.

CARB adopted the First Update to the Climate Change Scoping Plan: Building on the Framework (First Update) in 2014. The First Update found that California is on track to meet AB 32's 2020 emissions reduction mandate and determined that, by 2030, the State could reduce its GHG emissions to levels on course with those needed to achieve the 2050 target if it realizes the expected benefits of its existing policy goals.[38] CARB further identified and developed recommended actions for six focus areas key to achieving the 2050 target: (1) energy; (2) transportation (vehicles/equipment, sustainable communities, housing, fuels, and infrastructure); (3) agriculture; (4) water; (5) waste management; and (6) natural and working lands.

In December 2017, CARB adopted the 2017 Climate Change Scoping Plan Update: The Strategy for Achieving California's 2030 Greenhouse Gas Target (2017 Update). The 2017 Update builds upon the successful framework established by the 2008 Scoping Plan and the First Update and identifies new, technologically feasible, and cost-effective strategies to ensure that the state meets its GHG emissions reduction targets in a way that promotes and

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37 *E.g. the million-solar-roofs program, AB 1493 (Pavley I) motor vehicle GHG emissions standards, and the Low Carbon Fuel Standard (LCFS). Pavley I, the first GHG standard in the nation for passenger vehicles, took effect for model years starting in 2009 to 2016. Pavley I could potentially result in a 27.7 million metric tons CO_2e reduction of GHG emissions by 2020. Pavley II covers model years 2017 to 2025 and could result in additional reductions of 4.1 million metric tons CO_2e.*

38 *The 2050 goal of reducing GHG emissions to 80 percent below 1990 levels was originally established by Executive Order S-3-05, issued by Governor Schwarzenegger in June 2005. However, the 2050 goal was not codified by either AB 32 or SB 32.*

rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health. It includes policies to require direct GHG reductions at some of the state's largest stationary sources and mobile sources, such as use of lower GHG fuels, efficiency regulations, and the Cap-and-Trade program, which constraints and reduces emissions at covered sources.

Senate Bill 97

Passed in August 2007, SB 97 required the State Office of Planning and Research (OPR) to prepare and develop CEQA guidelines for the effects and/or mitigation of GHG emissions, including effects associated with transportation and energy consumption. Subsequently, the Draft Guidelines Amendments for Greenhouse Gas Emissions (Guidelines Amendments) were adopted in December 2009 to address the specific obligations of public agencies when analyzing GHG emissions to determine a project's effect on the environment, as pursuant to CEQA.

However, the Guidelines Amendments provide not thresholds of significance or any specific mitigation measures; rather, they require a lead agency to make a good-faith effort to describe, calculate, or estimate the amount of GHG emissions that would result from a Project, to the extent possible based on scientific and factual data. The Guidelines Amendments give discretion to the lead agency whether to (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use, or (2) rely on a qualitative analysis or performance-based standards. Additionally, three factors that should be considered in the evaluation of the significance of GHG emissions are identified:

1. The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting;

2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.[39]

The administrative record for the Guidelines Amendments also clarifies "that the effects of greenhouse gas emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis."[40]

The California Natural Resources Agency is required to periodically update the Guidelines Amendments to incorporate new information or criteria established by CARB pursuant to AB

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39 *14 Cal. Code Regs. § 15064.4(b).*

40 *Letter from Cynthia Bryant, Director of the Governor's Office of Planning and Research to Mike Chrisman, California Secretary for Natural Resources, dated April 13, 2009.*

32. SB 97 applies to any Environmental Impact Report (EIR), negative declaration, mitigated negative declaration, or other document required by CEQA.

Regional

Southern California Association of Governments

In September 2008, Governor Arnold Schwarzenegger signed the Sustainable Communities and Climate Protection Act of 2008, also known as SB 375, to align regional planning for housing and transportation with the GHG reduction goals outlined by AB 32. SB 375 requires each Metropolitan Planning Organization (MPO) to adopt a Sustainable Community Strategy (SCS) encouraging compact development that reduces passenger Vehicle Miles Traveled (VMT) and trips, all for the purpose of meeting CARB-determined regional GHG emissions reduction targets.

To further the implementation of SB 375 and reduce GHG emissions via strategic land use and transportation planning, SCAG adopted the 2020-2045 RTP/SCS in May 2020. In short, the 2020-2045 RTP/SCS, like preceding plans, offers a blueprint for how Southern California can grow more sustainably, in particular by recognizing the relationship between transportation investments and land use patterns and how this relationship can sustain existing resources while expanding efficiency, mobility, and accessibility for people across the region. The 2020-2045 RTP/SCS continues to build upon strategies focused on compact infill development and supporting infrastructure that promotes access to transit, jobs, services, educational facilities, healthcare, and more.

To this end, the 2020-2045 RTP/SCS continues the trend of focusing new housing employment in the region's High Quality Transit Areas (HQTAs).[41] At the time of the 2016-2040 RTP/SCS, HQTAs accounted for just 3 percent of total land in the SCAG region, but they are projected to accommodate 46 percent of the region's future household growth and 55 percent of the region's future employment growth by 2020. HQTAs are a cornerstone of land use planning best practices in the SCAG region because they concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability. As a result, HQTAs are critical to the attainment of regional GHG emissions reductions targets: successful implementation of the 2020-2045 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, reducing automobile use and, crucially, associated GHG emissions. The 2020–2045 RTP/SCS is expected to meet the requirements of SB 375 by reducing per capita transportation emissions by 8 percent by 2020 and 19 percent by 2035.

41 *These areas are defined as being within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes or less during peak commuting hours.*

Local

City of Los Angeles Green LA Action Plan/Sustainability pLAn

The City of Los Angeles (City) began addressing the issue of global climate change by publishing *Green LA, An Action Plan to Lead the Nation in Fighting Global Warming* (LA Green Plan) in 2007. This document outlines the goals and actions the City has established to reduce the generation and emission of GHG emissions from both public and private activities. To facilitate implementation of the LA Green Plan, the City adopted the Los Angeles Green Code, as discussed below. In 2008, the City released an implementation program for the LA Green Plan referred to as ClimateLA, which provides detailed information about each action item discussed in the LA Green Plan framework. Action items range from harnessing wind power for electricity production and energy efficiency retrofits in City buildings, to converting the City's fleet vehicles to cleaner and more efficient models, and reducing water consumptions.

The Sustainable City pLAn was a mayoral initiative in 2015 and includes both short-term and long-term aspirations through the year 2035 in various topic area, including: water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality, among others. Specific targets include the construction of new housing units within 1,500 feet of transit, reducing VMT per capita by five percent by 2025, and increasing trips made by walking, biking, or transit by at least 35 percent by 2025. The Sustainable City pLAn is to be updated every four years.

In 2019, the first four-year update to the 2015 Sustainability pLAn was released. This updated document, known as L.A.'s Green New Deal, expands upon the City's vision for a sustainable future and provides accelerated targets and new goals. L.A.'s Green New Deal has established targets such as 100 percent renewable energy by 2045, installation of 10,000 publicly available EV chargers by 2022 and 28,000 by 2028, diversion of 100 percent of waste by 2050, and recycling 100 percent of wastewater by 2035. The City's commitments related to renewable energy usage, water conservation, waste reduction, and other initiatives would all benefit the Project.

City of Los Angeles Green Building Code

In December 2019, the Los Angeles City Council approved Ordinance No. 186,488, which amended Chapter IX of the LAMC, referred to as the Los Angeles Green Building Code, by adding a new Article 9 to incorporate various provisions of the 2019 CALGreen Code. Projects filed on or after January 1, 2020, must comply with the provisions of the Los Angeles Green Building Code.

EXISTING CONDITIONS

Existing Statewide GHG Emissions

As reported by the California Energy Commission (CEC), California contributes approximately one percent of global and 6.4 percent of national GHG emissions.[42] California contains approximately 12 percent of the national population. CARB reports that in 2017, emissions from GHG emissions statewide were 424 million MT of CO_2e, 5 million MT of CO_2e lower than 2016 levels and 7 million MT of CO_2e below the State's 2020 GHG limit of 431 million MT of CO_2e. 52 percent of the State's total electricity generation (in-state generation plus imported electricity) came from zero-GHG generation sources (e.g., solar, wind, hydropower, nuclear, etc.), the first time that electricity generation from zero-GHG generation sources has exceeded generation from GHG-emitting sources since the State has tracked GHG emissions. Per capita GHG emissions have dropped from a 2001 peak of 14.1 MT per person to 10.7 MT per person in 2017, a 24 percent decrease. The transportation sector remains the largest source of GHG emissions, accounting for 40 percent of the State's GHG inventory.

Existing Project Site Emissions

The Project Site is developed with three commercial retail buildings with approximately 25,000 square feet of floor area. The Project Site also includes a 35,663-square-foot surface parking lot. This existing development generates about 901 MT of CO_2e annually, the majority of which is associated with vehicle travel to and from the Project Site.

IMPACT ANALYSIS

Methodology

Section 15064.4 of the CEQA Guidelines recommends that lead agencies quantify GHG emissions of projects and consider several other factors that may be used in the determination of significance of GHG emissions from a project: the extent to which the project may increase or reduce GHG emissions; whether the project exceeds an applicable significance thresholds; and the extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs.

However, Section 15064.4 does not establish a threshold of significance. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), as long as any threshold chosen is supported by substantial evidence. The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. It is noted that the CEQA Guidelines were amended in

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42 *California Energy Commission, Tracking Progress, Greenhouse Gas Emission Reductions, www.energy.ca.gov/renewables/tracking_progress/documents/Greenhouse_Gas_Emissions_Reductions.pdf. Last updated December 2018.*

response to SB 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact less than significant.

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions." Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies, and/or other regulatory schemes to reduce GHG emissions.

In the absence of any applicable adopted numeric threshold, the significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the Project is consistent with applicable regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. For this Project, as a land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions is the 2020-2045 RTP/SCS, which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the State's long-term climate goals. This analysis also considers consistency with regulations or requirements adopted by the AB 32 2008 Scoping Plan and its subsequent updates, as well as the City's Sustainable pLAn/Green New Deal.

Construction

The Project's construction emissions were calculated using CalEEMod Version 2016.3.2. Details of the modeling assumptions and emission factors are provided in Appendix B of the IS/MND. GHG emissions from construction activities were modeled using a reasonable estimate of the Project's construction schedule and phasing. CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips.

In accordance with SCAQMD's guidance, GHG emissions from construction were amortized (i.e., averaged annually) over the lifetime of the Project. Because emissions from construction activities occur over a relatively short-term period of time, they contribute a relatively small portion of the overall lifetime GHG emissions for the Project. In addition, GHG emissions reduction measures for construction equipment are relatively limited. Thus, SCAQMD recommends that construction emissions be amortized over a 30-year project

lifetime, so that GHG emissions reduction measures will address construction GHG emissions as part of the operational GHG reduction strategies.[43] As a result, the Project's total construction GHG emissions were divided by 30 to determine an approximate annual construction emissions estimate comparable to operational emissions.

Operation

Similar to construction, the SCAQMD-recommended CalEEMod is used to calculate potential GHG emissions generated by new land uses on the Project Site, including area sources, electricity, natural gas, mobile sources, stationary sources (i.e., emergency generators), solid waste generation and disposal, and water usage/wastewater generation.

Thresholds of Significance

For the Project, no applicable numeric significance threshold for GHG emissions has been adopted by the State, SCAQMD, or the City of Los Angeles. Although state, regional, and local plans and policies have been adopted to help address climate change, no current law or regulation would regulate all aspects of the Project's GHG emissions. In the absence of any adopted numeric threshold, the significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. As discussed earlier, for this Project, the most directly applicable adopted plans and policies are the AB 32 Scoping Plan and subsequent updates, SCAG's 2016-2040 RTP/SCS, and the City's Sustainability pLAn/Green New Deal. Thus, the Project would not have a significant effect on the environment if it is found to be consistent with these applicable plans and policies to reduce GHG emissions.

Analysis of Project Impacts

Consistency with Applicable Plans and Policies

As described above, compliance with applicable GHG emissions reduction plans would result in a less than significant Project-level and cumulative impact. The following section describes the extent the Project complies with or exceeds the performance-based standards included in the regulations outlined in the Scoping Plan and its subsequent updates, the 2020-2045 RTP/SCS, and the Sustainable pLAn/Green New Deal. As shown herein, the Project would be consistent with the applicable GHG reduction plans and policies.

Statewide: Climate Change Scoping Plan

The Climate Change Scoping Plan sets forth a range of GHG reduction actions that include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a Cap-and-Trade system, and an AB 32 implementation fee to fund the program. The following discussion

[43] *SCAQMD Governing Board Agenda Item 31, December 5, 2008.*

demonstrates how the pertinent reduction actions relate to and reduce project-related GHG emissions. Table VIII-1 contains an evaluation of applicable reduction actions/strategies by emissions source category outlined in the Climate Change Scoping Plan that through implementation would serve to indirectly reduce Project GHG emissions. Further evaluation of project design features and specific applicable policies and measures in the Climate Change Scoping Plan is provided on Table VIII-2. As shown therein, the Project would not conflict with the policies included in the Climate Change Scoping Plan. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted as required to achieve statewide GHG emissions targets.

Regional: 2020-2045 RTP/SCS

The 2020-2045 RTP/SCS is expected to help the SCAG region, and in turn California, reach its GHG emissions reduction goals. Implementation of the 2020-2045 RTP/SCS is projected to reduce per capita transportation emissions by 8 percent by 2020 and 19 percent by 2035. Thus, the 2020-2045 RTP/SCS is expected to fulfill its portion of SB 375 compliance.

Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG's 2016-2040 RTP/SCS, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals. Table VIII-3 includes a discussion of the Project's consistency with the Actions and Strategies set forth in the 2020-2045 RTP/SCS. As discussed on Table VIII-3, the Project would be consistent with the 2020–2045 RTP/SCS and the GHG reduction-related goals contained therein.

Table VIII-1
Mandatory Regulatory Compliance Measures within the Climate Change Scoping Plan

Mandatory Regulatory Compliance Measures
Energy
RPS Program and SB 2X: The California RPS program (Updated under Senate Bill 2X) requires both public and investor-owned utilities in California to receive at least 33 percent of their electricity from renewable sources by the year 2020. Senate Bill 350 further requires 50 percent renewables by 2030.[A] In 2017, LADWP indicated that 29 percent of its electricity came from renewable resources in year 2016.[B] Project Electricity GHG emissions provided on Table VIII-5 do not account for the assumption that LADWP will receive at least 33 percent of its electricity from renewable sources by the year 2020 and 50 percent by the year 2030, consistent with Senate Bill 350. Utilizing a straight line interpolation, it is estimated that LADWP would receive approximately 40 percent of its electricity from renewable resources by the Project buildout year of 2024. However, under the recently passed Senate Bill 100, LADWP is required to generate electricity that would increase renewable energy resources to 50 percent by 2026, 60 percent by 2030, and 100 percent by 2045. The Project complies with these percentage renewable requirements inasmuch as the Project is served by LADWP, which is committed to achieving the increase in renewable energy resources by the required dates. Additionally, it is worth noting that the Green New Deal sets a target for LADWP to supply a greater 55 percent renewable energy by 2025. **SB 350:** As required under SB 350, a doubling of the energy efficiency savings from final end uses of retail customers by 2030 would primarily rely on the existing suite of building energy efficiency standards under CCR Title 24, the California Energy Code (CEC), and utility-sponsored programs such as rebates for high-efficiency appliances, HVAC systems, and insulation.
Energy Independence and Security Act of 2007 (EISA): EISA requires the phasing out of incandescent light bulbs sold in the United States, resulting in 25 percent greater light bulb efficiency in 2014 and 200 percent greater efficiency in 2020. CalEEMod does not incorporate this nationwide reduction in electricity usage associated with lighting. **Cap-and-Trade Program:** As required by AB 32 and the Climate Change Scoping Plan, the Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, this regulatory program applies to electricity service provides and not directly to land use development. That being said, the Project would benefit from this regulatory program in that the GHG emissions associated with the Project's electricity usage per year would indirectly be covered by the Cap-and-Trade Program, though this is not quantified in the

Table VIII-1
Mandatory Regulatory Compliance Measures within the Climate Change Scoping Plan

Mandatory Regulatory Compliance Measures
analysis. Furthermore, the program also covers GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported.
Mobile
Advanced Clean Cars Program: CARB approved the Advanced Clean Cars Program in 2012 which establishes an emissions control program for model year 2017 through 2025 and increases the number of zero emission vehicles manufactured in the 2018 through 2025 model years. Standards under the Advanced Clean Cars Program apply to all passenger and light duty trucks within California and indirectly used by Project users. Mobile source GHG emissions estimated for the Project conservatively do not include this additional 34 percent reduction in mobile source emissions as the CalEEMod model default fleet mix for the Air Basin does not yet account for this regulation. The Scoping Plan recommends additional mobile source strategies through the extension of the Advanced Clean Cars Program which are expected to increase GHG stringency on light duty autos and continue adding zero emissions and plug in vehicles through 2030. CARB is also developing the Innovated Clean Transit measure to encourage purchase of advanced technology buses such as alternative fueled or battery powered buses. This would allow fleets to phase in cleaner technology in the near future. CARB is also in the process of developing proposals for new approaches and strategies to achieve zero emission trucks under the Advanced Clean Local Trucks (Last Mile Delivery) Program.[C,D] Although the Innovative Clean Transit and Advanced Clean Local Truck Programs have not yet been established, the Modified Project would also indirectly benefit from these measures once adopted. **Low Carbon Fuel Standard (LCFS):** The current LCFS, adopted in 2007, requires a reduction of at least 10 percent in the carbon intensity (CI) of California's transportation fuels by 2020. CalEEMod includes implementation of LCFS into the calculation of GHG emissions from mobile sources. However, the LCFS was amended in September 2018 to target a 20-percent reduction in CI from a 2010 baseline by 2030.[E] This additional 10-percent reduction in CI would indirectly reduce mobile source emissions from Project users.
Solid Waste
California Integrated Waste Management Act of 1989: This regulation requires each jurisdiction's source reduction and recycling element to include a diversion of 50 percent of all solid waste by 2000.[F] AB 341 in 2011 amended the regulation to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter.[G] The Project complies with these percentage recycling requirements inasmuch as the Project is served by the City of Los Angeles,

Table VIII-1
Mandatory Regulatory Compliance Measures within the Climate Change Scoping Plan

Mandatory Regulatory Compliance Measures
which currently achieves a diversion rate of 76 percent. Project-related GHG emissions would achieve at least a 50-percent reduction in solid waste generation source emissions, consistent with the minimum diversion rate required for the City of Los Angeles. It should be noted that the CalEEMod default diversion rate is zero percent, and this has not been adjusted to reflect AB 341. The Applicant must also only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341.
[A] *SB 350 (2015-2016 Regular Session) Stats 2015, Ch. 547.* [B] *CEC, Annual Power Content Labels for 2017, LADWP, July 2018.* [C] *CARB, Advance Clean Cars, Midterm Review, www.arb.ca.gov/msprog/acc/acc-mtr.htm, accessed August 4, 2020.* [D] *CARB, Advanced Clean Local Trucks (Last mile delivery and local trucks), ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks, accessed August 4, 2020.* [E] *CARB, LCFS Rulemaking Documents, www.arb.ca.gov/fuels/lcfs/rulemakingdocs.htm, accessed August 4, 2020.* [F] *California Integrated Waste Management Act of 1989 and AB 341.* [G] *AB 341, 2011.* *Source: NTEC, 2020.*

Table VIII-2
Consistency Analysis – Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
SCAQMD Rule 445 (Wood Burning Devices): Requires use of natural gas to power all cooking stoves and fireplaces.	SCAQMD	**No conflict.** The Project would not include wood burning devices or stoves.
California Code of Regulations (CCR), Title 20: The 2016 Appliance Efficiency Regulations, adopted by the CEC, include standards for new applicants (e.g., refrigerators) and lighting, if they are sold or offered for sale in California	State and CEC	**No conflict.** The Project would be outfitted with appliances and lighting that comply with the CEC's standards, which are included in default CalEEMod parameters and thus reflected in Project-related estimated GHG emissions.

Table VIII-2
Consistency Analysis – Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
CCR, Title 24, Building Standards Code: The 2019 Building Energy Efficiency Standards contained in Title 24, Part 6 (also known as the California Energy Code), requires the design of building shells and building components to conserve energy. The California Green Building Standards Code (Part 11, Title 24) established mandatory and voluntary standards on planning and design for sustainable site development, energy efficiency (extensive update of the California Energy Code), water conservation, material conservation, and internal air contaminants.	State and CEC	**No conflict.** Consistent with regulatory requirements, the Project must comply with applicable provisions of the Los Angeles Green Code that in turn require compliance with Title 24 and the California Green Building Standards.[A] Residences built to current 2019 standards will be approximately 7 percent more efficient than those built to the 2016 standards. Nonresidential buildings will be approximately 30 percent more energy efficient.[A]
Assembly Bill 1109 (AB 1109): The Lighting Efficiency and Toxic Reduction Act establishes standards structured to reduce average statewide electrical energy consumption by not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018.[B]	State/Manufacturers	**No conflict.** The Project would not conflict with the requirements under AB 1109 because it complies with local and state green building programs.

Table VIII-2
Consistency Analysis – Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Senate Bill (SB) 375: SB 375 requires integration of planning processes for transportation, land-use and housing. Under SB 375, each Metropolitan Planning Organization (MPO) is required to adopt a Sustainable Community Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet a target, created by CARB, for reducing GHG emissions.	State, CARB, Regional, SCAG	**No conflict.** In 2018, CARB adopted a target reduction for the SCAG regional of 19 percent for 2035 from passenger vehicle use. The Project would not conflict with requirements under SB 375 as the Project is an infill project within an existing urbanized area that would concentrate dense, multi-family housing within a HQTA. The Project is the type of land use that is encouraged by the SCAG 2020-2045 RTP/RCS for the purposes of achieving SB 375 compliance.
By 2019, develop pricing policies to support low-GHG transportation (e.g. low-emissions vehicle zones, parking pricing, transit discounts, etc.).	CalSTA, Caltrans, CTC, OPR/SGC, CARB	**No conflict.** The Project would not conflict with this policy, which would not be implemented at the Project level.
CCR, Title 24, Building Standards Code: The California Green Building Standards Code (Part 11, Title 24) includes water efficiency requirements for new residential and non-residential uses, in which buildings shall demonstrate a 20-percent overall water use reduction.	State	**No conflict.** The Project would comply with applicable provisions of the 2020 Los Angeles Green Building Code, which in turn requires compliance with mandatory standards included in the California Green Building Standards.
Senate Bill X7-7: The Water Conservation Act of 2009 sets an overall goal of reducing per-capita urban water use by 20 percent by	CARB	**No conflict.** As discussed earlier, the Project would comply with applicable provisions of the 2020 Los Angeles Green Building Code, and in turn

Table VIII-2
Consistency Analysis – Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
December 31, 2020. The state has been required to make incremental progress toward this goal. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary, and associated emissions, to convene, treat, and distribute water. It also reduces emissions from wastewater treatment.		California Green Building Standards, that require a 20-percent water use reduction.
CARB In-Use Off-Road Regulation: CARB's in-use off-road diesel vehicle regulation ("Off-Road Diesel Fleet Regulation") requires the owners of off-road diesel equipment fleets to meet fleet average emissions standards pursuant to an established compliance schedule.	CARB	**No conflict.** The Applicant would use construction contractors that would comply with this regulation.
CARB In-Use On-Road Regulation: CARB's in-use on-road heavy-duty vehicle regulation ("Truck and Bus Regulation") applies to nearly all privately and federally owned diesel fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds.[C]	CARB	**No conflict:** The Applicant would use construction contractors that would comply with this regulation.

Table VIII-2
Consistency Analysis – Climate Change Scoping Plan

Actions and Strategies	Responsible Party(ies)	Project Consistency Analysis
Implement the Short-Lived Climate Pollutant Strategy by 2030: • 40 percent reduction in methane and hydrofluorocarbon emissions below 2013 levels. • 50 percent reduction in black carbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local air districts	**No conflict.** Senate Bill 605 (SB 605) was adopted in 2014 which directs CARB to develop a comprehensive Short-Lived Climate Pollutant (SLCP) strategy. Senate Bill 1383 was later adopted in 2016 to require CARB to set statewide 2030 emission reduction targets of 40 percent for methane and hydrofluorocarbons and 50 percent black carbon emissions below 2013 levels.[D] The Project would comply with the CARB SLCP Reduction Strategy which limits the use of hydrofluorocarbons for refrigeration uses.

[A] *The 2019 Title 24 standards had an effective date of January 1, 2020.*
[B] *2007b. Assembly Bill 1109 (2007-2008 Reg. Session) Stats. 2007, Ch. 534.*
[C] *CARB, Truck and Bus Regulation – On-Road Heavy Duty Diesel Vehicles (In-Use) Regulation, www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.*
[D] *CARB, Reducing Short-Lived Climate Pollutants in California, www.arb.ca.gov/cc/shortlived/shortlived.htm.*

Source: NTEC, 2020.

Table VIII-3
Consistency with the 2020-2045 RTP/SCS

Goals	Consistency Assessment
Goal 1: Encourage regional economic prosperity and global competitiveness.	**Not Applicable/Consistent.** This goal is directed towards SCAG and the City and does not apply to the Project.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** The Project would add workers and residents to an infill location within an HQTA and along a Pedestrian Enhanced Network and Transit Enhanced Street.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	**Not Applicable.** This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system. However, it is understood that infill developments located in HQTAs, such as the Project, can help concentrate roadway repair investments, leverage transit and active transportation investments, and reduce regional life cycle infrastructure costs.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	**Consistent**. The Project would add workers and residents in an infill location within an HQTA and along a Pedestrian Enhanced Network and Transit Enhanced Street, thus providing ample opportunities for residents, workers, visitors, and others to utilize public transit infrastructure and reduce vehicle trips, specifically VMT.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	**Consistent**. The Project's location in an HQTA and along a Pedestrian Enhanced Network and Transit Enhanced Street would be consistent with the latest regional land use planning strategies to reduce VMT and associated air emissions.
Goal 6: Support healthy and equitable communities.	**Consistent**. The Project's location in an HQTA and along a Pedestrian Enhanced Network and Transit Enhanced Street would reduce dependence on automobile travel, reducing the need to own an automobile and pay for parking. As discussed, the development of the Project in this location would also be consistent with the latest regional land use planning strategies to reduce VMT and associated air emissions.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent.** As discussed, the development of the Project in this location would be consistent with the latest regional land use planning strategies to reduce VMT and promote the use

Table VIII-3
Consistency with the 2020-2045 RTP/SCS

Goals	Consistency Assessment
	of alternative transit modes.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Not Applicable**. This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent.** The Project proposes to construct an eldercare facility in an HQTA and along a Pedestrian Enhanced Network and Transit Enhanced Street.
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	**Consistent.** The Project is an infill development that would not affect any natural or agricultural lands or restoration of habitats.
Source: 2020-2045 RTP/SCS, adopted May 2020.	

Local: Sustainable City pLAn/Green New Deal

As discussed earlier, the Sustainable City pLAn, a mayoral initiative, includes both short-term and long-term aspirations through the year 2035 in various topic areas, including: water, solar power, energy-efficient buildings, carbon and climate leadership, waste and landfills, housing and development mobility and transit, and air quality, among others. While not a plan adopted solely to reduce GHG emissions, within L.A.'s Green New Deal (Sustainable City pLAn 2019), climate mitigation is one of eight expected benefits that help define its strategies and goals.

The Sustainable City pLAn provides information as to what the City will do with buildings and infrastructure in their control. It also provides specific targets related to housing and development, as well as mobility and transit, including the reduction of VMT per capita by 5 percent by 2025, and increasing trips made by walking, biking, or transit by at least 35 percent by 2025. The Sustainable City pLAn was updated in April 2019 and renamed as L.A.'s Green New Deal. This latest document establishes targets such as 100 percent renewable energy by 2045, diversion of 100 percent of waste by 2050, and recycling 100 percent of wastewater by 2035. Although the Sustainable City pLAn/Green New Deal is not an adopted plan or directly applicable to private development projects, the Project would generally comply with these aspirations as the Project is an infill development that would concentrate residential and employment growth within a HQTA. Additionally, the Project would comply with other adopted policies and regulations that would reduce its energy and water usage in line with the aspirations of the Green New Deal.

Conclusion

In summary, the consistency analysis provided above demonstrates that the Project is consistent with State, regional, and local plans, policies, regulations, and GHG reduction actions/strategies. The Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Because the Project is consistent with and does not conflict with these plans, policies, and regulations, the Project's GHG emissions would not result in a significant impact to the environment, and Project-specific impacts with regard to climate change would be less than significant.

Project Emissions

As described above, compliance with a GHG emissions reduction plan renders a Project less than significant. In support of the consistency analysis above, quantitative calculations of the Project's GHG emissions are provided. The Project would result in direct and indirect GHG emissions generated by the following emissions sources:

- Construction: emissions associated with excavation, grading, and construction-related equipment and vehicular activity;
- Area source: emissions associated with the on-site use of powered equipment;
- Energy sources (building operations): emissions associated with electricity and natural gas use for space heating and cooling, water heating, energy consumption, and lighting;
- Mobile sources: emissions associated with the Project's related vehicle travel; and
- Water/Wastewater: emissions associated with energy used to pump, convey, deliver, and treat water.

Construction

Project construction is anticipated to extend over approximately 3.5 years. A summary of construction details (e.g., schedule, equipment mix, and vehicular trips) and CalEEMod modeling output files are provided in Appendix B of the IS/MND. The GHG emissions associated with construction of the Project were calculated. A summary of GHG emissions for each year of construction is presented on Table VIII-4.

As presented on Table VIII-4, construction of the Project is estimated to generate a total of 2,033 $MTCO_2e$. As recommended by the SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate that can be added to the Project's operational emissions) in order to determine the Project's annual GHG emissions inventory.[44] This results in annual Project

[44] *SCAQMD Governing Board Agenda Item 31, December 5, 2008.*

construction emissions of 67.8 $MTCO_2e$. A complete listing of the construction equipment by on-site and off-site activities, duration, and emissions estimation model input assumptions used in this analysis is included within the emissions calculation worksheets that are provided in Appendix B of the IS/MND.

Table VIII-4
Combined Construction-Related Emissions
($MTCO_2e$)

Year	$MTCO_2e$[a]
2021	776
2022	253
2023	542
2024	162
Total	**2,033**
Amortized Over 30 Years	**67.8**

a CO_2e was calculated using CalEEMod and the results are provided in Appendix B.

Source: NTEC, 2020.

Operation

Area source emissions were calculated using the CalEEMod emissions inventory model. As shown on Table VIII-5, the Project would generate approximately 4,165 $MTCO_2e$.

Table VIII-5
Annual GHG Emissions Summary (Buildout)[a]
(metric tons of carbon dioxide equivalent [MTCO2e])

Year	$MTCO_2e$[a]
Area[b]	2
Energy[c] (electricity and natural gas)	1,151
Mobile	2,460
Solid Waste[d]	342
Water/Wastewater[e]	142
Construction	68
Total Emissions	**4,165**

[a] CO_2e was calculated using CalEEMod and the results are provided in Section 2.0 of the Operation CalEEMod output file within Appendix B.
[b] Area source emissions are from landscape equipment and other operational equipment.
[c] Energy source emissions are based on CalEEMod default electricity and natural gas usage rates.
[d] Solid waste emissions are calculated based on CalEEMod default solid waste generation rates.
[e] Water/Wastewater emissions are calculated based on CalEEMod default water consumption rates.

Source: NTEC, 2020.

Cumulative Impacts

As explained above, the analysis of a project's GHG emissions is inherently a cumulative impacts analysis because climate change is a global problem and the emissions from any single project alone would be negligible. Accordingly, the analysis above took into account the potential for the Project to contribute to the cumulative impact of global climate change. Given the Project's consistency with statewide, regional, and local plans adopted for the reduction of GHG emissions, it is concluded that the Project's incremental contribution to greenhouse gas emissions and its effect on global climate change would not be cumulatively considerable. For these reasons, the Project's cumulative contribution to global climate change would not be considerable.

IX. HAZARDS AND HAZARDOUS MATERIALS

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

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

Less Than Significant Impact. The types of hazardous materials that would be used during construction of the Project would be typical of those hazardous materials

necessary for construction of an eldercare facility and medical office building (e.g., paints, solvents, fuel for construction equipment, building materials, etc.). Although construction of the Project would require the temporary transport, use, and disposal of hazardous waste, construction activities associated with Project would be required to comply with all applicable federal, state, and local regulations governing such activities.

The Project includes demolition and removal of all existing uses from the Project Site and redevelopment of the site with two distinct projects. Site 1 would be developed with a 55,416-square-foot medical office building. Site 2 would be developed with an 80,225-square-foot eldercare living facility, comprising 66 senior assisted living guest rooms and 24 Alzheimer's/dementia guest rooms and a total of 364 parking spaces provided in a combination of surface parking area and 3 subterranean parking levels The types of hazardous materials that would be found on the Project Site during the Project's operational phase would be typically associated with residential and commercial land uses – paints, cleaning supplies, small amounts of petroleum products. The Project would not require routine transport, use, or disposal of hazardous materials that would create a significant hazard to the public or the environment. To the extent there would be any such transport, use, or disposal, compliance with existing local, state, and federal regulations would ensure the transport, storage, and use of these materials would not pose a significant hazard to the public or the environment. Project impacts related to this issue would be less than significant. Therefore, impacts related to this issue 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 Impact. The information discussed below is based primarily on the following (refer to Appendix F):

- *Phase I Environmental Site Assessment Report, Partner Engineering and Science, Inc., March 9, 2016.*
- *Phase I Environmental Site Assessment, Group Delta Consultants, Inc., February 14, 2019.*

Site 1

Partner Engineering and Science, Inc. (Partner) prepared a Phase I Environmental Site Assessment (Phase I ESA) for Site 1 in general accordance with the scope of work and limitations of the American Society for Testing and Materials (ASTM) Standard Practice E1527-13, the Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (AAI) (40 CFR Part 312). The purpose of the Phase I ESA is to assess the potential for any recognized environmental conditions (REC) as they might exist at Site 1. A REC refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: due to release to the

environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment.

The scope of work for the Phase I ESA is in general accordance with the requirements of ASTM Standard E1527-13 and included: 1) reconnaissance of Site 1 and adjacent properties; 2) interviews with key personnel associated with Site 1; 3) a review of historical sources; 4) a review of regulatory agency records; and 5) a review of a regulatory database report provided by a third-party vendor. Partner contacted local agencies, such as environmental health departments, fire departments, and building departments in order to determine any current and/or former hazardous substances usage, storage, and/or releases of hazardous substances on Site 1. Additionally, Partner researched information on the presence of activity and use limitations (AULs) at these agencies. As defined by ASTM E1527-13, AULs are the legal or physical restrictions or limitations on the use of, or access to, a site or facility: 1) to reduce or eliminate potential exposure to hazardous substances or petroleum products in the soil or groundwater on the subject property, or 2) to prevent activities that could interfere with the effectiveness of a response action, in order to ensure maintenance of a condition of no significant risk to public health or the environment. These legal or physical restrictions, which may include institutional and/or engineering controls (IC/ECs), are intended to prevent adverse impacts to individuals or populations that may be exposed to hazardous substances and petroleum products in the soil or groundwater on the property.

Site 1 Findings

The findings of Partner's Phase I ESA for Site 1 are as follows:

- Partner did not identify any RECs during the course of the Phase I ESA.

A controlled recognized environmental condition (CREC) refers to a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority, with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls. The following was identified during the course of the Phase I ESA:

- Partner did not identify any CRECs during the course of the Phase I ESA.

A historical recognized environmental condition (HREC) refers to a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls. The following was identified during the course of the Phase I ESA:

- Partner did not identify any HRECs during the course of the Phase I ESA.

An environmental issue refers to environmental concerns identified by Partner that does not qualify as an REC but warrants further discussion. The following was identified during the course of the Phase I ESA:

- Due to the age of the existing buildings on Site 1, there is a potential that asbestos-containing materials (ACMs) are present. Overall, all suspect ACMs were observed in good condition and do not pose a health and safety concern to the current occupants of Site 1 at this time.

- Evidence of water intrusions were observed on the ceilings of the vacant building on Site 1 that could lead to conditions to support mold growth.

Site 2

Group Delta Consultants, Inc. (Group Delta) performed a Phase I ESA for Site 2 in accordance with ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, Designation E1527-13. The purpose of the Phase I ESA is to review, evaluate, and document present and past land use and practices, and visually examine site conditions to identify RECs. The Phase I ESA included a site reconnaissance, observation of adjacent properties, environmental regulatory agency records review, review of available historic documents, and an interview. The Phase I ESA revealed no evidence of RECs in connection with Site 2.

Site 2 Findings

The following findings were identified for Site 2 during the course of the Phase I ESA:

- The north-adjacent property associated with the address of 4949 Genesta Avenue is identified as Shell Oil Company for the years 1985 and 1991 in the City Directory Report. Historical land use associated with the north-adjacent property was reviewed during the historical review. Based on aerial photographs, no evidence of a gasoline station occupying the north-adjacent property was observed. Furthermore, no records associated with underground storage tanks (USTs) in connection with this property are on file with applicable local regulatory agencies or the State Water Resources Control Board (SWRCB), and the former presence or removal of USTs in connection with property use as a gasoline station could not be verified. Based on this information, it is unlikely the north-adjacent property historically operated as a gasoline station.

- No RECs were identified as a result of the site reconnaissance. Based upon the findings and conclusions, no further assessment of Site 2 appears warranted.

Conclusion

No RECs were identified for Sites 1 and 2. For Site 1, Delta Group noted that due to the age of the existing buildings on Site 1, there is a potential that ACMs are present.

Pursuant to SCAQMD Rule 1403, prior to the issuance of any demolition and/or alteration permits, the Project Applicant shall provide a letter to the City's Department of Building and Safety from a qualified asbestos abatement consultant indicating that no ACMs are present on Site 1. If ACMs are discovered during demolition or construction, proper abatement regulations shall be followed. Because the Project would be required to comply with the SCAQMD Rule 1403, which regulates the removal of ACMs to ensure that asbestos fibers are not released into the air during demolition and/or renovation activities, as well as other applicable state and federal regulations, impacts from ACMs would be less than significant.

Additionally, Delta Group identified evidence of water intrusions were observed on the ceilings of vacant building that could lead to conditions to support mold growth. As such, the Project Applicant would be required to comply with the City's current Guidelines for Assessment and Remediation of Mold, which compliance with would ensure that Project impacts related to mold would be less than significant.

Thus, construction of the Project would not result in a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Therefore, impacts related to this issue would be less than significant.

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

Less Than Significant Impact. Schools within 0.25 miles of the Project Site include the following:

- Los Encinos School
- The Learning Center
- Encino Parents Nursery School
- Encino Charter Elementary School

As discussed previously, the types of hazardous materials that would be found on the Project Site during the Project's operational phase would be typically associated with residential and commercial land uses – paints, cleaning supplies, small amounts of petroleum products. The Project would not require routine transport, use, or disposal of hazardous materials that would create a significant hazard to the public or the environment. To the extent there would be any such transport, use, or disposal, compliance with existing local, state, and federal regulations would ensure the transport, storage, and use of these materials would not pose a significant hazard to the public or the environment. Additionally, no RECs were identified on the Project Site. Any potential ACMs and/or mold found on Site 1 would be remediated in accordance with existing regulations. Thus, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an

existing or proposed school. Therefore, Project impacts related to this issue would be less than significant.

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?

In 2015, the California Supreme Court in CBIA v. BAAQMD, held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. For example, if construction of the project on a hazardous waste site will cause the potential dispersion of hazardous waste in the environment, the EIR should assess the impacts of that dispersion to the environment, including to the project's residents.

Thus, in accordance with Appendix H of the State CEQA Guidelines and the CBIA v. BAAQMD decision, the analysis associated with existing hazardous conditions below focuses on whether the Project would exacerbate these environmental conditions so as to increase the potential to expose people to impacts.

No Impact. California Government Code Section 65962.5 requires various state agencies, including but not limited to, the Department of Toxic Substances Control (DTSC) and SWRCB, to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. The Project Site is not included on any list compiled pursuant to Government Code Section 65962.5.[45] As discussed in detail above in response to Checklist Question VIII(b), the construction and operation of the Project would not create a significant hazard to the public or the environment, as a result of being on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Based on this, development of the Project would not cause or exacerbate a significant hazard to the public or the environment. Therefore, no impacts related to this issue would occur as a result of the Project.

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45 *Department of Toxic Substances Control, Envirostor, https://www.envirostor.dtsc.ca.gov/public/map/?global_id=60001142, April 25, 2019.*

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 within two miles of a public airport. The closest airport is the Van Nuys Airport located approximately 4.9 miles northwest of the site. Thus, implementation of the Project would not have the potential to exacerbate current environmental conditions as to result in a safety hazard or excessive noise for people residing or working in the area of the Project Site. Therefore, no impacts related to this issue would occur as a result of the Project.

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

Less Than Significant Impact. The City's General Plan Safety Element addresses public protection from unreasonable risks associated with natural disasters (e.g., fires, floods, earthquakes) and sets forth guidance for emergency response. Specifically, the Safety Element includes Exhibit H, Critical Facilities and Lifeline Systems, that identifies emergency evacuation routes, along with the location of selected emergency facilities. According to the Safety Element of the General Plan, the Project Site is located along a designated disaster route (i.e., Ventura Boulevard).[46]

While it is expected that the majority of construction activities for the Project would be confined to the Project Site, temporary and limited off-site construction activities may occur in adjacent street rights-of-way during certain periods of the day, which could potentially affect emergency access adjacent to the Project Site. Access to the Project Site and surrounding area during construction of the Project would be maintained in accordance with standard construction management plans that would be implemented to ensure adequate circulation and emergency access. Furthermore, prior to the issuance of a building permit, the Project Applicant would be required by the Los Angeles Fire Department (LAFD) and the Department of Building and Safety to develop an emergency response plan for the Project in consultation with the LAFD. The emergency response plan shall include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments. Preparation and implementation of the Project-specific emergency response plan as required by the City would ensure that Project impacts related to emergency response would be less than significant.

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

No Impact. The Project Site is located in an urbanized area of the City and is completely developed. The Project Site is not subject to potential wildland fires. Thus, the Project would not expose people or structures, either directly or indirectly, to a significant risk of

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46 *City of Los Angeles Department of Planning General Plan Safety Element, November 26, 1996, Exhibit H, Critical Facilities and Lifeline Systems.*

loss, injury or death involving wildland fires. Therefore, no impacts related to this issue would occur as a result of the Project.

Cumulative Impacts

The geographic extent of the Project's environmental impacts is limited to the Project Site and would not contribute to any other potential environmental impact that may occur beyond the Project Site boundaries. There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). All related projects would be subject to discretionary or ministerial review by their respective jurisdictions, which would be responsible for assessing potential hazards risks associated with those related projects, and if necessary, the applicants of those projects would be required to implement measures appropriate for the type and extent of hazardous materials present and the land use proposed to reduce the risk associated with the hazardous materials to an acceptable level. As stated previously, the Project would not result in any significant impacts related to hazards and hazardous materials. Therefore, cumulative impacts related to hazards and hazardous materials 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. During construction of the Project, particularly during the grading and excavation phases, stormwater runoff from precipitation events could cause exposed and stockpiled soils (if present) to be subject to erosion and convey sediments into municipal storm drain systems. In addition, on-site watering activities to reduce airborne dust could contribute to pollutant loading in runoff. Pollutant discharges relating to the storage, handling, use and disposal of chemicals, adhesives, coatings, lubricants, and fuel could also occur. Thus, a significant impact could occur if the Project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into storm water drainage systems or would not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board (LARWQCB).

The Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Construction Permit including the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of best management practices (BMPs), required to minimize soil erosion and sedimentation from entering the storm drains during the construction period. In addition, the Project would be subject to 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 would be minimized for downstream receiving waters. Compliance with the NPDES and implementation of the SWPPP and BMPs, as well as the City's discharge requirements would ensure that construction stormwater runoff would not violate water quality and/or discharge requirements.

Stormwater runoff generated during operation of the Project has the potential to introduce small amounts of pollutants typically associated with mixed-use developments (e.g., household cleaners, landscaping pesticides, and vehicle petroleum products) into the stormwater system. Stormwater runoff from precipitation events could carry urban pollutants into municipal storm drains, however during operation the Project would be required to comply with the City's Low Impact Development (LID) Ordinance. The LID Ordinance applies to all development and redevelopment in the City that requires a building permit. LID plans are required to include a site design approach and BMPs that address runoff and pollution at the source. Further, to comply with LID Ordinance the Project would be required to capture and treat the first 3/4-inch of rainfall in accordance with established stormwater treatment priorities. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Compliance with the LID Plan and Standard Urban Stormwater Mitigation Plan (SUSMP), including the implementation of BMPs, would ensure that operation of the Project would not violate water quality standard and discharge requirements or otherwise substantially degrade water quality.

Conformance with these regulations would ensure construction and operational activities would not violate water quality standards, waste discharge requirements, or otherwise

substantially degrade surface or groundwater water quality. Therefore, Project impacts related to water quality would be less than significant.

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

No Impact. The Project Site is located in an urbanized area of the City and is completely developed with impervious surfaces. During a storm event stormwater runoff flows to the adjacent roadways where it is directed into the City's storm drain system. As such, the Project Site is not a source of groundwater recharge. Following redevelopment of the Project Site, groundwater recharge would remain negligible, similar to existing conditions. Based on the Geotechnical Engineering Investigation conducted for the Project Site (refer to Appendix E), groundwater was encountered in borings at the Project Site at a depth of 66.5 feet.[47] The depth of excavation for the Project is approximately 30 feet below ground surface. As such, no temporary groundwater removal would be required. Additionally, all water consumption associated with the Project would be supplied by LADWP and not from groundwater beneath the Project Sites. Therefore, no impacts related to groundwater would occur as a result of the Project.

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. The Project Site is located in a highly urbanized area of the City. There are no natural watercourses on the Project Site or in the vicinity of the site. As discussed above, the Project Site is completely developed and is considered 100 percent impervious. Current stormwater runoff flows to the local storm drain system. Under the post-Project condition, the Project Site also would be considered 100 percent impervious, and drainage patterns would be much the same as under the existing condition. The Project Applicant would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction of the Project. While grading and construction activities may temporarily alter the existing drainage patterns of the site, BMPs would be implemented to minimize soil erosion impacts during Project grading and construction activities. In addition, the Project Applicant would be required to implement a LID Plan (during operation), which would control the amount of surface water runoff leaving the Project Sites during a storm event. Specifically, the LID Plan would require the implementation of stormwater BMPs to retain or treat the runoff from a storm event producing 3/4-inch of rainfall in a 24-hour period. , the Project would not result in substantial erosion or siltation on- or off-site, and impacts would be less than significant.

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47 *Geotechnical Engineering Investigation, Rybak Geotechnical, Inc., February 24, 2017. Refer to Appendix E.*

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. Grading and construction activities on the Project Site may temporarily alter the existing drainage patterns and change off-site flows. However, construction and operation of the Project would not result in a significant increase in site runoff or any changes in the local drainage patterns that would result in flooding on- or off-site. The Project would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction of the Project. Compliance with the LID Ordinance would also reduce the amount of surface water runoff leaving the Project Sites as compared to the current conditions. Therefore, impacts would related to this issue would be less than significant.

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. The Project Site is located in a highly urbanized area of the City. There are no natural watercourses on the Project Site or in the vicinity of the site. As discussed above, the Project Site is completely developed and is considered 100 percent impervious. Current stormwater runoff flows to the local storm drain system. Under the post-Project condition, the Project Site also would be considered 100 percent impervious, and drainage patterns would be much the same as under the existing condition. Thus, the Project would not require additional storm drain capacity. Therefore, Project impacts related to stormwater drainage would be less than significant.

Project impacts related to water quality are addressed in response to Checklist Question X(a) (Hydrology and Water Quality – Water Quality). As discussed there, Project impacts related to water quality would be less than significant.

iv. Impede or redirect flood flows?

No Impact. The Project Site is not located within a 100-year zone, as mapped by the Federal Emergency Management Agency (FEMA).[48] Also, the Project Site is not located near any bodies of water. Thus, the Project would not have the potential to impede or redirect flood flows. Therefore, no impacts related to this issue would occur as a result of the Project.

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48 *FEMA, https://msc.fema.gov/portal/search?AddressQuery=350%20Hill%20street%2C%20los%20angeles%2C%20ca#searchresultsanchor, effective on 9-26-2008; and City of Los Angeles General Plan Safety Element, Exhibit F.*

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

Less Than Significant Impact. As discussed above, the Project Sites are not located within a designated 100-year flood plain. However, the Project Site is identified in the Safety Element of the General Plan as being located in an area potentially susceptible to floods associated with a dam associated with the Hollywood Reservoir/Mulholland Dam.[49] However, the Baldwin Hills dam failure in 1963 and the near collapse of the Van Norman Dam during the 1971 San Fernando Earthquake resulted in strengthening of the federal, state, and local design standards and retrofitting of existing dam facilities. None of the 13 dams in the greater Los Angeles area was severely damaged during the 1994 Northridge Earthquake. This low damage level was due in part to completion of the retrofitting of dams and reservoirs pursuant to the 1972 State Dam Safety Act following the San Fernando earthquake.[50]

To further ensure against dam failure, the LADWP maintains a Water System Reservoir Surveillance Program. Most of LADWP's dams and reservoirs are under the jurisdiction of the California Department of Water Resources, Division of Safety of Dams (DSOD). DSOD issues operating licenses for dams and reservoirs under its jurisdiction, and the owner must comply with certain operation, maintenance, and inspection procedures in order to retain the license to operate the facility. LADWP maintains an assertive dam safety program, consisting of a six-person Reservoir Surveillance Group dedicated to inspecting each in-City reservoir monthly and each of its Owens Valley reservoirs annually or semi-annually. Reservoir inspections include reading groundwater monitoring wells in and around the dams, reading flows at seepage drains, and performing a thorough visual inspection. Many LADWP reservoirs have Movement and Settlement (M&S) survey points installed on, and near, the dams. These points are periodically measured using precision survey equipment. The M&S survey, groundwater, and seepage data are plotted on long-term charts to determine if there has been any significant change over time. LADWP conducts surveillance of the reservoirs as required by DSOD.[51] Thus, the Hollywood Reservoir/Mulholland Dam, as with other dams in California, is continually monitored by various governmental agencies (such as the State of California Division of Safety and Dams and the U.S. Army Corps of Engineers) to guard against the threat of dam failure. Current design and construction practices and ongoing programs of review, modification, or total reconstruction of existing dams are intended to ensure that all dams are capable of withstanding the maximum credible earthquake for the site. As such, the minimal risk of flooding from potential dam or levee failure would not be exacerbated by the Project. Therefore, Project impacts related to flooding and risk of release of pollutants would be less than significant.

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49 *Los Angeles General Plan Safety Element, Exhibit G, Inundation and Tsunami Hazard Areas.*

50 *Los Angeles General Plan Safety Element, Page II-16.*

51 *Los Angeles Department of Water and Power, Water Infrastructure Plan 2016, http://ezweb.ladwp.com/UserFiles/Rates%20Documents/2016/Water_Infra_Plan_2016.pdf, accessed on April 17, 2018.*

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

Less Than Significant Impact. Refer to responses to Checklist Questions X(a) (Hydrology and Water Quality – Water Quality) and X(b) (Hydrology and Water Quality – Groundwater). As discussed there, the Project would not result in any significant impacts related to water quality or groundwater.

Cumulative Impacts

There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). The sites of the Project and the related projects are located in an urbanized area where most of the surrounding properties are already developed. The existing storm drainage system serving this area has been designed to accommodate runoff from an urban built-out environment. When new construction occurs it generally does not lead to substantial additional runoff, since new developments is required to control the amount and quality of stormwater runoff coming from their respective sites. Additionally, all new development in the City is required to comply with the City's LID Ordinance and incorporate appropriate stormwater pollution control measures into the design plans to ensure that water quality impacts are minimized. Therefore, Project cumulative impacts related to hydrology and water quality would be less than significant.

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. The Project Site is currently developed and is located in an established urbanized area of the City that is already served by a well-developed roadway system and utility infrastructure. The Project includes infill development within the confines of the existing Project Site boundaries with land uses that similar to those already found in the Project Site area. Thus, the Project would not physically divide an established community. Therefore, no impacts related to this issue would occur as a result of the Project.

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. As discussed below, the Project would be substantially consistent with all of the applicable plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect associated with development of the Project Site. Therefore, Project impacts related to land use and planning would be less than significant.

REGULATORY FRAMEWORK

SCAG's 2020-2045 RTP/SCS

SB 375 requires MPOs such as SCAG to revise and update their RTPs and SCS' periodically, and SCAG has created a 2020-2045 updated RTP/SCS called Connect SoCal. On May 7, 2020, SCAG's Regional Council adopted Connect SoCal for federal transportation conformity purposes only. In light of the COVID-19 pandemic, the Regional Council will consider approval of Connect SoCal in its entirety and for all other purposes within 120 days from May 7, 2020.

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility

options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable, and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians.

The 2020-2045 RTP/SCS outlines more than $638 billion in transportation system investments through 2045 and was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura. The 2020-2045 RTP/SCS includes strategies for accommodating projected population, household and employment growth in the SCAG region by 2045 as well as a transportation investment strategy for the region. These land use strategies are directly tied to supporting related GHG emissions reductions through increasing transportation choices with a reduced dependence on automobiles and an increase growth in walkable, mixed-use communities and HQTAs and by encouraging growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region.

Consistency Discussion

As discussed on Table XI-1, the Project would be substantially consistent with the goals of the 2020-2045 RTP/SCS.

Table XI-1
Consistency with the 2020-2045 RTP/SCS

Goals and Guiding Principles	Consistency Assessment
Goal 1 Encourage regional economic prosperity and global competitiveness.	**Not Applicable/Consistent.** This goal is directed towards SCAG and the City and does not apply to the Project. However, the Project would construct an eldercare facility and medical office uses near other residential and commercial uses in an urbanized area, supporting the regional economic prosperity and global competitiveness of Southern California.
Goal 2 Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** The Project Site is located in a highly urbanized area in the City. The Project includes development of an eldercare facility and medical office uses within an HQTA and a Living Corridor, as defined by SCAG, and also in close

Table XI-1
Consistency with the 2020-2045 RTP/SCS

Goals and Guiding Principles	Consistency Assessment
	proximity existing residential and commercial uses. Also, the Project would ensure safe travel at and near the Project Site by improving the public sidewalks adjacent to Project Site and ensuring safe vehicular and pedestrian access. In addition, the Project would include lighting of pedestrian pathways adjacent to the Project Site to allow for safe travel. Furthermore, the Project would be subject to the site plan review requirements of the City and would be required to coordinate with the Department of Building and Safety and the Los Angeles Fire Department to ensure that all access points, driveways, and parking areas would not create a design hazard to local roadways. Therefore, the Project would allow for mobility, accessibility, reliability, and travel safety for people and goods.
Goal 3 Enhance the preservation, security, and resilience of the regional transportation system.	**Not Applicable.** This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.
Goal 4 Increase person and goods movement and travel choices within the transportation system.	**Consistent.** The Project includes development of an eldercare facility and medical office uses near other residential and commercial uses. The Project would include 43 bicycle parking spaces, which would support bicycle use as a mode of transportation to and from the Project Site. In addition, the Project Site's location near robust transit opportunities, including Metro local lines 150/240 and 236, Rapid Lines 744 and 750, and LADOT Commuter Express lines 549 and 573,

Table XI-1
Consistency with the 2020-2045 RTP/SCS

Goals and Guiding Principles	Consistency Assessment
	which would further reduce dependence on automobile travel, reducing VMT.
Goal 5 Reduce greenhouse gas emissions and improve air quality.	**Consistent.** The Project includes development of an eldercare facility and medical office uses near other residential and commercial uses. The Project would include 43 bicycle parking spaces, which would support bicycle use as a mode of transportation to and from the Project Site. In addition, the Project Site's location near robust transit opportunities, including Metro local lines 150/240 and 236, Rapid Lines 744 and 750, and LADOT Commuter Express lines 549 and 573, would further reduce dependence on automobile travel, reducing VMT and associated GHG emissions and other pollutant emissions.
Goal 6 Support healthy and equitable communities.	**Consistent.** The Project would construct an eldercare facility and medical office uses near other residential and commercial uses. Given the urban nature of the Project Site area, Project employees would be able to walk and bike to/from work. addition, the Project Site's location near robust transit opportunities, including Metro local lines 150/240 and 236, Rapid Lines 744 and 750, and LADOT Commuter Express lines 549 and 573, would further reduce dependence on automobile travel, reducing the need to own an automobile and pay for parking.
Goal 7 Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent.** The Project includes development of an eldercare facility and medical office uses on infill sites in an urbanized area of the City that is near several sources of transit, . including Metro local lines 150/240 and 236, Rapid

Table XI-1
Consistency with the 2020-2045 RTP/SCS

Goals and Guiding Principles	Consistency Assessment
	Lines 744 and 750, and LADOT Commuter Express lines 549 and 573 Also, the Project includes pedestrian improvements and 43 bicycle parking spaces. The Project Site's proximity to transit and the Project's inclusion of bicycle parking and pedestrian amenities help to reduce dependence on automobile travel and to reduce mobile-source GHG emissions.
Goal 8 Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Not Applicable.** This goal is directed toward SCAG and other jurisdictions that are responsible for developing, maintaining, and improving the regional transportation system.
Goal 9 Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Not Applicable.** Although the Project includes development of an eldercare facility, the residents of the facility would primarily stay at the facility and would not travel to and from the facility on a regular basis.
Goal 10 Promote conservation of natural and agricultural lands and restoration of habitats.	**Consistent.** The Project is an infill development that would not affect any natural or agricultural lands or restoration of habitats.
Guiding Principle 1 Base transportation investments on adopted regional performance indicators and MAP-21/FAST Act regional targets.	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 2 Place high priority for transportation funding in the region on projects and programs that improve mobility, accessibility, reliability and safety,	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and

Table XI-1
Consistency with the 2020-2045 RTP/SCS

Goals and Guiding Principles	Consistency Assessment
and that preserve the existing transportation system.	improving the regional transportation system.
Guiding Principle 3 Assure that land use and growth strategies recognize local input, promote sustainable transportation options, and support equitable and adaptable communities.	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing and implementing growth strategies.
Guiding Principle 4 Encourage RTP/SCS investments and strategies that collectively result in reduced non-recurrent congestion and demand for single occupancy vehicle use, by leveraging new transportation technologies and expanding travel choices.	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that are responsible for developing, maintaining, and improving the regional transportation system.
Guiding Principle 5 Encourage transportation investments that will result in improved air quality and public health, and reduced greenhouse gas emissions.	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.
Guiding Principle 6 Monitor progress on all aspects of the Plan, including the timely implementation of projects, programs, and strategies.	**Not Applicable.** This principle is directed toward SCAG that has the responsibility of monitoring the progress of Connect SoCal.
Guiding Principle 7 Regionally, transportation investments should reflect best-known science regarding climate change vulnerability, in order to design for long term resilience.	**Not Applicable.** This principle is directed toward SCAG and other jurisdictions/agencies that have control over transportation investments.
Source: 2020-2045 RTP/SCS, adopted May 2020.	

South Coast Air Quality Management District Air Quality Management Plan

The Project Site is located within the South Coast Air Basin (Basin) and within the jurisdiction of SCAQMD. In conjunction with SCAG, SCAQMD is responsible for formulating and implementing air pollution control strategies, including periodic updates

to the AQMP. and guidance to local government about how to incorporate these strategies into their land use plans and decisions about development.

SCAG is responsible for generating the socio-economic profiles and growth forecasts on which land use, transportation, and air quality management and implementation plans are based. The growth forecasts provide the socioeconomic data used to estimate vehicle trips and vehicle miles traveled (VMT). Emission estimates then can be forecast by SCAQMD based on these projected estimates. Reductions in emissions due to changes in the socio-economic profile of the region are an important way of taking account of changes in land use patterns. For example, changes in jobs/housing balance induced by changes in urban form and transit-oriented development induce changes in VMT by more closely linking housing to jobs. Thus, socio-economic growth forecasts are a key component to guide the Basin toward attainment of the NAAQS.

The current AQMP establishes a comprehensive regional air pollution control program leading to the attainment of state and federal air quality standards in the Basin. In addition to setting minimum acceptable exposure standards for specified pollutants, the AQMP incorporates SCAG's growth management strategies that can be used to reduce vehicle trips and VMT, and hence air pollution. These include, for example, co-location of employment and housing, and mixed-use land patterns that allow the integration of residential and non-residential uses.[52]

Consistency Discussion

As discussed in detail in response to Checklist III(a) (Air Quality – Consistency with the AQMP), the Project would be consistent with the AQMP.

City of Los Angeles General Plan

The City's General Plan, adopted December 1996 and re-adopted August 2001, provides general guidance on land use issues for the entire City. The General Plan consists of a Framework Element, a Land Use Element, and 10 citywide elements.

Framework Element

The Framework Element of the General Plan serves as guide for the City's overall long-range growth and development policies and serves as a guide to update the community plans and the citywide elements. The citywide elements address functional topics that cross community boundaries, such as transportation, and address these topics in more detail than is appropriate in the Framework Element, which is the "umbrella document" that provides the direction and vision necessary to bring cohesion to the City's overall general plan. The Framework Element provides a conceptual relationship between land use and transportation and provides guidance for future updates to the various elements

[52] *2016 Air Quality Management Plan, Executive Summary; South Coast Air Quality Management District; https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/executive-summary.pdf?sfvrsn=4.*

of the General Plan but does not supersede the more detailed community and specific plans. The Land Use chapter of the Framework Element contains Long Range Land Use Diagrams that depict the generalized distribution of centers, districts, and mixed-use boulevards throughout the City, but the community plans determine the specific land use designations. The Land Use Element of the General Plan is contained within 35 community plans. The Project Site is located in the Encino-Tarzana Community Plan (Community Plan) Area, discussed below.

Consistency Analysis

As discussed on Table XI-2, the Project would be substantially consistent with the Framework Element.

Table XI-2
Project Consistency with Applicable Policies of the Framework Element

Objective	Project Consistency
Framework Element: Land Use Chapter	
3.1.5 Allow amendments to the community plans and coastal plans to further refine General Plan Framework Element land use boundaries and categories to reflect local conditions, personal characteristics, existing land uses, and public input. These changes shall be allowed provided (a) that the basic differentiation and relationships among land use districts are maintained, (b) there is no reduction in the overall housing capacity, and (c) additional environmental review is conducted in accordance with the California Environmental Quality Act should the impacts of the changes exceed the levels of significance defined and modify the conclusions of the Framework Element's Environmental Impact Report.	**Consistent.** The Project includes a request for Specific Plan Exceptions in conjunction with the development of a three-story medical office building to permit: 1) 55,461 square feet of floor area in lieu of 22,521 square feet permitted for a 2.46:1 FAR in lieu of a 1.0:1 FAR permitted in Section 6.B.3 of the Specific Plan, and 2) 87 percent lot coverage in lieu of 60 square feet required in Specific Plan Section 7.B.2. The Project also includes a request for a Specific Plan Adjustment to permit a height of 48 feet, 6 inches in lieu of 30 feet permitted in Specific Plan Section 7.E.1.c.2. These exceptions and the adjustment would allow for a unified development to serve the needs of the existing community. The Project would not reduce the City's housing capacity and would add 90 eldercare units to the community. Finally, the Project is undergoing review pursuant to the requirements of CEQA.
3.2.2 Establish, through the Framework Long-Range Land Use Diagram, community plans, and other	**Consistent.** The Project includes development of an eldercare residential

Table XI-2
Project Consistency with Applicable Policies of the Framework Element

Objective	Project Consistency
implementing tools, patterns and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.	facility and a medical office building to serve the needs of the community.
3.2.3 Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use in appropriate locations.	**Consistent.** The Project is an infill develop on a site that already served by existing roadways and nearby transit facilities. The Project Site is located along the Ventura Boulevard corridor, which is developed with a variety of commercial and residential uses in close proximity to the Project Site. The Project includes improvements to the pedestrian access facilities adjacent to the Project Site, including new sidewalks and landscaping, which would encourage walking. Additionally, the Project includes 28 long-term bicycle parking spaces and 15 short-term parking spaces, which would encourage bicycle use.
3.4.1 Conserve existing stable residential neighborhoods and lower-intensity commercial districts and encourage the majority of new commercial and mixed-use (integrated commercial and residential) development to be located (a) in a network of neighborhood districts, community, regional, and downtown centers, (b) in proximity to rail and bus transit stations and corridors, and (c) along the City's major boulevards, referred to as districts, centers, and mixed-use boulevards, in accordance	**Consistent.** The Project is an infill develop on a site that already served by existing roadways and nearby transit facilities. The Project Site is located along the Ventura Boulevard corridor, which is developed with a variety of commercial and residential uses in close proximity to the Project Site. The Project includes development of an eldercare residential facility and a medical office building to serve the needs of the community. Additionally, the Project includes improvements to the pedestrian access facilities adjacent to the Project Site, including new sidewalks and landscaping, which would encourage walking.

Table XI-2
Project Consistency with Applicable Policies of the Framework Element

Objective	Project Consistency
with the Framework Long-Range Land Use Diagram.	Additionally, the Project includes 28 long-term bicycle parking spaces and 15 short-term parking spaces, which would encourage bicycle use.
Source: City of Los Angeles General Plan.	

Health and Wellness Element

The Health and Wellness Element (also known as Plan for a Healthy Los Angeles) lays the foundation to create healthier communities for all Angelenos. As an element of the General Plan, it provides high-level policy vision, along with measurable objectives and implementation programs, to elevate health as a priority for the City's future growth and development. Through a new focus on public health from the perspective of the built environment and City services, the City seeks to achieve better health and social equity through its programs, policies, plans, budgeting, and community engagement.

With a focus on public health and safety, the Health and Wellness Element provides a roadmap for addressing the most basic and essential quality-of-life issues: safe neighborhoods, a clean environment, access to health services, affordable housing, healthy and sustainably produced food, and the opportunity to thrive.

The Health and Wellness Element accomplishes two policy objectives: it elevates existing health-oriented policies in the General Plan and, where policy gaps exist, creates new policies to reinforce the City's goal of creating healthy, vibrant communities. The Health and Wellness Element acknowledges the relationship between public health and issues such as transportation, housing, environmental justice, and open space, among others, by reviewing the relevant policies in the General Plan and identifying where further policy direction is needed to achieve the goal of creating a healthy and sustainable City.[53]

The Health and Wellness Element is underpinned by seven goals and identifies new policies and possible programs that serve as the implementation blueprint for creating healthier neighborhoods. Each goal includes supporting objectives to track improvements to community health.

1. Los Angeles, a Leader in Health and Equity

[53] *Implementation of the Health and Wellness Element is addressed through programs, ordinances, and Community Plans, among other planning policy documents, which allow for the flexibility needed to address the specific needs of the City's diverse communities. References to neighborhoods usually reflect the Community Plan Area boundaries used by the Department of City Planning, but the City recognizes the fluidity and diversity of the City's neighborhoods.*

2. A City Built for Health

3. Bountiful Parks and Open Spaces

4. Food that Nourishes the Body, Soul, and Environment

5. An Environment Where Life Thrives

6. Lifelong Opportunities for Learning and Prosperity

7. Safe and Just Neighborhoods

Consistency Discussion

As discussed on Table XI-3, the Project would be substantially consistent with the Health and Wellness Element.

Table XI-3
Project Consistency with Applicable Policies
of the Health and Wellness Element

Policy	Project Consistency
1.3 Promote healthy communities by focusing on prevention, interventions, and by addressing the root causes of health disparities and inequities in Los Angeles.	**Consistent.** The Project is an infill develop on a site that already served by existing roadways and nearby transit facilities. The Project Site is located along the Ventura Boulevard corridor, which is developed with a variety of commercial and residential uses in close proximity to the Project Site. The Project includes development of an eldercare residential facility and a medical office building to serve the health and wellness needs of the community. Additionally, the Project includes improvements to the pedestrian access facilities adjacent to the Project Site, including new sidewalks and landscaping, which would encourage walking. Additionally, the Project includes 28 long-term bicycle parking spaces and 15 short-term parking spaces, which would encourage bicycle use.
1.5 Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**Consistent.** The Project is an infill develop on a site that already served by existing roadways and nearby transit facilities. The Project Site is located along the Ventura Boulevard corridor, which is

Table XI-3
Project Consistency with Applicable Policies
of the Health and Wellness Element

Policy	Project Consistency
	developed with a variety of commercial and residential uses in close proximity to the Project Site. The Project includes development of an eldercare residential facility and a medical office building to serve the health and wellness needs of the community. Additionally, the Project includes improvements to the pedestrian access facilities adjacent to the Project Site, including new sidewalks and landscaping, which would encourage walking. Additionally, the Project includes 28 long-term bicycle parking spaces and 15 short-term parking spaces, which would encourage bicycle use.
2.1 Enhance opportunities for improved health and well-being for all Angelenos by increasing the availability of and access to affordable goods and services that promote health and healthy environments, with a priority on low-income neighborhoods.	**Consistent.** The Project is an infill develop on a site that already served by existing roadways and nearby transit facilities. The Project Site is located along the Ventura Boulevard corridor, which is developed with a variety of commercial and residential uses in close proximity to the Project Site. The Project includes development of an eldercare residential facility and a medical office building to serve the health and wellness needs of the community. Additionally, the Project includes improvements to the pedestrian access facilities adjacent to the Project Site, including new sidewalks and landscaping, which would encourage walking. Additionally, the Project includes 28 long-term bicycle parking spaces and 15 short-term parking spaces, which would encourage bicycle use.
2.2 Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy	**Consistent.** The Project is an infill develop on a site that already served by existing roadways and nearby transit facilities. The Project Site is located along the Ventura Boulevard corridor, which is developed with a variety of commercial and residential uses in close proximity to

Table XI-3
Project Consistency with Applicable Policies
of the Health and Wellness Element

Policy	Project Consistency
building materials and universal accessibility using existing tools, practices, and programs.	the Project Site. The Project includes development of an eldercare residential facility and a medical office building to serve the health and wellness needs of the community. Additionally, the Project includes improvements to the pedestrian access facilities adjacent to the Project Site, including new sidewalks and landscaping, which would encourage walking. Additionally, the Project includes 28 long-term bicycle parking spaces and 15 short-term parking spaces, which would encourage bicycle use. These positive environmental effects of the Project are in alignment with the Health and Wellness Element. Main tenets of the element include access to affordable, healthy, and safe housing for senior residents, as well as access to healthy and sustainable environments with clean air, soil, and water, ample green and open space.
2.3 Strive to eliminate barriers for individuals with permanent and temporary disabilities to access health care and health resources.	**Consistent.** Design of the Project would comply with all existing federal, state, and local regulations including the Americans with Disabilities Act.
2.11 Lay the foundation for healthy communities and healthy living by promoting infrastructure improvements that support active transportation with safe, attractive, and comfortable facilities that meet community needs; prioritize implementation in communities with the greatest infrastructure deficiencies that threaten the health, safety, and well-being of the most vulnerable users.	**Consistent.** The Project is an infill develop on a site that already served by existing roadways and nearby transit facilities. The Project Site is located along the Ventura Boulevard corridor, which is developed with a variety of commercial and residential uses in close proximity to the Project Site. The Project includes development of an eldercare residential facility and a medical office building to serve the health and wellness needs of the community. Additionally, the Project includes improvements to the pedestrian access facilities adjacent to the Project Site, including new sidewalks and

Table XI-3
Project Consistency with Applicable Policies
of the Health and Wellness Element

Policy	Project Consistency
	landscaping, which would encourage walking. Additionally, the Project includes 28 long-term bicycle parking spaces and 15 short-term parking spaces, which would encourage bicycle use.
3.8 Support public, private, and nonprofit partners in the ongoing development of new and innovative active spaces and strategies to increase the number of Angelenos who engage in physical activity across ages and level of abilities.	**Consistent.** The Project is an infill develop on a site that already served by existing roadways and nearby transit facilities. The Project Site is located along the Ventura Boulevard corridor, which is developed with a variety of commercial and residential uses in close proximity to the Project Site. The Project includes development of an eldercare residential facility and a health club to serve the health and wellness needs of the community. Additionally, the Project includes improvements to the pedestrian access facilities adjacent to the Project Site, including new sidewalks and landscaping, which would encourage walking. Additionally, the Project includes 28 long-term bicycle parking spaces and 15 short-term parking spaces, which would encourage bicycle use.
5.1 Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.	**Consistent.** The Project is an infill development, located on a site that is already served by existing roadway and nearby transit facilities. The Project includes development of an eldercare facility and medical office building that would serve the existing population of the Project Site area/region. The Project includes development of an eldercare residential facility and a health club to serve the health and wellness needs of the community. Additionally, the Project includes improvements to the pedestrian access facilities adjacent to the Project Site, including new sidewalks and landscaping, which would encourage walking. Additionally, the Project includes

Table XI-3
Project Consistency with Applicable Policies
of the Health and Wellness Element

Policy	Project Consistency
	28 long-term bicycle parking spaces and 15 short-term parking spaces, which would encourage bicycle use. As discussed in response to Checklist Question III(b), the Project would generate any pollutant emissions in excess of SCAQMD's significance thresholds.
5.3 Reduce exposure to second-hand smoke by promoting smoke-free environments and market and support public, private, and nonprofit cessation programs and services.	**Consistent.** The Project would reduce exposure to second-hand smoke in accordance with applicable law.
5.4 Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.	**Consistent.** As discussed in response to Checklist Question III(c) (Air Quality – Sensitive Receptors), the Project would not expose sensitive receptors to pollutant emissions in excess of SCAQMD's significance thresholds. Also, the Project's commercial uses would not include hazardous materials, such as a dry cleaner. As discussed in response to Checklist Question III(d) (Air Quality – Odors), the Project would not result in any impacts related to odors.
5.7 Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**Consistent.** As discussed in response to Checklist Question VIII(a) (Greenhouse Gas Emissions), the mixed-use nature of the Project, its proximity to transit, and compliance with the City's Green Building Code would reduce the Project's GHG emissions profile and the Project would be consistent with applicable GHG reduction plans and strategies. As discussed in in detail there, Project impacts related to GHG emissions would be less than significant.
7.2 Continue to promote the development and implementation of comprehensive strategies that foster	**Consistent.** The Project would include adequate lighting provided (in accordance with LAMC requirements, including LAMC

Table XI-3
Project Consistency with Applicable Policies
of the Health and Wellness Element

Policy	Project Consistency
safe passages in neighborhoods with high crime and gang activity to ensure that all Angelenos can travel with confidence and without fear.	Section 91.8607) to ensure safe lighting for pedestrian paths. Numerous windows would be located on the streets surrounding the Project Sites, as well as along the Project's internal circulation, placing "eyes on the street." Additionally, prior to issuance of a building permit, the Project Applicant would be required to coordinate with the Los Angeles Police Department (LAPD) and incorporate all safety features into the design of the Project to maximize safety at the Project Sites.
Source: City of Los Angeles, Health and Wellness Element of the General Plan, March 2015.	

Encino-Tarzana Community Plan

The Community Plan is one of 35 Community Plans established for different areas of the City that are intended to implement the policies of the General Plan Framework. Together, the plans make up the Land Use Element of the General Plan. The Community Plan is intended to promote an arrangement of land uses, streets and services, which will encourage and contribute to the economic, social, and physical health, safety, and welfare of the people who live and work in the community. The Community Plan is also intended to guide development in order to create a healthful and pleasing environment. The community plans coordinate development among the various communities of Los Angeles and adjacent municipalities in a fashion both beneficial and desirable to the residents of the community.

Consistency Discussion

As discussed on Table XI-4, the Project would be substantially consistent with the Community Plan.

Table XI-4
Project Consistency with Applicable Policies/Objectives
of the Encino-Tarzana Community Plan

Policy/Objective	Project Consistency
Policy 1-1.1: Designate specific lands to provide for adequate multi-family residential development.	**Consistent.** The Project's 90 eldercare residential units would provide housing opportunities to seniors in need of care and amenities and would help to meet the

Table XI-4
Project Consistency with Applicable Policies/Objectives of the Encino-Tarzana Community Plan

Policy/Objective	Project Consistency
	diverse housing needs within the Community Plan area.
Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing.	**Consistent.** The Project's 90 eldercare residential units would provide housing opportunities to seniors in need of care and amenities and would help to meet the diverse housing needs within the Community Plan area.
Objective 2-1: To conserve and strengthen viable commercial development.	**Consistent.** The Project would replace three outdated strip commercial buildings with a new attractively designed three-story medical office building, which would be easily accessible to nearby residents, including the Project's residents, who may travel to the medical office building by foot, transit, or bicycle. The building would enhance the existing commercial environment along Ventura Boulevard by encouraging additional pedestrian traffic to the Project Site.
Objective 2-4: To enhance the appearance of commercial districts.	**Consistent.** The Project would replace three outdated strip commercial buildings with a new attractively designed three-story medical office building, which would be easily accessible to nearby residents, including the Project's residents, who may travel to the medical office building by foot, transit, or bicycle. The building would enhance the existing commercial environment along Ventura Boulevard by encouraging additional pedestrian traffic to the Project Site.
Policy 13-2.1: No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map, or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.	**Consistent.** The Project would replace three outdated strip commercial buildings with a new attractively designed three-story medical office building, which would be easily accessible to nearby residents, including the Project's residents, who may travel to the medical office building by foot, transit, or bicycle. The building would enhance the existing commercial environment along Ventura Boulevard by

Table XI-4
Project Consistency with Applicable Policies/Objectives of the Encino-Tarzana Community Plan

Policy/Objective	Project Consistency
	encouraging additional pedestrian traffic to the Project Site.
Source: Encino-Tarzana Community Plan.	

Ventura Corridor Specific Plan

In 1991, the City Council adopted Ordinance No. 166,650 establishing the Ventura/Cahuenga Boulevard Corridor Specific Plan. The Encino community is one of the communities for which the Specific Plan was established and the subject property is within the geographic boundaries of the Specific Plan. The Specific Plan establishes standards and regulations that in some cases are more restrictive than similar standards of the Los Angeles Municipal Code, in which case the provisions of the Specific Plan apply. The Specific Plan locates the Site within the Encino Community, and designates it for Neighborhood and General Commercial uses. The Project complies with the standards and regulations related to cumulative development permitted in the Specific Plan, pedestrian entrances to the commercial building, yards and setbacks, parking and driveway locations, building location, and landscaping. The Project requests deviations from the Specific Plan for the eldercare facility with an Eldercare Facility Unified Permit allowed under LAMC Section 14.3.1 which permit projects meeting with definition of an eldercare project to request deviations from development standards, including in Specific Plan, to facilitate production of eldercare housing in the City. For the proposed eldercare facility, the Project Applicant requests an 2.25:1 FAR in lieu of a 1.0:1 FAR and a height of 60 feet in lieu of 30 feet permitted by the Specific Plan. For the medical office building, the Project request Specific Plan Exceptions, as permitted by the Specific Plan and LAMC Section 11.5.7, for a 2.46:1 FAR in lieu of a 1.0:1 FAR permitted and to allow a lot coverage of 87 percent in lieu of 60 percent permitted by Specific Plan, and a Specific Plan Adjustment to permit a height of 48 feet and 6 inches. With approval of these discretionary requests, the Project would comply with the Specific Plan.

Cumulative Impacts

As discussed previously, the Project would not result in any inconsistencies with any of the applicable plans, policies, or regulations associated with development of the Project Site. The City would assess the consistency of the related projects with all applicable plans, policies, and regulations associated with those sites, individually. Regardless of any potentially inconsistencies the related projects may result in, because the Project would not result in any inconsistencies, the Project would not have the potential to contribute to any cumulative inconsistency impacts.

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. The Project Site is located in an urbanized area of the City. There are no known mineral resources on the Project Site or in the vicinity.[54] The Project Site currently zoned C4-1VL (Site 1) and P-1VL (Site 2), and the Project Applicant has requested a vesting zone change for the entire Project Site to C2-IVL. Thus, the Project Site would not be zoned for oil extraction and drilling, or mining of mineral resources, and there are no such sites at the Project Site. Further, the Project Site is not located in an identified Mineral Resource Zone in the City of Los Angeles General Plan Conservation Element.[55] Thus, the Project would not 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. Therefore, no impacts related to issue would occur as a result of the Project.

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. The Project Site is located in an urbanized area of the City. The Project Site is not identified as a mineral resource recovery site.[56] Thus, the Project would not 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. Therefore, no impacts related to issue would occur as a result of the Project.

54 *City of Los Angeles General Plan, Conservation Element, Exhibit A.*
55 *City of Los Angeles, Conservation Element Exhibit A Mineral Resources Map, http://planning.lacity.org/cwd/gnlpln/consvelt.pdf*
56 *Ibid.*

Cumulative Impacts

As discussed previously, the Project would not result in any impacts related to mineral resources. Regardless to what degree the related projects could result in impacts related to mineral resources, because the Project would not result in any impacts related to mineral resources, the Project would not have the potential to contribute to any cumulative impacts.

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?	☐	☐	☐	☒

The information in this section is based primarily on the following (refer to Appendix G):

- *Noise and Vibration Technical Data, Noah Tanski Environmental Consulting, October 2020.*

ENVIRONMENTAL SETTING

Fundamentals of Noise and Vibration

Introduction to Noise

Characteristics of Sound

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel, abbreviated dB. Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range of the human ear. Table XIII-1 provides examples of A-weighted noise levels from common sources. Although the terms “sound” and “noise” are often used synonymously, noise is commonly defined as sound

that is either loud, unpleasant, unexpected, or undesired.[57] Because decibels are logarithmic units, they cannot be simply added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

Table XIII-1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA L_{eq})
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10

Source: Cowan, James P., Handbook of Environmental Acoustics, 1993.

These noise levels are approximations intended for general reference and informational use. They do not meet the standard required for detailed noise analysis, but are provided for the reader to gain a rudimentary concept of various noise levels.

Noise Definitions

This noise analysis discusses sound levels in terms of equivalent noise level (L_{eq}), maximum noise level (L_{max}), minimum noise level (L_{mix}), and Community Noise Equivalent Level (CNEL). Statistical descriptors (L_x) are also discussed.

Equivalent Noise Level (Leq)

L_{eq} represents the equivalent steady-state noise level for a stated period of time that would contain the same acoustic energy as the fluctuating, time-varying noise level of that same period. For example, the L_{eq} for one hour is the energy average noise level for that hour. L_{eq} can be thought of as a continuous noise level for a certain period that is

[57] *California Department of Transportation (Caltrans), Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.*

equivalent in acoustic energy content to a fluctuating noise level of that same period. In this report L_{eq} is expressed in units of dBA.

Maximum Noise Level (Lmax)

L_{max} represents the highest instantaneous noise level of a specified time period.

Minimum Noise Level (Lmin)

L_{min} represents the lowest instantaneous noise level of a specified time period.

Community Noise Equivalent Level (CNEL)

CNEL is a weighted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL penalizes evening noise levels between 7:00 P.M. and 10:00 P.M. by an additional 5 dBA and nighttime noise levels between 10:00 P.M. and 7:00 A.M. by an additional 10 dBA. Because of this, 24-hour CNEL figures are always higher than their corresponding 24-hour L_{eq}.

Statistical Descriptor (L_x)

L_x is used to represent the noise level exceeded *X* percent of a specified time period. For example, L_{90} represents the noise level that is exceeded 90 percent of a specified time period. L_{90} is commonly used to represent ambient or background steady-state noise levels.[58]

Effects of Noise

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses may include the intensity, frequency, and pattern of noise; the amount of background or existing noise present; and the nature of work or human activity that is exposed to intruding noise.

According to the National Institute of Health (NIH), extended or repeated exposure to sounds at or above 85 dB can cause hearing loss. Sounds of 75 dBA or less, even after continuous and repeated exposure, are unlikely to cause hearing loss.[59] The World

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58 *Caltrans, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.*

59 *National Institute of Health, National Institute on Deafness and Other Communication. www.nidcd.nih.gov/health/noise-induced-hearing-loss.*

Health Organization (WHO) reports that adults should not be exposed to sudden "impulse" noise events of 140 dB or greater. For children, this limit is 120 dB.[60]

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels should not exceed 30 dBA L_{eq} and that individual noise events of 45 dBA or higher be limited.[61]

Some epidemiological studies have shown a weak association between long-term exposure to noise levels of 65 to 70 dBA L_{eq} or greater and cardiovascular effects, including ischaemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

It is generally accepted that people with normal hearing sensitivity can barely perceive a 3 dBA change in noise levels, though if changes occur to the character of a sound (i.e., changes to the frequency content), then changes less than 3 dBA may be more noticeable.[62] Changes of 5 dBA may be readily perceptible, and changes of 10 dBA are perceived as a doubling in loudness.[63] However, few people are highly annoyed by daytime noise levels below 55 dBA.[64]

Loud noises, such as those from construction activities, can interfere with peoples' abilities to effectively communicate via speech, as well as other activities, resulting in annoyance or inconvenience. The EPA has determined that a home interior noise level of 45 dBA L_{eq} generally protects speech and communication by providing 100 percent intelligibility of speech sounds.[65] Other common daily activities that may be disrupted by elevated interior noise levels include watching television, listening to music, or activities requiring concentration such as reading. The EPA has surmised that, given the preservation of an indoor noise level associated with 100 percent speech intelligibility, the average community reaction is not evident and "7 dBA below levels associated with significant complaints and threats of legal action." Any complaints and annoyance are dependent on "attitude and other non-level related factors."

Noise Attenuation

Generally speaking, noise levels decrease, or "attenuate," as distance from noise sources to receivers increases. For each doubling of distance, noise from stationary or small, localized sources, commonly referred to as "point sources," may attenuate at the rate of 6 dBA for each doubling of distance. This attenuation is referred to as the inverse square

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60 *World Health Organization, Guidelines for Community Noise, 1999.*
61 *Ibid.*
62 *Caltrans, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.*
63 *Ibid.*
64 *World Health Organization, Guidelines for Community Noise, 1999.*
65 *EPA, Information on Levels of Environmental Noise Requisite to Project Public Health and Welfare with an Adequate Margin of Safety, 1974.*

law. For example, if a point source emits a noise level of 80 dBA at a reference distance of 50 feet its noise level would be approximately 74 dBA at a distance of 100 feet, 68 dBA at a distance of 200 feet, etc. Noise emitted by "line" sources such as highways attenuates at the rate of 3 dBA for each doubling of distance.[66]

Factors such as ground absorption and atmospheric effects may also affect the propagation of noise. In particular, ground attenuation by non-reflective surfaces such as soft dirt or grass may contribute to increased attenuation rates of up to an additional 8 to 10 dBA per doubling of distance.[67]

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between a noise source and a receiver. Barriers that break the line of sight between noise sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. Barriers can reduce source noise levels by up to 20 dBA, though it is generally infeasible for temporary barriers to reduce source noise levels by more than 15 dBA.[68] In cases where the noise path from source to receiver is direct but grazes the top of a barrier, noise attenuation of up to 5 dBA may still occur.[69]

Introduction to Vibration

Characteristics of Vibration

Vibration is an oscillatory motion that can be described in terms of displacement, velocity, and acceleration.[70] Unlike noise, vibration is not a common environmental issue, as it is unusual for vibration from vehicle sources to be perceptible. Common sources of vibration may include trains, construction activities, and certain industrial operations.

Effects of Vibration

High levels of vibration may cause damage to buildings or even physical personal injury. However, vibration levels rarely affect human health outside the personal operation of certain construction equipment or industrial tools. Instead, most people consider environmental vibration to be an annoyance that may affect concentration or disturb sleep. Background vibration in residential areas is usually not perceptible, and perceptible indoor vibrations are generally caused by sources within buildings themselves, such as slamming doors or heavy footsteps. Vibration from traffic on smooth roadways is rarely

66 *Caltrans, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.*
67 *Ibid.*
68 *Ibid.*
69 *Ibid.*
70 *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.*

perceptible, even from larger vehicles such as buses or trucks.[71] The threshold of human perception of vibration is approximately 0.01-0.02 in/sec PPV.[72]

Vibration Definitions

This analysis discusses vibration in terms of Peak Particle Velocity (PPV).

Peak Particle Velocity (PPV)

PPV is commonly used to describe and quantify vibration impacts to buildings and other structures. PPV levels represent the maximum instantaneous peak of a vibration signal and are generally measured in inches per second (in/sec).[73]

Regulatory Framework

Noise

Federal

Currently, no federal noise standards regulate environmental noise associated with temporary construction activities or the long-term operations of development projects. As such, both temporary and long-term noise impacts resultant from the Project would be largely regulated or otherwise evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

State

2017 General Plan Guidelines

The State's 2017 General Plan Guidelines propose county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning processes to prevent or reduce noise and land use incompatibilities. The State's suggested compatibility considerations between various land uses and exterior noise levels are not regulatory in nature, but recommendations intended to aid communities in determining their noise-acceptability standards.

City of Los Angeles

General Plan Noise Element

The City of Los Angeles General Plan contains a Noise Element that includes objectives and policies intended to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to manage long-term noise impacts to preserve acceptable

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71 *Caltrans, Transportation and Construction Vibration Guidance Manual, September 2013.]*

72 *Ibid.*

73 *Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.*

noise environments for all types of land uses. The Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise or vibration impacts. However, the Noise Element does contain a land use and noise compatibility table, which is shown on Table XIII-2. Policy P16 of the Noise Element instructs to use, "as appropriate," this table "or other measures that are acceptable to the city, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter…" "Noise sensitive" uses are defined as "single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves, and parks." The Noise Element further instructs that the table is designed "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels."

Los Angeles Municipal Code

The LAMC contains a number of regulations that would apply to the Project's temporary construction activities and long-term operations.

Section 41.40(a) would prohibit Project construction activities from occurring between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday, or on any Sunday or national holiday.

> *SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.*
>
> (a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.

Table XIII-2
City of Los Angeles Noise Element – Guidelines for Noise Compatible Land Use

Land Use Compatibility	Community Noise Exposure (dBA, CNEL)						
	50	55	60	65	70	75	80
Residential Single Family, Duplex, Mobile Home	A	C	C	C	N	U	U
Residential Multi-Family	A	A	C	C	N	U	U
Transient Lodging, Motel, Hotel	A	A	C	C	N	U	U
School, Library, Church, Hospital, Nursing Home	A	A	C	C	N	N	U
Auditoriums, Concert Halls, Amphitheaters	C	C	C	C/N	U	U	U
Sports Arena, Outdoor Spectator Sports	C	C	C	C	C/U	U	U
Playground, Neighborhood Park	A	A	A	A/N	N	N/U	U
Golf Course, Riding Stable, Water Recreation, Cemetery	A	A	A	A	N	A/N	U
Office Building, Business, Commercial, Professional	A	A	A	A/C	C	C/N	N
Industrial, Manufacturing, Utilities, Agriculture	A	A	A	A	A/C	C/N	N

A = Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
C = Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.
N = Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
U = Clearly Unacceptable - New construction or development should generally not be undertaken.
Source: Noise Element of the Los Angeles City General Plan – Exhibit I

(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment

and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific…

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated within 500 feet of residential zones. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA for the types of construction vehicles and equipment that would likely be used for the Project's construction. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that the Project's compliance would be technically infeasible despite the use of noise-reducing means or methods.

SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS

Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:

(a) 75 dBA for construction, industrial, and agricultural machinery including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment;

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems, etc.) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones.

SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.

(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.

(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

Section 112.02(a) would prevent Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels at neighboring residences by more than 5 dBA.

SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.

(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.

(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

Vibration

For the evaluation of construction-related vibration impacts, Federal Transit Administration (FTA) guidelines and recommendations are used given the absence of

applicable federal, County, and City standards specific to temporary construction activities.

Federal

Federal Transit Administration (FTA)

Though not regulatory in nature, the FTA has established vibration impact criteria for buildings and other structures, as potential building and structural damages are the generally the foremost concern when evaluating the impacts of construction-related vibrations. Table XIII-3 summarizes the FTA's vibration guidelines for building and structural damage.

Table XIII-3
FTA Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018.	

State

There are no state standards that directly regulate groundborne vibration related to the construction or operation of the Project.

City of Los Angeles

There are no City standards that directly regulate groundborne vibration related to the construction or operation of the Project.

EXISTING CONDITIONS

Noise-Sensitive Receptors

Sensitive receptors in the vicinity of the Project Site include the following:

- 4949 Genesta Avenue Residences: This multi-family residential building is located directly north of the Project.

- Encino Park: This park is located approximately 60 feet east of the Project, across Genesta Avenue.

- Encino Charter Elementary School: This school is located approximately 335 feet northeast of the Project.

- Amestoy Avenue Residences: This receptor consists of single-family homes located along Amestoy Avenue. The individual residence nearest to the Project is a single-family home located at 5030 Amestoy Avenue, approximately 70 feet to the north.

- Addison Street Residences: This receptor consists of single-family homes located north of the Project along the Addison Street cul-de-sac. The residences nearest to the Project are located approximately 30 feet to the north

- Oak Park Avenue Residences: This receptor consists of single-family homes located south of the Project along Oak Park Avenue. The individual residence nearest to the Project is a single-family home located at 17038 Oak Park Avenue, approximately 300 feet to the south.

A map identifying the location of these receptors is included in Appendix G. Other noise-sensitive receptors are located at a greater distance from the Project Site and would experience lesser impacts than those listed above.

Existing Ambient Noise Levels

On March 14, 2019, noise measurements were obtained at four locations near the Project to determine the ambient noise conditions surrounding the Project. At all locations, the primary driver of ambient noise levels was vehicular traffic. Along Ventura Boulevard, ambient noise levels were elevated and consistent with the location along a major roadway with high-velocity traffic. Ambient noise levels were lower along Genesta Avenue, Amestoy Avenue, and Oak Park Avenue, owing to reduced pass-through traffic at these locations. Ambient noise levels were specifically measured between 10:30 A.M. and 12:00 P.M., an off-peak traffic period that correlates with reduced environmental noise conditions. This is a conservative approach—construction noise impacts are more pronounced when compared against lower baseline noise levels. Measured noise levels are shown on Table XIII-4.

Table XIII-4
Existing Noise Levels

Noise Measurement Location	Sound Levels (dBA, Leq)
1. Genesta Avenue	58.9
2. Ventura Boulevard	73.1
3. Amestoy Avenue	66.8
4. Oak Park Avenue	64.0
Source: NTEC, 2019. Refer to Appendix G.	

Existing Groundborne Vibration Levels

No sources of groundborne vibration were perceptible at any noise measurement location during the course of the field noise study. It is likely that perceptible groundborne vibrations could occasionally be generated by sources such as garbage trucks and other large vehicles (e.g., semi-trucks, buses, cement trucks, etc.). However, groundborne vibration levels surrounding the Project site are by and large imperceptible, suggesting that groundborne vibration levels are generally below the 0.01-0.02 in/sec PPV threshold of perception for humans.

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 Incorporated. As discussed below, the Project's construction-related noise levels could exceed the City's significance thresholds. However, with mitigation, the Project's construction-related noise impacts would be less than significant. With regard to operational noise, the Project's operational noise levels would not exceed the City's significance thresholds, and the Project operational noise impacts would be less than significant.

Methodology

On-Site Construction Activities

The Project's construction noise impact associated with its on-site construction activities was determined by identifying the source noise levels of the Project's potential loudest construction equipment and estimating the noise increases associated with this equipment at the location of the nearby sensitive receptors. Reference equipment noise levels were obtained from the Federal Highway Administration's Roadway Construction Noise Model, version 1.1 (FHWA RCNM 1.1).

Off-Site Construction Activities

The Project's off-site construction noise impact from haul trucks was projected using the FHWA's TNM 2.5 noise model. This noise prediction software uses traffic volumes, vehicle mix, average speeds, roadway geometry, and other inputs to calculate average noise levels along roadway segments. Haul truck-related roadside noise levels were estimated with TNM 2.5 and then compared with existing ambient noise conditions and traffic volumes along nearby roadways to determine significance.

On-Site Operational Noise Sources

The Project's potential to result in significant noise impacts from on-site operational noise sources was assessed by identifying likely on-site noise sources and considering the impacts they could produce given the nature of the source (i.e., loudness and/or whether noise would be generated during daytime or more-sensitive nighttime hours), distances to nearby noise-sensitive receptors, surrounding ambient noise levels, the presence of similar noise sources in the vicinity, and maximum allowable noise levels permitted by the LAMC.

Off-Site Operational Noise Sources

The Project's off-site operational noise impact from its related traffic generation was estimated by comparing Project-related traffic increases on nearby roadways to existing traffic volumes in order to determine the noise increases that could result from the additional of Project-related traffic.

Construction Vibration Sources

The Project's potential to generate damaging levels of groundborne vibration was analyzed by identifying construction vibration sources and estimating the maximum vibration levels that they could produce at nearby buildings, all based on the principles and guidelines recommended by the FTA in its 2018 Transit Noise and Vibration Impact Assessment manual. Vibration levels were then compared with the manual's suggested damage criteria for various building categories (refer to Table XIII-3).

Operational Vibration Sources

Significant sources of operational vibration are generally limited to heavy equipment or industrial operations. The Project proposes to construct an eldercare facility and a medical office use, and no such operations would take place.

Thresholds of Significance

On-Site Construction Noise Threshold

Based on guidelines from the Department of City Planning, a construction noise impact could be considered significant if the following would occur:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA L_{eq} or more at a noise-sensitive use;

- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA L_{eq} or more at a noise sensitive use.

- Construction activities would exceed the ambient noise level 5 dBA at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on a Sunday.

The averaging period shall be equivalent to the duration of a single work day, from start to finish of that day's construction activities.

Groundborne Vibration Thresholds

As discussed earlier, there are no federal, state, county, or City standards that would regulate the Project's vibration impacts from temporary construction activities, nor are there quantitative thresholds. As a result, based on guidance from the City of Los Angeles Department of Planning, the criteria identified by the FTA in its 2018 Transit Noise and Vibration Impact Assessment manual (refer to Table XIII-3) are used where applicable and relevant to assist in analyzing the Project's groundborne vibration impacts.

Operational Noise Thresholds

In addition to applicable City standards and guidelines that would regulate or otherwise moderate the Project's operational noise impacts, the following criteria are adopted to assess the impacts of the Project's operational noise sources:

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, as defined by the City's General Plan Noise Element (refer to Table XIII-2).

- Project operations would cause any 5 dBA or greater noise increase.[74]

[74] *As a 3 dBA increase represents a barely noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. For instances when the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a readily noticeable 5 dBA increase would still be considered significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.*

PROJECT IMPACTS

On-Site Construction Activities

Project construction would generate noise during the estimated 3.5-year duration of site preparation, demolition, excavation/grading, building construction, and architectural coatings activities. During all construction phases, noise-generating activities would be permitted to occur at the Project between the hours of 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with Section 41.40(a) of the LAMC. On Saturdays, construction activities would be permitted to occur between 8:00 A.M. and 6:00 P.M. However, construction activities are anticipated to follow a standard weekly work schedule of Monday through Friday, eight hours per day (generally 7:00 A.M. to 3:00 P.M.).

On-site construction activities would include the use of heavy equipment such as excavators, loaders, bulldozers, and/or backhoes. Vehicles such as forklifts, skid steer loaders, crane trucks, drill rig trucks, concrete pumping trucks, and concrete mixing trucks would also be required. Smaller equipment such as generators and various powered hand tools would also be used throughout all construction phases.

Noise from demolition and grading activities are typically the foremost concern when evaluating a project's construction noise impact, as these activities often require the use of heavy-duty, diesel-powered earthmoving equipment, usually the loudest construction noise equipment. For this analysis, noise impacts were modeled using the reference noise level of an excavator, as an excavator would be utilized extensively for demolition and grading. Excavators can produce average noise levels of 76.7 dBA L_{eq} at a 50-foot reference distance and often operate in relatively stationary locations. This stationary behavior means that an excavator may operate rather continuously at minimum or reduced Project-to-receptor distances. Conversely, the operations of other construction vehicles are more mobile in nature and thus would not operate continuously in set positions at minimum or reduced distances. However, it should be noted that even an excavator would not work at exactly the minimum Project-to-receptor distances for the entire duration of demolition and grading activities. Excavator work would move across the large site from hour to hour and day to day, and noise levels at receptors would wax and wane accordingly.

Table XIII-5 shows the construction-related noise impacts that could occur as a result of the Project's demolition and grading activities, without mitigation. As shown, 4949 Genesta Avenue Residences, Encino Park, and Addison Street Residences may experience noise level increases in excess of the 5 dBA threshold of significance. As a result, the Project's construction noise impact from on-site activities would be considered significant. Mitigation Measures NOI-MM-1 through NOI-MM-4 are proposed to institute industry standard "best practices" for construction in urban or otherwise noise-sensitive areas and reduce construction-related noise impacts to below the threshold of

significance. Therefore, with mitigation, the Project's construction-related noise impacts associated with on-site construction activities would be less than significant.

It should be reiterated that the modeled noise impacts are representative of minimum Project-to-receptor distances and thus the maximum potential impact, whereas in actuality noise levels at receptors would fluctuate as excavator activities move across the site at varying distances.

Table XIII-5
Estimated Exterior Construction Noise Levels at Sensitive Receptors - Unmitigated

Sensitive Land Uses[a]	Noise Level from Construction (dBA L_{eq})	Existing Monitored Ambient Noise Level (dBA L_{eq})	Combined Noise Level (dBA L_{eq})	Increase (dBA)
1. 4949 Genesta Avenue Residences	76.7	58.9	76.8	17.9
2. Encino Park	75.1	58.9	75.2	16.3
3. Encino Charter Elementary School	55.7	58.9	60.6	1.7
4. Amestoy Avenue Residences	68.8	66.8	70.9	4.1
5. Addison Street Residences	76.7	66.8	77.1	10.3
6. Oak Park Avenue Residences	56.7	64.0	64.7	0.7
Source: NTEC, 2020.				

Off-Site Construction Activities

Trucks and other construction-related vehicles would access the Project site over the course of all construction phases. However, the Project's peak construction vehicle trip generation would occur during its grading and excavation phases, when up to 81 haul trips per workday could access the site and transport cut materials to regional landfills, translating to an average of approximately 10 haul trips per work hour. Such activity would have a marginal effect on roadside ambient noise levels. Inbound haul trucks would exit the US-101 Highway at Balboa Boulevard and travel south to Ventura Boulevard, where they would then travel west to access the Project.[75] Outbound haul trucks would retrace this route back to the US-101 Highway ramps at Balboa Boulevard. According to FHWA TNM 2.5 modeling, 10 inbound and 10 outbound haul truck trips per hour would be capable of generating roadside noise levels of just 58.7 dBA L_{eq}. As field noise measurements indicate that off-peak-hour daytime ambient noise levels along Ventura Boulevard exceed 70 dBA L_{eq}, the Project's maximum haul truck deployment would not be capable of increasing ambient noise levels along this roadway by a noticeable degree. Balboa Boulevard is another major roadway that experiences daytime traffic volumes

[75] *The Project would export soils and demolished materials to the Sunshine Canyon Landfill. To access the Project, haul trucks would exit the US-101 ramps to Balboa Boulevard, travel south along this roadway, and then turn west onto Ventura Boulevard. Outbound trips to the landfill would use this same route.*

exceeding 2,000 trips per hour. The addition of 20 Project haul trucks to this roadway per hour would have a nominal effect on its roadside ambient noise levels. Therefore, the Project's noise impact from off-site construction sources would be less than significant.

On-Site Operational Noise Sources

The Project's potential on-site operational noise sources are identified and discussed below. As discussed, noise impacts of the Project's sources of on-site operational noise would be less than significant.

Mechanical Equipment

Regulatory compliance with LAMC Section 112.02 would ultimately ensure that noises from mechanical sources such as heating, air conditioning, and ventilation systems do not increase ambient noise levels at neighboring occupied properties by more than 5 dBA. Given this regulation and the relatively quiet operation of modern HVAC systems, it is unlikely that the Project's HVAC systems would be capable of increasing off-site noise levels by a discernable degree. HVAC systems associated with the Project's proposed medical office building would be placed near the location of the Project's existing commercial uses that also contain rooftop-mounted HVAC units. As a result, the medical office building's HVAC systems are unlikely to result in a substantial change to the environment, especially considering that the Project would install new HVAC units with more modern, and therefore presumably quieter and more efficient, systems. Rooftop-mounted HVAC systems associated with the Project's proposed eldercare facility would be located at an elevation of approximately 60 feet and screened behind parapets or other architectural features that would block their line of sight to nearby residential uses. Furthermore, it should be noted that many land uses in the vicinity of the Project Site also contain rooftop-mounted HVAC equipment, including commercial uses along Ventura Boulevard and the 4949 Genesta Avenue multi-family residential building. Given these considerations, it stands to reason that the Project's HVAC equipment would not substantially alter surrounding ambient noise conditions.

Auto-Related Activities

A total of 364 parking spaces would be located in three subterranean parking levels and a small surface lot. All subterranean parking levels would be fully enclosed within the Project's building envelope. Any auto-related noises (e.g. doors slamming, engines starting) from these subterranean levels would be substantially attenuated and likely inaudible at off-site receptor locations. The Project's proposed surface lot would consist of 12 car/van spaces located to the west of the eldercare building. Considering that the Project's existing use includes a surface parking lot with over 100 spaces, it is likely that the Project's net reduction of unenclosed surface parking spaces could result in a reduction of on-site auto-related noises, as subterranean parking areas would have little to no influence on off-site ambient noise levels.

Commercial Land Use

Most on-site noise generated by the proposed medical office building would be internal, and audibility would be mostly confined to within the medical office building itself. The Project is located along a major thoroughfare with numerous commercial land uses in the nearby vicinity. As a result, the addition of the Project's medical office building would not substantially alter the noise profile of its surrounding environment. Additionally, it should be noted that this component of the Project would replace existing commercial uses and would not contain any outdoor commercial areas.

Eldercare Land Use

Most operations related to the proposed eldercare facility would be internal. However, the facility would contain an outdoor courtyard and outdoor decks on the third, fourth, and fifth floors. The courtyard would be used for outdoor dining, socializing, and light recreation activities, which could generate noise from speech/conversation and light music (i.e., ambient music for dining or music for exercise classes). These sources would have a nominal effect on surrounding noise levels. Noise from speech and conversation averages between 55 and 67 dBA at a reference distance of 1 meter, and it is unlikely that amplified music for outdoor dining or senior activities would exceed noise levels associated with maximum vocal effort. With respect to nearby noise-sensitive receptors, the massing of the Project itself would block line of sight sound paths from the courtyard to the 4949 Genesta Avenue multi-family residential building. Single-family homes located along Addison Street are nearly 200 feet northwest of the proposed courtyard area; noises associated with speech/conversation and amplified music are unlikely to exceed 40 dBA at these residences and would most likely be inaudible. Normal and reasonable use of the eldercare facility's outdoor spaces would not result in discernable noise increases at off-site locations. Nevertheless, the City's noise ordinance would provide a means to address any nuisances related to this outdoor area, should they occur.

Off-Site Operational Noise Sources

The majority of the Project's operational noise impacts would be from off-site mobile sources associated with its daily vehicle trip generation. On a typical weekday, the Project is forecast to generate an estimated 1,245 net new daily trips, including 145 net new A.M. peak hour trips and 166 net new P.M. peak hour trips.[76] Though most inbound and outbound Project traffic would utilize major arterial roadways such as Ventura Boulevard and Balboa Boulevard, the Project's greatest off-site noise impacts are likely to occur along nearby residential streets with reduced traffic volumes, such as Addison Street and Genesta Avenue. On streets such as these, Project-related traffic would have a more pronounced noise impact than it would on major thoroughfares with existing elevated traffic volumes and related noise levels. Table XIII-6 shows the noise increases that could occur as a result of Project-related cut-through traffic on nearby residential streets. As

[76] *Overland Traffic Consultants, Transportation Assessment for a Proposed Mixed-Use Development, August 2020.*

shown, noise impacts resultant from the Project's individual daily traffic increases on these streets would be nominal and no more than 0.5 dBA, far below the minimum 3 dBA increase threshold that represents a noticeable change in noise levels. Future traffic increases cumulatively considering Project traffic, related-project traffic, and overall ambient traffic growth also would not be capable of raising roadside ambient noise levels by more than 0.6 dBA. As a result, the Project's off-site operational noise impact would be less than significant.

Table XIII-6
Residential Traffic Noise Impact

Roadway	Existing Daily Traffic	Future Daily Traffic	Daily Project Traffic	Existing + Project 24-hr Increase (dBA)	2021 Future + Project 24-hr Increase (dBA)
Magnolia Blvd., W of Balboa Blvd.	6,185	6,432	203	0.1	0.3
Otsego St., W of Balboa Blvd.	1,411	1,467	102	0.3	0.5
Addison St., W of Balboa Blvd.	1,606	1,670	102	0.3	0.4
Genesta Ave., S of Addison St.	1,770	1,840	203	0.5	0.6
Genesta Ave., S of Magnolia Blvd.	1,486	1,546	102	0.3	0.4
Source: NTEC, 2020. Refer to Appendix G. Daily traffic volumes obtained from: Overland Traffic Consultants, Transportation Assessment for a Proposed Mixed-Use Development, August 2020.					

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

Less Than Significant With Mitigation Incorporated. As shown on Table III-5, construction of the Project would require equipment such as excavators, loaders, dozers, and auger drill rigs. Auger drill rigs and large, track-mounted grading vehicles can produce vibration levels of 0.089 inches per second PPV at a reference distance of 25 feet. Other construction vehicles and equipment would have lesser impacts. The Project would not require impact or vibratory pile driving. Table XIII-7 shows the Project's estimated vibration impacts at the nearest off-site structures. As shown, the Project's potential to generate groundborne vibration levels exceeding the FTA's building damage criteria would be considered significant at the 4949 Genesta Avenue, 17000-17015 Ventura Boulevard, and 17035-17039 Ventura Boulevard receptors. However, the incorporation of Mitigation Measures NOISE-1 through NOISE-4 would reduce the potential for construction-related vibration damage to these receptors to below the significance threshold.

As discussed earlier, construction of the Project would generate trips from large trucks including haul trucks, concrete mixing trucks, concrete pumping trucks, and vendor delivery trucks. However, road vehicles are typically not capable of generating perceptible groundborne vibrations, let alone vibrations that would be considered potentially damaging for roadside buildings and structures.

For these reasons, the Project's construction-related vibration impacts would be less than significant.

Table XIII-7
Building Damage Vibration Levels at Off-Site Structures – Unmitigated

Off-Site Structures	Distance to Project Site (feet)	Condition	Significance Criteria (in/sec PPV)	Impact (in/sec PPV)	Significant?
Equipment: Excavators and large, track-mounted grading vehicles; auger drills					
4949 Genesta Ave.	5	I. Reinforced concrete, steel, or timber	0.5	0.995	Yes
4917 Genesta Ave.	35	II. Engineered concrete and masonry	0.3	0.054	No
17000-17015 Ventura Blvd.	3	I. Reinforced concrete, steel, or timber	0.5	2.141	Yes
17035-17039 Ventura Blvd.	3	I. Reinforced concrete, steel, or timber	0.5	2.141	Yes
5030 Amestoy Ave.	70	I. Reinforced concrete, steel, or timber	0.5	0.019	No
Source: NTEC, 2019. Refer to Appendix G. Reference vibration levels obtained from the FTA's 2006 Transit Noise and Vibration Impact Assessment manual.					

During Project operations, there would be no significant stationary sources of groundborne vibration, such as heavy equipment of industrial operations. The Project's related vehicle travel would not be considered a significant source of vibration, as vehicle travel rarely generates perceptible groundborne vibration. Therefore, Project impacts related to operational groundborne vibration would be less than significant.

Mitigation Measures

Construction Noise Impacts

Implementation of the following mitigation measures is required to ensure that the Project's construction-related noise impacts would be less than significant:

NOI-MM-1: The Project shall erect temporary noise barriers along the Project's west-, east-, and north-facing boundaries, and/or pre-build proposed permanent masonry walls in these locations prior to the commencement of major noise-generating construction activities. These barriers shall have a transmission loss (TL) value of 25 dBA or greater, which would be capable of achieving a noise reduction of 15 dBA.

NOI-MM-2: The Project shall erect temporary noise barrier "penalty boxes" for truck-mounted cranes, concrete pumping trucks, concrete mixing trucks, and other construction vehicles that may be permitted to temporarily operate from adjacent on-street parking spaces or public right-of-way, outside the confines of the barriers proposed by NOI-MM-1. These barriers shall have a TL of 20 dBA or greater, which would be capable of achieving a noise reduction of 10 dBA.

NOI-MM-3: Any warming-up or equipment staging activities shall occur as far from the nearest sensitive receptor locations as practicable.

NOI-MM-4: Generators, compressors, and other noisy equipment shall be placed within acoustic enclosures or behind baffles or screens.

Table XIII-8 shows the Project's noise levels from on-site construction activities after the implementation of Mitigation Measures NOI-MM-1 through NOI-MM-4. As shown, the implementation of these measures would reduce noise impacts 4949 Genesta Avenue Residences, Encino Park, and Addison Street Residences to below the 5 dBA threshold of significance.

Table XIII-8
Estimated Exterior Construction Noise at Sensitive Receptors - Mitigated

Sensitive Land Uses[a]	Noise Level from Construction (dBA L_{eq})	Existing Monitored Ambient Noise Level (dBA L_{eq})	Combined Noise Level (dBA L_{eq})	Increase (dBA)
1. 4949 Genesta Avenue Residences	61.7	58.9	63.5	4.6
2. Encino Park	60.1	58.9	62.6	3.7
5. Addison Street Residences	61.7	66.8	68.0	1.2
Source: NTEC, 2020.				

Construction Vibration Impacts

The mitigation measures listed below are required to reduce the Project's potential groundborne vibration impacts at the 4949 Genesta Avenue, 17000-17015 Ventura Boulevard, and 17035-17039 Ventura Boulevard receptors. Mitigated Measures NOI-MM-5 through NOI-MM-8 would reduce the Project's construction-related groundborne vibration at 4949 Genesta Avenue, 17000-17015 Ventura Boulevard, or 17035-17039 Ventura Boulevard to below the significance threshold (refer to Table XIII-9. Mitigation Measures NOI-MM-5 and NOI-MM-6 would ensure that large, track-mounted grading equipment maintain safe setbacks from these receptors. By maintaining an 8-foot positional setback, these vehicles would not generate groundborne vibrations in excess of the FTA-recommended vibration damage criteria. Mitigation Measure NOI-MM-8 would implement a comprehensive groundborne vibration and structure monitoring program for the aforementioned receptors.

NOI-MM-5: Excavators and other large track-mounted equipment shall maintain a positional setback of at least 8 feet from 4949 Genesta Avenue, 17000-17015 Ventura Boulevard, and 17035-17039 Ventura Boulevard when engaging in demolition and grading activities.

NOI-MM-6: The warming-up and staging of large track-mounted equipment shall take place at least 8 feet from 4949 Genesta Avenue, 17000-17015 Ventura Boulevard, and 17035-17039 Ventura Boulevard. As feasible, these activities shall not take place on paved surfaces.

NOI-MM-7: Construction activities that generate groundborne vibration shall be sequenced so that track-mounted equipment and auger drilling sources within 8 feet of 4949 Genesta Avenue, 17000-17015 Ventura Boulevard, and 17035-17039 Ventura Boulevard do not operate simultaneously.

NOI-MM-8: Pre-construction surveys shall be performed to document the existing conditions at the boundaries of the Project site that are adjacent to the 4949 Genesta Avenue, 17000-17015 Ventura Boulevard, and 17035-17039 Ventura Boulevard properties. A groundborne vibration and structure monitoring program shall be implemented and recorded during the Project's demolition, site preparation, grading, shoring, and/or any other phases requiring the use of large track-mounted equipment and/or auger drilling to ensure that groundborne vibration levels at the boundary of the Project site adjacent to these receptors do not exceed the respective FTA-recommended vibration damage criteria for these structures. The performance standards of the groundborne vibration and structure monitoring plan shall include the following:

- Documentation, consisting of video and/or photographic documentation of accessible and visible areas on the exteriors of 4949 Genesta Avenue, 17000-17015 Ventura Boulevard, and 17035-17039 Ventura Boulevard.

- A registered civil engineer, certified engineering geologist, or vibration control engineer shall review the appropriate vibration criteria for the identified vibration receptors, taking into consideration their age, construction, condition, and other factors related to vibration sensitivity in order to develop additional recommendations for the groundborne vibration and structure monitoring program.

- Vibration sensors shall be installed on and/or around the identified vibration receptors to monitor for horizontal and vertical movement. These sensors shall remain in place for the duration of the Project's demolition, site preparation, grading, shoring, or any other phases requiring the use of large track-mounted equipment and/or auger drilling.

- The vibration sensors shall be equipped with real-time warning system capabilities that can immediately alert construction supervisors when monitored vibration levels approach or exceed the threshold limit.

- Should an exceedance of vibration thresholds occur, work in the vicinity of the affected area shall be halted and the respective vibration receptor shall be inspected for any damage. Results of the inspection shall be logged. In the event that damage occurs, the damage shall be repaired in consultation with a qualified preservation consultant. In the event of an exceedance, feasible steps to reduce groundborne vibration levels shall be undertaken, such as halting/staggering concurrent activities and utilizing less impactful techniques.

Table XIII-9
Building Damage Vibration Levels at Off-Site Structures – Mitigated

Off-Site Structures	Distance to Project Site (feet)	Condition	Significance Criteria (in/sec PPV)	Impact (in/sec PPV)	Significant?
Equipment: Excavators and large, track-mounted grading equipment					
4949 Genesta Ave.	8	I. Reinforced concrete, steel, or timber	0.5	0.492	No
17000-17015 Ventura Blvd.	8	I. Reinforced concrete, steel, or timber	0.5	0.492	No
17035-17039 Ventura Blvd.	8	I. Reinforced concrete, steel, or timber	0.5	0.492	No
Source: NTEC, 2019. Reference vibration levels obtained from the FTA's 2006 Transit Noise and Vibration Impact Assessment manual.					

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. The Project Site is not located in the vicinity of a private airstrip or an airport land use plan or within two miles of a public airport. The closest airport is the Van Nuys Airport located approximately 4.9 miles northwest of the site. Thus, implementation of the Project would not expose people residing or working in the project area to excessive noise levels. Therefore, no impacts related to this issue would occur as a result of the Project.

Cumulative Impacts

Construction Noise

As discussed previously, construction activities would temporarily increase ambient noise levels at nearby receptors. Any other future developments that are built concurrently with the Project could further contribute to these temporary increases in ambient noise levels. There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). However, none of the related projects is located in close proximity (i.e., 500 feet) of the Project Site, and cumulative construction noise would not result in a noticeable increase in ambient noise

levels near the Project Site. Additionally, persistent traffic noise on Ventura Boulevard would mask any distant construction sounds in a manner largely similar to the effects of white noise, and the presence of numerous multi-story structures would further obstruct these sounds' line of sight travel. The Project's construction activities would not contribute substantially to any cumulative construction noise impacts. Therefore, cumulative construction-related noise impacts would be less than significant.

Operational Noise

The majority of the Project's long-term noise would come from traffic traveling to and from the Project Site. This addition of future traffic from any new developments in the Project Site area and overall ambient traffic growth would elevate ambient noise levels surrounding local roadways. However, the Project's individual contribution to permanent off-site ambient noise level increases would be minimal. As shown on Table XIII-6, with or without the addition of Project traffic, future roadside ambient noise levels would not increase by 3 dBA. Therefore, Project's cumulative operational noise impact would be less than significant.

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. The Project includes demolition and removal of the commercial buildings and surface parking areas from the Project Site and redevelopment of the site with two distinct buildings. Site 1 would be developed with a 55,416-square-foot medical office building. Site 2 would be developed with an 80,225-square-foot eldercare living facility, comprising 66 senior assisted living guest rooms and 24 Alzheimer's/dementia guest rooms and associated parking.

Construction

The construction activities associated with the Project would create temporary construction-related jobs. Nevertheless, the work requirements of most construction activities are highly specialized, so that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, construction workers would not be anticipated to relocate their residence to the Project Site area and would not induce unplanned population growth and/or require permanent housing. Therefore, the Project's indirect unplanned population growth impacts associated with construction activities would be less than significant.

Operation

Site 1

The existing 25,000 square feet of commercial (i.e., retail, office, and health club) and associated employment would be removed from Site 1 and replaced with a 55,416-square-foot medical office building, which would also provide employment. The types of jobs associated with a medical office include office managers, medical assistants, medical secretary, medical biller, medical coder, etc. These types of jobs could be filled via the existing workforce from within the Project Site area or the Los Angeles region. The medical office component of the Project would not create the types of employment opportunities that would compel numerous people to move to the City from areas outside regions. Thus, employment associated with Site 1 development would not induce substantial unplanned population growth in the City. Therefore, impacts related to unplanned population growth associated with employment on Site 1 would be less than significant.

Site 2

The existing surface parking lot on Site 2 would be removed and replaced with an eldercare facility, including 66 senior assisted living guest rooms and 24 Alzheimer's/dementia guest rooms. The purpose of the Project is to provide residential housing for persons 62 years or older in the form of two or more of the following: senior independent housing, assisted living care housing, skilled nursing care housing, and/or Alzheimer's/dementia care housing. It is anticipated that Project residents would be residents who already live in the Project Site area and/or the City. As such, the eldercare facility component of the Project would not increase the number of residents in the City. Thus, the residential component of the Project would not induce substantial unplanned population growth in the City. Therefore, impacts related to unplanned population growth associated with residential development on Site 1 would be less than significant.

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

No Impact. The Project Site is currently developed with commercial and parking uses. No housing is on the Project Site, and no people live at the site. Thus, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, no impacts related to this issue would occur as a result of the Project.

Cumulative Impacts

There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). Some of the related projects would result in a net increase in the number of housing units and associated population and the amount of employment in the Project Site area and would contribute

to growth in the City. However, as discussed previously, the Project includes development that would accommodate existing residents and the existing workforce in the City. The Project would not result in unplanned growth. Thus, the Project would not have the potential to contribute to any cumulative impacts related to unplanned growth. Therefore, cumulative impacts related to unplanned growth would be less than significant.

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. The LAFD provides fire and emergency medical protection services to the Project Sites. The Project Sites are located in an urbanized area of the City that is currently served by existing LAFD services. Fire stations that serve the Project Sites are shown on Table XV-1.

Table XV-1
Fire Stations Serving the Project Site

No.	Address	Distance to Project Site (miles)
83	4960 Balboa Boulevard	0.3
88	5101 Sepulveda Boulevard	2.8
93	19059 Ventura Boulevard	2.7

Source: LAFD, https://www.lafd.org/fire-stations/station-results, accessed April, 1, 2019.

Construction

Construction activities associated with the Project may temporarily increase demand for fire protection and emergency medical services. Construction activities may also cause the occasional exposure of combustible materials, such as wood, plastics, sawdust, coverings and coatings, to heat sources from machinery and equipment sparking,

exposed electrical lines, welding activities, and chemical reactions in combustible materials and coatings.

To comply with California Department of Industrial Relations (Cal-OSHA) and State and City Fire and Building Code requirements, construction managers and personnel would be trained in fire prevention and emergency response, and fire suppression equipment specific to construction would be maintained on-site.[77] Project construction would comply with all applicable codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. Thus, in light of City and state regulations and code requirements that would, in part, require personnel to be trained in fire prevention and emergency response, maintenance of fire suppression equipment, and implementation of proper procedures for storage and handling of flammable materials, construction impacts on fire protection and emergency medical services would be less than significant.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response, by adding construction traffic to the street network and by necessitating partial lane closures during street improvements and utility installations. These impacts, while potentially adverse, would be less than significant for the following reasons:

- Construction activities are temporary in nature and do not create continuing risks;
- General "good housekeeping" procedures employed by the construction contractors and the work crews (e.g., maintaining mechanical equipment, proper storage of flammable materials, cleanup of spills of flammable liquid) would minimize these hazards; and
- Partial lane closures would not significantly affect emergency vehicles, the drivers of which normally have a variety of options for dealing with traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, if there are partial closures to streets surrounding the Project Sites, flagmen would be used to facilitate the traffic flow until such temporary street closures are complete.

Impacts on traffic that could potentially affect emergency response are addressed through a Construction Traffic Management Plan (CTMP), which includes traffic management strategies for Project construction. The CSTMP would outline and dictate how construction operations would be carried out, and would identify specific actions to reduce effects on the surrounding community. The CSTMP would be based on the nature and timing of specific construction activities and other projects in the vicinity.

In addition to traffic, there are a number of factors that influence emergency response, including alarm transfer time, alarm answering and processing time, mobilization time,

[77] *https://www.dir.ca.gov/title8/1920.html*

risk appraisal, geography, distance, traffic signals, and roadway characteristics. While even with the CTMP, it is acknowledged that the Project would incrementally increase traffic, which could potentially delay emergency response times, the Project's potential impacts are minimal given these other factors.

Overall, construction is not considered to be a high-risk activity, and the LAFD is equipped and prepared to deal with construction-related traffic and fires should they occur. Due to the limited duration of construction activities and compliance with applicable codes, Project construction would not be expected to adversely impact firefighting and emergency services to the extent that there would be a need for new or expanded fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives of the LAFD. Moreover, consistent with *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and potential impacts on public safety services are not an environmental impact that CEQA requires a project applicant to mitigate. Therefore, impacts on fire protection services associated with construction of the Project would be less than significant.

Operation

The Project includes demolition and removal of the commercial buildings and surface parking areas from the Project Site and redevelopment of the site with two distinct buildings. Site 1 would be developed with a 55,416-square-foot medical office building. Site 2 would be developed with an 80,225-square-foot eldercare living facility, comprising 66 senior assisted living guest rooms and 24 Alzheimer's/dementia guest rooms and associated parking.

The paragraphs below discuss the criteria for determining the Project's impacts to fire protection services, including fire flow and response distance.

Fire Flow

Prior to construction of the Project, the Water Operations Division of LADWP would perform a detailed fire-flow study at the time of permit review (Plan Check) in order to ascertain whether further water system or site-specific improvements would be necessary. 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. Thus, fire flow to the Project Site would be adequate, and the associated impact would be less than significant.

Response Distance

The nearest fire station with an engine and truck company is Station No. 83, approximately 0.3 miles from the Project Site (refer to Table XV-1). Additional fire stations

within the Project Site area include Station Nos. 88 and 93. LAFD's ability to provide adequate fire protection and emergency response services to a site is determined by the response distance and the degree to which emergency response vehicles can successfully navigate the given access ways and adjunct circulation system, which is largely dependent on roadway congestion and intersection level of service (LOS) along the response route. If the response distance standard cannot be achieved for a specific location, then fire sprinkler systems are required. Nonetheless, a fire sprinkler system would be included in the buildings for all proposed land uses as part of the Project. Additionally, as stated previously, the Project would be required to comply with applicable City Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards, and would be required to include features such as an emergency and standby power system, a fire command center, established emergency procedures, emergency stairways, appropriately-sized exterior graphics, automatic fire-extinguishing system, automatic smoke detection system, emergency voice/alarm communication system, manual alarm fire boxes, etc. Given the close proximity of the closest fire station with an engine and the fire protection systems that would be incorporated into the proposed building, Project impacts related to response distance and time would be less than significant.

Emergency Access

The LAFD would review the Project plans for compliance with the Los Angeles 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. The Project would include an emergency response plan that would address the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, and locations of nearest hospitals and fire departments. Through compliance with applicable provisions of the Fire Code, Project impacts related to emergency access would be less than significant.

Cumulative Impacts

There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). Implementation of the related projects could result in a net increase in the number of residents and employees in the Project area and could further increase the demand for fire protection services. Cumulative development requires the LAFD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the proposed Project, the related projects would be subject to the Fire Code and other applicable regulations of the LAMC including, but not limited to, automatic fire sprinkler systems for high-rise buildings and/or residential projects located farther than 1.5 miles from the nearest LAFD Engine or Truck Company to compensate for additional response time, and other recommendations made by the LAFD to ensure fire protection safety. Through the process of compliance, the ability of the LAFD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be

ensured. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Therefore, cumulative impacts related to fire protection services would be less than significant.

b. Police protection?

Less Than Significant With Mitigation Incorporated. The LAPD provides police protection services to the Project Sites. As discussed above, the Project would increase the number of residents and employees at the Project Sites. Implementation of the Project could result in an increase in calls for police protection.

A significant impact may occur if the LAPD could not adequately serve a project, necessitating a new or physically altered station. The determination of whether a project could result in a significant impact on police protection shall be made considering the following factors: (a) the population increase resulting from the Project, based on the net increase of residential units or square footage of non-residential floor area; (b) the demand for police services anticipated at the time of project buildout compared to the expected level of service available; and (c) whether the project includes security and/or design features that would reduce the demand for police services.

Construction

Although there is the potential for Project construction to create an increase in demand for police protection services, the Project would provide security on the Project Sites as needed and appropriate during the construction process. This security includes perimeter fencing, lighting, and security guards, thereby reducing the demand for LAPD services. The specific type and combination of construction site security features would depend on the phase of construction. The Project Applicant would install temporary construction fencing to secure the Project Sites during the construction phase to ensure that valuable materials (e.g., building supplies and metals such as copper wiring), as well as construction equipment are not easily stolen or abused.

During construction, emergency response vehicles can use a variety of options for dealing with traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Lights and other identifying noises compel traffic to pull to the side where available to provide access through traffic. Although minor traffic delays due to potential lane closures could occur during construction, particularly during the construction of utilities and street improvements, impacts to police response times are considered to be less than significant for the following reasons:

(1) Emergency access would be maintained to the Project Sites during construction through marked emergency access points approved by the LAPD;

(2) Construction impacts are temporary in nature and do not cause lasting effects; and

(3) Partial lane closures, if determined to be necessary, would not significantly affect emergency vehicles, the drivers of which normally have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Additionally, if there are partial closures to streets surrounding the Project Sites, flagmen would be used to facilitate the traffic flow until such temporary street closures are complete.

Construction of the Project would not affect the LAPD's ability to respond to emergencies to the extent that there is no a need for any additional new or expanded police facilities, in order to maintain acceptable service ratios, response times, or other performance objectives of the LAPD. Moreover, consistent with *City of Hayward v. Trustees of California State University* (2015) 242 Cal.App.4th 833, significant impacts under CEQA consist of adverse changes in any of the physical conditions within the area of a project, and potential impacts on public safety services are not an environmental impact that CEQA requires a project applicant to mitigate. For these reasons, Project construction impacts on police services would be less than significant.

Operation

The Project includes demolition and removal of the commercial buildings and surface parking areas from the Project Site and redevelopment of the site with two distinct buildings. Site 1 would be developed with a 55,416-square-foot medical office building. Site 2 would be developed with an 80,225-square-foot eldercare living facility, comprising 66 senior assisted living guest rooms and 24 Alzheimer's/dementia guest rooms and associated parking.

The Project would include security features such as appropriate lighting in and around the proposed buildings and gated access to the parking garage. The Project would include defensible spaces designed to reduce opportunity crimes and ensure safety and security. In addition, the lighting and landscaping design would ensure high visibility and the Project would provide for on-site security measures and controlled access systems for residents and tenants to minimize the demand for police protection services. The Project would incorporate crime prevention features into the design of the buildings and public spaces, such as lighting of entryways and public areas. The Project would feature the following:

- On-site security personnel;
- Security cameras;
- Perimeter lighting to supplement the street lighting and to provide increased visibility and security;

- Parking structure access control; and
- Residential units access control.

As outlined in Mitigation Measure POLICE-MM-1, the Project would provide the LAPD with a diagram of each portion of the Project Site, showing access routes and additional access information as requested by the LAPD, to facilitate police response. Emergency access to the Project Site would be provided by the existing street system. The Project's direct minimal population increase and associated demand for police services, along with the provision of on-site security features, coordination with LAFD, and incorporation of crime prevention features, would not require the provision of new or physically altered police stations in order to maintain acceptable service ratios or other performance objectives for police protection. Additionally, the Project would also contribute to the General Fund, a portion of which is allocated to the LAPD and other public services. Therefore, with mitigation, Project impacts related to police protection services would be less than significant.

Mitigation Measure

To ensure that Project impacts related to police services would be less than significant, the following mitigation measure is required:

MM-POLICE-1: Prior to issuance of a Certificate of Occupancy, the Project Applicant shall provide the Central Area Commanding Area Officer with diagrams of each portion of the Project Site. The diagrams shall include access routes and additional information that might facilitate police response.

Cumulative Impacts

There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). Implementation of the related projects could result in a net increase in the number of residents and employees in the area of the Project Sites and could further increase the demand for police protection services. Cumulative development requires the LAPD to continually evaluate the need for new or physically altered facilities in order to maintain adequate service ratios. Similar to the proposed Project, the related projects would be subject to the site plan review and approval requirements, recommendations of the LAPD related to crime prevention features, and other applicable regulations of the LAMC. Through the process of compliance, the ability of the LAPD to provide adequate facilities to accommodate future growth and maintain acceptable levels of service would be ensured. Furthermore, the increased demands for additional LAPD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding) to which the Project and related projects would contribute. Therefore, cumulative impacts related to police protection services would be less than significant.

c. Schools?

Less Than Significant Impact. The Project includes development of the Project Site with an eldercare facility and a medical office building. The Project would not include development of any land uses that would generate school-aged children. Thus, the Project would not result in a direct demand for school services. Additionally, pursuant to the California Government Code Section 65995, the Project Applicant would be required to pay school fees established by the Los Angeles Unified School District (LAUSD), payment of which in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, provide full and complete mitigation for any potential direct and indirect impacts to schools as a result of the Project. Therefore, Project impacts to school services would be less than significant.

Cumulative Impacts

There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). The related projects could result in an increase in the number students in the Project Site area. However, similar to the applicant of the proposed Project, the applicants of all the related projects would be required to pay the applicable school fees to the LAUSD to ensure that no significant impacts to school services would occur. Therefore, cumulative impacts to school services would be less than significant.

d. Parks?

Less Than Significant Impact. The Project includes development of the Project Site with an eldercare facility and a medical office building. The eldercare facility would provide a fitness center, therapy and wellness rooms, lounge, multi-purpose activity rooms, landscaped decks, and open space. Additionally, the Project Site is located across the street (to the east) from the Encino Park. Thus, the Project would not create a demand for parks and recreational services that would create the need for new or expanded parks or recreational facilities. Therefore, Project impacts related to parks and recreational facilities would be less than significant.

Cumulative Impacts

There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). The related projects listed could result in an increase demand for parks and recreational services. The extent to which the related residential projects include parks/recreational amenities is unknown. However, the applicants of the related projects that consist of residential dwelling units would be required to meet LAMC open space requirements and would be subject to the park fees pursuant to LAMC Section 12.33, ensuring that any potential impacts to parks and recreational facilities would be less than significant. As stated previously, the Project would not result in any significant impacts related to parks and recreational facilities. Therefore, cumulative impacts to park and recreational facilities would be less than significant.

e. Other public facilities?

Less Than Significant Impact. The Project includes development of the Project Site with an eldercare facility and a medical office building. Libraries in the Project Site area include the Encino-Tarzana Branch Library and the West Valley Regional Branch Library, along with several Little Free Library locations throughout the Project Site area. Any potential additional demand for library services created by the addition of new eldercare residents to the Project Site would likely be minimal and would not cause the need for new or expanded libraries. Additionally, the eldercare facility would include on-site library facilities for the Project residents that would reduce the demand for library service in the Project Site area. Therefore, Project impacts related to library services would be less than significant.

Cumulative Impacts

There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). Implementation of the related projects could increase the demand for library services in the Project area. The related residential projects would be subject to the standards to determine demand for library facilities used by the City, and would likely be required to implement mitigation where applicable. As such, the demand for library services created by these residential projects could be accommodated, and impacts would be less than significant. As stated previously, the Project would not result in any significant impacts related to library services. Therefore, cumulative impacts to library services would be less than significant.

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. As discussed in response to Checklist Question XV(d) (Public Services – Parks), Project impacts related to parks and recreational facilities would be less than significant.

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. The Project includes development of open space areas and recreational facilities that are inclusive of the Project and are required to meet the City's open space requirement. The assessment of impacts associated with development of these open space areas and recreational facilities is inclusive of the assessment of impacts associated with the Project in its entirety. No direct significant impacts would occur as a result of development of the open space facilities.

Cumulative Impacts

Refer to discussion of cumulative impacts related to parks and recreational facilities under response to Checklist Question XV(d) (Public Services – Parks). As discussed there, cumulative impacts related to parks and recreational facilities would be less than significant.

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 with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
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?	☐	☐	☒	☐

The analysis in this section is based on the following (refer to Appendix H):

- *Transportation Assessment, Overland Traffic Consultants, Inc., August 2020..*

Senate Bill 743 (SB 743), effective in January 2014, required the Governor's Office of Planning and Research to change the CEQA guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifts from driver delay or level of service (LOS) to VMT, in order to reduce GHG emissions, create multimodal networks, and promote mixed-use developments.

To adapt to SB 743, the City Planning Commission, on February 28, 2019, recommended the approval of revised guidelines to include new transportation analysis screening procedures and thresholds, subsequently approved by the City Council on July 30, 2019. LADOT's Transportation Assessment Guidelines (TAG) defines the methodology of analyzing a project's transportation impacts in accordance with SB 743.

Per the TAG, the CEQA transportation analysis contains the following thresholds for identifying significant impacts:

- Threshold T-1: Conflicting with Plans, Programs, Ordinances, or Policies
- Threshold T-2.1: Causing Substantial Vehicle Miles Traveled (VMT)
- Threshold T-2.2: Substantially Inducing Additional Automobile Travel
- Threshold T-3: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

These thresholds are discussed below.

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

Less Than Significant Impact. To guide the City's Mobility Plan 2035 (i.e., the Transportation Element of the General Plan), the City adopted programs, plans, ordinances, and policies that establish the transportation planning framework for all travel modes, including vehicular, transit, bicycle, and pedestrian facilities. Land development projects shall be evaluated for conformance with these City adopted transportation plans, programs, and policies. Per the TAG, a project would not be shown to result in an impact merely based on whether a project would not implement a program, policy, or plan. Rather, it is the intention of this threshold test to ensure that proposed development does not conflict with nor preclude the City from implementing adopted programs, plans, and policies. The TAG provides a list of key City plans, policies, programs, and ordinances for consistency review (refer to Table XVII-1). Projects that generally conform with and do not conflict with the City's development policies and standards addressing the circulation system, will generally be considered consistent. As summarized on Table XVII-1, the Project would not conflict with these key City planning documents. Therefore, Project impacts related to Threshold T-1 would be less than significant.

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?

Less Than Significant Impact. The intent of Threshold T-2 is to assess whether a land development project would cause a substantial VMT impact. CEQA Guidelines Section 15064.3(b) relates to use of VMT as the methodology for analyzing transportation impacts. The medical office use portion of the Project would be located on Ventura Boulevard, which is identified on the Transit Enhanced Network. The Project has a Walk Score of 83 out of 100 where most errands can be accomplished on foot.

To address Threshold T-2, LADOT's TAG identifies significant VMT impact thresholds for each of seven Area Planning Commission (APC) sub-areas in the City. A project's VMT is compared against the City's APC threshold goals for household VMT per capita and work VMT per employee to evaluate the significance of the project's VMT. A development project will have a potential significant impact if the project would generate VMT exceeding 15 percent below the existing average VMT for the APC area in which the project is located per TAG Table 2.2-1.

Table XVII-1
Consistency City Documents from TAG Table 2.1-1

Plan or Policy	Consistent?	Notes	Preclude City Implementation?
LA Mobility Plan 2035	Yes	The Project complies with the Mobility Plan 2035 street standard for Ventura Boulevard, a Boulevard II roadway. No other Boulevard or Avenue street dedications or improvements are required by the Project to serve long-term mobility needs identified in the Mobility Plan 2035. The Project does include a Waiver of Dedication and Improvement (WDI) for the portion of Amestoy Avenue adjoining the Project Site's street frontage that would otherwise require a 3-foot dedication and a 1-foot street widening. However, the WDI would not inhibit the Project's ability to meet the objectives of the Mobility Plan 2035, because the dedication would not extend north, given the R1 zoned properties located to the north of the Project Site do not require roadway dedications.	No
Plan for Healthy LA	Yes	The Project would support Policy 5.7, Land Use Planning for Public Health and Greenhouse Gas (GHG) Emission Reduction, by reducing single-occupant vehicle trips by the Project Site's proximity to transit service. The Project would include both electric charging stations and pre-wiring spaces for potential future electric vehicle charging (Ord. 186485). The Project would not conflict with other policies in the Plan for Healthy LA.	No
Land Use Element of the General Plan (35 Community Plans)	Yes	The Project is in the Encino-Tarzana Community Plan area. The Project would be in substantial conformance with the purposes, intent, and provisions of the General Plan, and the Community Plan.	No
Specific Plans	No	The Project is in the Ventura - Cahuenga Boulevard Corridor Specific Plan area and applied for several entitlement requests: LAMC Section 14.3.1 and Eldercare Facility Unified Permit, LAMC Section 11.5.7.C a Project Permit Compliance Review, and LAMC Section 11.5.7.F a Specific Plan Exception as part of the Project application.	No
LAMC Section 12.21A.16 (Bicycle Parking)	Yes	The Project complies with the ratio of short- and long-term bicycle parking pursuant to LAMC Section 12.21. A.16.	No
LAMC Section 12.26J (TDM Ordinance)	Yes	LAMC Section 12.26J for Transportation Demand Management and Trip Reduction Measures applies only to the construction of new non-residential floor area greater than 25,000 square feet. The Project provides approximately 55,416 square feet of medical office floor area and would comply with the TDM ordinance.	No

LAMC Section 12.37 (Waivers of Dedications and Improvement)	No	According to the Mobility Element Street standards for Amestoy Avenue, a 3-foot dedication and1 to 2-foot widening would be necessary along the Project Site frontage to satisfy the Collector street standards. The Project is seeking a waiver of the dedication and widening for Amestoy Avenue.	No
Vision Zero Action Plan	Yes	No new driveways are proposed along Ventura Boulevard. The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way.	No
Vision Zero Corridor Plan	Yes	The Project would not preclude or conflict with the implementation of future Vision Zero projects in the public right-of-way	No
Citywide Design guidelines	Yes	See below.	No
Guideline 1: Promote a safe, comfortable, and accessible pedestrian experience for all	Yes	The Project would create a continuous and straight sidewalk clear of obstructions for pedestrian travel. The Project would provide adequate sidewalk width and right-of-way that accommodates pedestrian flow and activity. The Project would activate pedestrian activity and promote the safety of pedestrians with the location of ground-level commercial uses. Pedestrian access would be provided at street level with direct access to the surrounding neighborhood and amenities.	No
Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	Yes	The Project complies with the Citywide Design Guidelines by incorporating vehicle access locations that do not discourage and/or inhibit the pedestrian experience. Vehicular access and parking are located on the alley away from the public street right-of-way. The Project vehicular access complies with driveway location standards by locating access on the adjacent alley. No vehicular access is provided on Ventura Boulevard.	No
Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	Yes	The building design uses attractive architectural elements that promotes neighborhood pride and reduces the perceived mass. The Project would not preclude or conflict with the implementation of future streetscape projects in the public right-of-way.	No
Source: Overland Traffic Consultants, Inc. Refer to Appendix H.			

The Project is in the South Valley APC sub-area, which limits daily household VMT per capita to a threshold value of 9.4 and a daily work VMT per employee threshold value of 11.6 (15 percent below the existing VMT for the South Valley APC). Results of the Project's VMT calculation provide an estimate based on the Project's land uses, size and the following TDM program strategies that are included as Project design features:

TDM Program Strategies

EDUCATION & ENCOURAGEMENT: Provide Promotions and Marketing – This strategy involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices. This strategy includes passive educational and promotional materials, such as posters, info boards, or a website with information that a traveler could choose to read at their own leisure.

COMMUTE TRIP REDUCTION STRATEGY: Ride-Share Program – This strategy increases vehicle occupancy by providing ride-share matching services, designating preferred parking for ride-share participants, designing adequate passenger loading/unloading and waiting areas for ride-share vehicles, and providing a website or message board to connect riders and coordinate rides.

BICYCLE INFRASTRUCTURE: Include Bike Parking per LAMC – This strategy involves implementation of short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations under existing LAMC regulations applicable to the Project (LAMC Section 12.21.A.16). The Project would provide bicycle parking consistent with LAMC Section 12.21.A.16 – The Project would provide the required 17 long-term bicycle parking spaces and 15 short-term bicycle parking spaces for a total of 32 bike parking spaces.

Project's household VMT per capita was estimated to be 4.6. The Project's work VMT per employee was estimated to be 7.3. Both below the South Valley APC VMT thresholds. Therefore, Project impacts related to Threshold T-2 would be less than significant.

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

No Impact. Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site and may include safety, operational, or capacity impacts. Impacts can be related to vehicle conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a project site.

No deficiencies are apparent in the proposed site access plans for the Project that would be considered significant. This determination considers the following factors:

1. Vehicle access to the parking would be via the alley with two points of access. An additional passenger loading and drop off area would also be provided for the eldercare facility from a driveway loop to/from Genesta Avenue. Access to the

Project parking would be provided from the adjacent alley, thereby improving street movement of vehicles, pedestrians, and future bike lanes. Vehicular alley access would not present any safety issues regarding potential conflicts with pedestrians and vehicles in the alley.

2. No new driveways would be introduced on Ventura Boulevard, a Boulevard II roadway and designated as part of the High Injury Network System.

3. The adjacent east-west alley is currently 20 feet in width. No dedication would be needed along the project alley frontage.

4. The Project's alley access is consistent with LADOT driveway placement and location per LADOT Manual of Policies and Procedures, Section 321, Driveway Design.

A review of the Project Site plans does not present any hazardous geometric design features. Therefore, no impacts related to this issue would occur as a result of the Project.

d. Result in inadequate emergency access?

Less Than Significant Impact. Prior to issuance of a building permit, the Project Applicant would be required to submit parking and driveway plans to the Bureau of Engineering, LAFD, and LADOT for approval to ensure that the Project complies with code-required emergency access. Through compliance with existing City regulations, the Project would not result in any significant impacts related to emergency access.

Cumulative Impacts

Threshold T-1

Pursuant to the TAG, each of the plans, programs, ordinances, and policies to assess potential conflicts with proposed projects should be reviewed to assess cumulative impacts that may result from the Project in combination with other nearby development projects. A cumulative impact could occur if the Project, with other future development projects located on the same block were to cumulatively preclude the City's ability to serve transportation user needs as defined by the City's transportation policy framework. No cumulative impact has been identified with the Project that would preclude the City's implementation of any transportation related policies, programs, or standards. Therefore, cumulative impacts related to Threshold T-1 would be less than significant.

Threshold T-2

Cumulative VMT impacts are evaluated through a consistency check with SCAG's RTP/SCS, which is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. Per the City's TAG, projects that are consistent with the RTP/SCS in terms of development location and density are part of the regional solution for meeting air pollution and GHG emissions reduction goals. Projects

that have less-than-significant VMT impact are deemed to be consistent with the SCAG's RTP/SCS and would have a less-than-significant cumulative impact on VMT. As discussed above, the Project's VMT would not exceed the City's South Valley APC VMT impact thresholds and as such, the Project's contribution to the cumulative VMT impact is adequate to demonstrate cumulative VMT impacts would be less than significant.

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. A Sacred Lands File Search (SLFS) request was sent to the Native American Heritage Commission (NAHC) to determine if the Project Site is within the boundaries of any known sacred lands and/or whether any tribal cultural are known to exist on the Project Site. In response, the NAHC indicated that the results of the SLFS check conducted through the NAHC was negative, meaning that the Project Site is not within the boundaries of any known sacred lands and does not contain any known tribal cultural resources.[78] Additionally, as discussed in detail in response to Checklist Question V (a) (Cultural Resources – Historical Resources) and based on the *Historical*

[78] *Native American Heritage Commission, Steven Quinn, Associate Governmental Program Analyst, correspondence, April 10, 2019. Refer to Appendix I.*

Resource Technical Report prepared for the Project (refer to Appendix C), none of the buildings on the Project Site is a significant historical resource. Thus, the Project would not result in any significant impacts related to historical resources.

Additionally, as discussed in response to Checklist Question V (b) (Cultural Resources – Archaeological Resources, based on a records search conducted by the SCCIC, no archaeological sites and/or resources have been recorded at the Project Site (refer to Appendix C). However, it is possible that unknown archaeological resources could exist at the Project Site. In the event that unknown archaeological resources were encountered at the site, the Applicant would be required to comply with the City's Standard Condition of Approval related to Inadvertent Discovery of Archaeological Resources, which would ensure that Project impacts related to archaeological resources would be less than significant.

Further, as discussed in response to Checklist Question V (c) (Cultural Resources – Human Remains), the Project Site is located within an urbanized area of the City and has been subject to grading and development in the past. No known human remains exist at the Project Site. In the event that unknown human remains were encountered at the site, the Applicant would be required to comply with the State's Health and Safety Code Section 7050.5, which provides that in the event of discovery or recognition of any human remains at the Project Sites, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC. Through compliance with existing regulatory standards, Project impacts to human remains would be less than significant.

For these reasons, Project impacts related to tribal cultural resources would be less than significant.

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 with Mitigation Incorporated. 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 PRC Section 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 NAHC provided a list of Native American groups and individuals who might have knowledge of the religious and/or cultural significance of resources that may be in and near the Project Site. An informational letter was mailed to a total of 10 tribes known to have resources in the Project Site area, describing the Project and requesting any information regarding resources that may exist on or near the Project Site.

A consultation request from the Fernandeno Tataviam Band of Mission Indians, dated March 19, 2020, was received by the City that resulted in the recommendation of mitigation measures related to monitoring ground-disturbing activities to identify subsurface tribal cultural resources, if discovered. Thus, consultation was completed with the recommendation of Mitigation Measure TCR-1 (outlined below), which would require monitors be present during ground-disturbing activities to identify subsurface tribal cultural resources, if discovered. Therefore, with implementation of Mitigation Measure TCR-1, Project impacts to tribal cultural resources would be less than significant.

Mitigation Measures

To ensure that the Project's impact on tribal cultural resources would be less than significant, the following mitigation measure shall be implemented:

TCR-1: Prior to commencing any ground disturbance activities at the Project Site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the Project Site. Any qualified tribal monitor(s) shall be approved by the Fernandeno Tataviam Band of Mission Indians Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources (OHR).

The qualified archeological and tribal monitors shall observe all ground disturbance activities on the Project Site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the Project Site, an archeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the archaeological and tribal monitor both indicate that the site has a low potential for impacting tribal cultural resources.

Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers shall be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the Project Site, for City inspection, documentation establishing the training was completed for all members of the construction crew involved in ground disturbance activities.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below.

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project, and (2) OHR.

2. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, the City shall provide any affected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant, or its successor, and

the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.

4. In addition to any recommendations from the applicable tribe(s), a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.

5. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may: (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate an significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.

6. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.

7. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in Items 2 through 5 above.

8. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

9. Notwithstanding Item 8 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

Cumulative Impacts

There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). Impacts related to tribal cultural resources tend to be site-specific and are assessed on a site-by-site basis. The City would require the applicants of each of the related projects to assess, determine, and mitigate any potential impacts related to tribal cultural resources that could occur as a result of development, as necessary. As discussed previously, through compliance with existing laws and the City's conditions of approval, Project impacts associated with historic, archaeological, and paleontological resources would be less than significant. However, the occurrence of these impacts would be limited to the Project Sites and would not contribute to any potentially significant cultural resources impacts that could occur at the sites of the related projects. As such, the Project would not contribute to any potential cumulative impacts related to cultural resources. Therefore, cumulative impacts related to cultural resources would be less than significant.

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. As discussed below, Project impacts related to these issues would be less than significant.

Water Facilities

Local water conveyance infrastructure in the vicinity of the Project Site is maintained and operated by LADWP. The Project Site is served by an 8-inch main along Ventura

Boulevard, a 6-inch main along Genesta Avenue, and a 6-inch main along Amestoy Avenue. As shown on Table XIX-1, the Project would consume a net increase of approximately 9,190 gallons of water per day (or 0.009 mgd). It should be noted that this amount does not take into account the effectiveness of water conservation measures required in accordance with the City's Green Building Code, which would likely reduce the Project's water consumption (and wastewater generation) shown on Table XIX-1.

Table XIX-1
Estimated Wastewater Generation and Water Consumption[1]

Land Use	Size	Water Consumption Rate[2]	Total (gallons/day)
Existing Uses to be Removed			
Commercial	10,000 sf	80 gpd/1,000 sf	800
Office	11,000 sf	120 gpd/1,000 sf	1,320
Health Club	4,000 sf	250 gpd/1,000 sf	1,000
		Total Existing	***3,120***
Proposed Uses			
Eldercare Facility	90 bed	75 gpd/bed	6,750
Medical Office	55,416 sf	120 gpd/1,000 sf	6,650
		Total Project	***12,310***
		Less Existing	*3,120*
		Net Total	**9,190**

sf = square feet *gpd = gallons per day*

[1] *Conservatively assumes that all water converts to wastewater.*
[2] *Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, March 20, 2002.*

As part of the permitting process for the Project, the Project Applicant would be required to coordinate with the LADWP Water Service Organization to determine if the existing water supply infrastructure maintains sufficient capacity to accommodate the Project's demand for water. If a deficiency or service problem is discovered during the permitting process, the Project Applicant would be required to fund any necessary upgrades to adequately serve the Project. Water main and related infrastructure upgrades would not be expected to create a significant impact to the physical environment because: (1) any disruption of service would be of a short-term nature; (2) replacement of the water mains would be within public and private rights-of-way; and (3) the existing infrastructure would be replaced with new infrastructure in areas that have already been significantly disturbed. For these reasons, the Project would not require or result in relocation or the construction of new or expanded water facilities, the construction or relocation of which could cause significant environmental effects. Therefore, Project impacts related to water facilities would be less than significant.

Cumulative Impacts

There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). Implementation of the Project in conjunction with the related projects could result in an increased cumulative on water conveyance infrastructure. Table XIX-2 shows that the cumulative development in the Project Site area could result in the need to treat approximately 201,246 gallons of water per day (or 0.2 mgd). It should be noted that this amount does not take into account the net decrease in water consumption (and wastewater generation) that would occur as a result of removal of existing uses or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption (and wastewater generation) shown on Table XIX-2.

Table XIX-2
Estimated Cumulative Water Consumption and Wastewater Generation[1]

Land Uses	Size	Water Consumption/ Wastewater Generation Rate[2]	Total (gpd)
Multi-Family Residential	712 du	150 gpd/du	106,800
Single-Family Residential	12 du	230 gpd/du	2,760
Hotel	158 rooms	130 gpd/room	20,540
Restaurant	23,764 sf	300 gpd/1,000 sf	7,129
Office	11,388 sf	120 gpd/1,000 sf	1,367
Medical Office	336,987 sf	120 gpd/1,000 sf	40,438
Bank	9,970 sf	120 gpd/1,000 sf	1,196
Market/Store	104,810 sf	80 gpd/1,000 sf	8,384
Commercial/Retail	18,211 sf	80 gpd/1,000 sf	1,456
School	100 students	8 gpd/student	800
Gym	4,745 sf	0.25 gpd/sf	1,186
		Subtotal	***192,056***
		Plus Project	*9,190*
		Total	**201,246**

gpd = gallons per day *du = dwelling unit* *sf = square feet*

[1] *Assumes wastewater generation equals water consumption.*
[2] *Source: City of Los Angeles Bureau of Sanitation, Sewer Generation Rates Table, March 20, 2002. This rate does not assume the effectiveness of any current water conservation measures that are required in the City.*

As with the Project, the applicants of the related projects would be subject to review by LADWP to ensure that existing infrastructure would be adequate to meet the water demand requirements for each project. All development in the City is subject to LADWP

and City requirements regarding potential infrastructure improvements need to meet respective water infrastructure needs. Additionally, all development in the City is required to comply with Fire Code requirement for fire flow and other fire protection requirements and are subject to ongoing evaluations by LADWP, the City's Department of Public Works, and the Los Angeles Fire Department to ensure water conveyance infrastructure is adequate. Compliance with existing regulations would ensure that cumulative impacts related to water infrastructure would be less than significant.

Wastewater Treatment

The Project Site is located within the service area of the Hyperion Treatment Plant (HTP), which has been designed to treat 450 million gallons per day (mgd) to full secondary treatment. Full secondary treatment prevents virtually all particles suspended in effluent from being discharged into the Pacific Ocean and is consistent with the Los Angeles Regional Water Quality Control Board's (LARWQCB) discharge policies for the Santa Monica Bay. The HTP currently treats an average daily flow of approximately 275 mgd. Thus, there is approximately 175 mgd available capacity. As identified on Table IV-19-1, the Project would generate approximately 9,190 gallons of wastewater per day (or 0.009 mgd). With a remaining daily capacity of 175 mgd, the HTP would have adequate capacity to serve the Project. Therefore, Project impacts related to wastewater treatment would be less than significant. Pursuant to City policy, the Bureau of Sanitation would check the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. A final approval for sewer capacity and connection permit would be made at the time of construction. Therefore, Project impacts related to wastewater treatment would be less than significant.

Cumulative Impacts

There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). Implementation of the related projects could increase the need for wastewater treatment. Table XIX-2 shows that the cumulative development in the Project Site area could result in the need to treat approximately 201,246 gallons of water per day (or 0.2 mgd). It should be noted that this amount does not take into account the net decrease in wastewater generation (and water consumption) that would occur as a result of removal of existing uses or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption and wastewater generation shown on Table XIX-2. With a remaining treatment capacity of approximately 175 mgd, the HTP would have adequate capacity to accommodate the wastewater treatment requirements of cumulative development. No new or upgraded treatment facilities would be required. Therefore, the cumulative wastewater treatment impacts would be less than significant.

Storm Water Drainage Facilities

As discussed in response to Checklist Question X(c)(iii), Project impacts related to storm drainage facilities would be less than significant.

Cumulative Impacts

Refer to the cumulative impact discussion provided in response to Checklist Topic X (Hydrology and Water Quality).

Electric Power Facilities

As discussed in response to Checklist Question VI(a), Project impact related to electric power facilities would be less than significant.

Cumulative Impacts

Refer to the cumulative impact discussion provided in response to Checklist Topic VI (Energy).

Natural Gas Facilities

As discussed in response to Checklist Question VI(a), Project impact related to natural gas facilities would be less than significant.

Cumulative Impacts

Refer to the cumulative impact discussion provided in response to Checklist Topic VI (Energy).

Telecommunications Facilities

In the Project Site area, existing telephone service is typically provided by AT&T, and existing cable television/internet is typically provided by Spectrum (formerly Time Warner Cable). The Project Site could be served by existing telecommunications facilities that are available in the Project Site area and would not require new or expanded facilities. Therefore, Project impacts related to telecommunications facilities would be less than significant.

Cumulative Impacts

There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). All of the related projects are located in a 0.5-mile radius of the Project Site and within an urbanized area of the City. All of the related projects represent infill development and are served by existing utilities, including telecommunications infrastructure. As with the Project, the related projects would likely require project- or site-specific infrastructure to connect to

the existing infrastructure, but the related projects would not require new or expanded facilities. Therefore, cumulative impacts related to telecommunications infrastructure would be less than significant.

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. The City receives water from five major sources: 1) the Eastern Sierra Nevada watershed, via the Los Angeles Aqueduct (LAA); 2) the Colorado River, via the Colorado River Aqueduct; 3) the Sacramento-San Joaquin Delta, via the State Water Project (SWP) and the California Aqueduct; 4) local groundwater; and 5) recycled water. The amount of water obtained from these sources varies from year to year and is primarily dependent on weather conditions and demand.

As shown on Table XIX-1, the Project would consume a net increase of approximately 9,190 gallons of water per day. According to LADWP, any project that is consistent with the City's General Plan, the projected water demand associated with that project is considered to be accounted for in the most recently adopted Urban Water Management Plan (UWMP), which is prepared by the LADWP to ensure that existing and projected water demand within its service area can be accommodated.[79] As discussed previously, the Project is consistent with the City's General Plan land use designation for the Project Site. Additionally, the Project Applicant would be required to comply with the water efficiency standards outlined in Los Angeles City Ordinance No. 180822 and in the City's Green Building Code to minimize water usage. Further, prior to issuance of a building permit, the Project Applicant would be required to consult with LADWP to determine Project-specific water supply service needs and all water conservation measures that shall be incorporated into the Project. As such, the Project would not require new or additional water supply or entitlements. Therefore, Project impacts related to water supply would be less than significant.

Cumulative Impacts

There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). Table XIX-2 shows that the cumulative development in the Project Site area could result in the need to treat approximately 201,246 gallons of water per day (or 0.2 mgd). It should be noted that this amount does not take into account the net decrease in water consumption (and wastewater generation) that would occur as a result of removal of existing uses or the effectiveness of water conservation measures required in accordance with the City's Green Building Code, both of which would likely substantially reduce the cumulative water consumption (and wastewater generation) shown on Table XIX-2.

LADWP (through its UWMP) anticipates that its projected water supplies will meet demand through the year 2040. In terms of the City's overall water supply condition, any

[79] *Los Angeles Department of Water and Power, Amir Tabakh, correspondence, February 11, 2015.*

related project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system. In addition, any related project that conforms to the demographic projections from SCAG's RTP/SCS and is located in the service area is considered to have been included in LADWP's water supply planning efforts so that projected water supplies would meet projected demands. Similar to the Project, each related project would be required to comply with City and State water code and conservation programs for both water supply and infrastructure.

Related projects that propose changing the zoning or other characteristics beyond what is within the General Plan would be required to evaluate the change under CEQA review process. The CEQA analysis would compare the existing to the proposed uses and the ability of LADWP supplies and infrastructure to provide a sufficient level of water service. Future development projects within the service area of the LADWP would be subject to the water conservation measures outlined in the City's Green Building Code, which would partially offset the cumulative demand for water. LADWP undertakes expansion or modification of water service infrastructure to serve future growth in the City as required in the normal process of providing water service. For these reasons, cumulative impacts related to water would be less than significant.

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. As discussed in response to comment XIX(a), Project impacts related to wastewater treatment would be less than significant.

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. As discussed below, Project impacts related to this issue would be less than significant.

Construction

Demolition and construction waste would be generated during the Project's construction phase. Construction waste materials are expected to be typical construction debris, including wood, paper, glass, plastic, metals, cardboard, and green wastes. The Project's demolition and construction debris would primarily be classified as inert waste and would be recycled in accordance with the Citywide [Construction and Demolition] C&D Waste Recycling Ordinance, which requires all mixed C&D waste generated within City limits to be taken to a City-certified C&D waste processor for recycling, and with LAMC Section 66.32, which requires 70 percent of solid waste (including C&D debris) generated in the City to be recycled. Solid waste diversion would be accomplished though the on-site separation of materials and/or by contracting with a solid waste disposal facility that would guarantee a minimum diversion rate of 70 percent. In compliance with the LAMC, the

General Contractor would utilize solid waste haulers, contractors, and recyclers who have obtained an AB 939 Compliance Permit (i.e., Waste Hauler Permit) from LASAN.

Furthermore, recycling facilities in the Los Angeles region (such as American Waste Transfer Station, Compton Recycling and Transfer Station, Carson Transfer Station and Materials Recovery Facility, Waste Resources Recovery, Falcon Refuse Center Inc., and the Southeast Resource Recovery Facility) would receive recyclable construction waste. Additional recycling facilities and inert waste landfills (which are able to accept fill dirt, concrete, glass, etc.) are listed in the City's Department of Sanitation's Construction and Demolition Recycling Guide and would be utilized as needed. For these reasons, the Project's construction and demolition activities would not require new or expanded landfill capacity. Therefore, the Project's construction-related impacts on solid waste would be less than significant.

Operation

The primary landfills that serve the City include Sunshine Canyon, Chiquita Canyon, Antelope Valley, Lancaster, and Calabasas. Permitted capacity and average daily disposal amounts for these landfills are shown on Table XIX-3. As shown, the combined remaining available daily intake at the landfills serving the City is approximately 21,798 tons.

Table XIX-3
Landfill Capacity

Landfill Facility	Estimated Remaining Life (years)	Estimated Remaining Disposal Capacity (million tons)	Permitted Intake (tons/day)	Daily Disposal (tons/day)	Available Daily Intake (tons/day)
Sunshine Canyon	19	65.3	12,100	7,012	5,088
Chiquita Canyon	29	59.8	12,000	2,307	9,693
Antelope Valley	22	12.0	3,600	1,677	1,923
Lancaster	23	10.2	3,000	376	2,624
Calabasas	11	4.9	3,500	1,030	2,470
				Total	**21,798**

Source: County of Los Angeles, Countywide Integrated Waste Management Plan, 2018 Annual Report, December 2019.

As shown on Table XIX-4, the Project would generate a net increase of approximately 0.27 tons of solid waste per day. With a remaining daily capacity of 21,798 tpd, the existing landfill capacity would be adequate to accommodate the Project's solid waste generation. For these reasons, Project operation would not require new or expanded

landfill capacity. Therefore, Project impacts related to solid waste would be less than significant.

Table XIX-4
Estimated Solid Waste Generation

Land Use	Size	Generation Rate[1]	Total (tons/day)
Existing Uses to be Removed			
Commercial	10,000 sf	0.005 lbs/day/sf	0.03
Office	11,000 sf	0.006 lbs/day/sf	0.03
Health Club	4,000 sf	0.005 lbs/day/sf	0.01
		Total Existing	0.07
Proposed Uses			
Eldercare Facility	90 du	4 lbs/day/du	0.18
Medical Office	55,416 sf	0.006 lbs/day/sf	0.16
		Total Project	***0.34***
		Less Existing	*0.07*
		Net Total	**0.27**

lbs = pounds *sf = square feet* *du = dwelling unit*

[1] *Source: CalRecyclewebsite: http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm.*

Note: Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.

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

No Impact. State regulation AB 939 required every city and county to divert 50 percent of its waste from landfills by the year 2000 through such means as recycling, source reduction, and composting. In addition, AB 939 requires each county to prepare a countywide siting element for a 15-year period, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the county that cannot be reduced or recycled. Further, AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991, requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects.

The Project would be required to comply with all applicable federal, state, and local statutes and regulations, including the City's Construction and Demolition Waste Recycling Ordinance, the Curbside Recycling Program, and Zero Waste Plan, and no impacts related to this issue would occur as a result of the Project.

Cumulative Impacts

There are 24 related projects in the vicinity of the Project Site (refer to Appendix I of the Transportation Assessment included as Appendix H to this IS/MND). As with the Project, all of the related projects would be required by the City to comply with all applicable federal, state, and local statutes and regulations, including the City's Construction and Demolition Waste Recycling Ordinance, the Curbside Recycling Program, and Zero Waste Plan, and no impacts related to this issue would occur as a result of cumulative development.

XX. WILDFIRE

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

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

No Impact. The Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Therefore, no impacts related to this issue would occur.

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

No Impact. The Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Therefore, no impacts related to this issue would occur.

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

No Impact. The Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Therefore, no impacts related to this issue would occur.

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

No Impact. The Project Site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. Therefore, no impacts related to this issue would occur.

Cumulative Impacts

None of the related projects is located near lands that are classified as very high fire hazard severity zones. Therefore, no impacts related to this issue would occur as a result of cumulative development.

21. 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 with Mitigation Incorporated. As discussed under Checklist Topics IV (Biological Resources) and V (Cultural Resources), the Project would not 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. As discussed under Checklist Topic XVIII (Tribal Cultural Resources), with mitigation, the

Project would not have the potential to eliminate important examples of the major periods of California history or prehistory related to tribal cultural resources.

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. As discussed throughout this IS/MND, the Project's contribution to cumulative impacts would not be considerable.

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

Less Than Significant Impact. As discussed throughout this IS/MND, the Project would not result in any direct or indirect adverse effects on human beings.