Van Nuys Plaza

Initial Study / Mitigated Negative Declaration

Prepared for:

City of Los Angeles
200 North Spring Street, Suite 750
Los Angeles, California 90012

Prepared by:

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

March 2018

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CITY OF LOS ANGELES

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

PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY:		COUNCIL DISTRICT:
City of Los Angeles		6 – Nury Martinez
PROJECT TITLE: Van Nuys Plaza	ENVIRONMENTAL CASE: ENV-2016-2945-MND	CASE NO. CPC-2016-2944-VZC-SPR-DB-CDO

PROJECT LOCATION: 6569-6581 N. Van Nuys Boulevard and 14506-14534 W. Kittridge Street, Los Angeles, CA 91401

PROJECT DESCRIPTION:

The project involves demolition of 3 commercial buildings and a surface parking lot, and the construction, use and maintenance of a 6-story mixed-use building providing approximately 157,100 square feet of floor area, including 18,400 square feet of ground floor commercial retail space, and 174 units of apartment housing, including 10 units set aside for Very Low Income households, with 348 residential parking spaces (including 18 mechanical lift spaces) and 67 commercial parking spaces, and 20,489 square feet of open space, constructed to a maximum height of 75 feet (top of loft), on an approximately 56,289 square foot site (1.29 acres). A total of 51,000 cubic yards of soil export is proposed in order to construct two levels of subterranean parking, to a depth of approximately 22 feet below natural grade. A total of 13 non-protected, significant on-site trees will be removed. None of the existing street trees along Van Nuys Boulevard are proposed to be removed or disturbed. Demolition of the existing onsite structure and construction of the proposed project would be conducted over an approximately 15-month period expected to commence in the fall of 2018.

Project Design Features: Because lead and volatile organic compounds were detected in soil samples during preparation of the Phase II Environmental Site Assessment, even though well below screening (significance) levels, a Soil Management Plan will be prepared and submitted to the satisfaction of the Department of Building and Safety, prior to the issuance of any grading permit.

The applicant is requesting the following discretionary approvals to allow the project:

1. A Vesting Zone Change, pursuant to LAMC Section 12.32.Q, from [Q]C2-1L-CDO and [Q]P-1VL-CDO to (T)(Q)RAS4-1L-CDO and (T)(Q)RAS4-1VL-CDO, respectively, and modification of the Van Nuys Central Business District CDO [Q] Condition No. 4.a., to allow the main entry doors of ground floor commercial business to be recessed from the front lot line (i.e., Van Nuys Boulevard) a maximum of 14 feet 9 inches (a total of 177 inches), in lieu of a maximum of 36 inches;
2. A Site Plan Review, pursuant to LAMC Section 16.05, for a development project consisting of 50 or more units;
3. A Density Bonus, pursuant to LAMC Section 12.22 A 25(g)(3), to allow a 23.4% (33 units) increase in density, and one off-menu incentive permitting an additional 25 feet in building height, and an additional three stories within the portion of the site currently zoned [Q]P-1VL-CDO, in lieu of the otherwise maximum permitted height of 50 feet and 3 stories (in the requested RAS4 Zone), and Parking Option No. 1, in exchange for setting aside 10 units (7% of the base density) for Very Low Income Households; and
4. A Design Overlay Approval, pursuant to LAMC Section 13.08.E.3(a), for a project located within the Van Nuys Central Business District (CBD) Design Overlay District.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY:
6569 Van Nuys LLC; Saviers Van Nuys, LLC
14541 Delano Street, Van Nuys, CA 91411

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker(s) may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.		
NAME OF PERSON PREPARING THIS FORM Peggy Malone-Brown	**TITLE** City Planning Associate	**TELEPHONE NUMBER** 818-374-5036
ADDRESS Department of City Planning Valley Project Planning 6262 Van Nuys Boulevard, Room 430 Van Nuys, CA 91401 Mail Stop 366	**SIGNATURE (Official)** Laura Frazin-Stalle	**DATE** 4-18-18

Mitigation Measures

Biological Resources

IV-20 Habitat Modification (Nesting Birds, Non-Hillside or Urban Areas):

The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1 - August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to disturbance of suitable nesting habitat, the applicant shall:

  a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.

  b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.

  c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

  d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

IV-70 Tree Removal (Non-Protected Trees):

Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

IV-80 Tree Protection – Construction Fencing:

Environmental impacts from project implementation may occur to the four palm trees (Washingtonia robusta) along W. Van Nuys Boulevard during heavy equipment operations associated with project construction. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Prior to the issuance of any grading permit, and for the duration of proposed construction activities, the applicant shall install orange staked construction fencing around the drip line of the four palm trees

(Washingtonia robusta) along W. Van Nuys Boulevard which are located immediately adjacent to the subject property. Placement of this required fencing shall be verified a licensed Tree Arborist, and proof of such verification shall be provided (in a letter) to the Department of Building and Safety prior to the issuance of any grading permit.

IV-90 Tree Removal (Public Right-of-Way):

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

Biological Resources (cont.)

- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Cultural Resources

V-1 Mural Identification:

Prior to the issuance of demolition permits for the project, the existing north wall of the bank lobby shall be physically examined and tested to determine if the canvas murals placed within the building are still intact. In order to prevent potential damage of the murals, physical testing and removal of drywall shall be carried out by a qualified construction firm with experience in historic preservation and the treatment of mural restoration and removal. All work shall be overseen by a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards (NPS 1983) to assist the construction firm with archival research to pinpoint the location of the murals before physical testing begins. Prior to the issuance of the demolition permits, a summary report of the findings of the physical examination and testing shall be prepared by a qualified architectural historian and approved by the City of Los Angeles Office of Historic Resources.

V-2 Mural Preservation:

If murals are present, and prior to the issuance of demolition permits for the project, a comprehensive plan shall be developed by a qualified architectural historian and approved by the City of Los Angeles Office of Historic Resources, which addresses the careful removal, restoration and preservation of the murals. Removal shall be completed by a qualified construction firm approved by the City of Los Angeles Office of Historic Resources (OHR), having experience in historic preservation. The results of any such removal shall be documented to the satisfaction of the OHR. Prior to the issuance of a certificate of occupancy for the project, or as required by the OHR, restoration of the murals shall be completed by a qualified art conservator who will carefully examine and document the murals to ensure they can be returned to their original condition. The murals shall be relocated either within the new project or to a nearby suitable location.

Geology and Soils

VI-10 Soils Report Approval Letter

- Prior to the issuance of any grading permit, the applicant shall submit a revised/amended Geotechnical Investigation that addresses the proposed six-story building, and obtain a new Soils Report Approval Letter from the LADBS.

VI-20 Erosion/Grading/Short-Term Construction Impacts:

Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measure:

- The applicant shall provide a staked signage at the site with a minimum of three-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

Land Use and Planning

I-10 Landscape Plan:

Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following

measure:

- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.

I-120 Light:
Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

Land Use and Planning (cont.)

I-130 Glare:
Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

VIII-50 Human Health Hazard (Vector Control):

- The property shall be maintained in a neat, attractive, and safe condition at all times.
- On-site activities shall be conducted so as not to create noise, dust, odor, or other nuisances to surrounding properties.
- Trash and garbage bins shall be maintained with a lid in working condition; such lid shall be kept closed at all times.
- Trash and garbage collection bins shall be maintained in good condition and repair such that there are no holes or points of entry through which a rodent could enter.
- Trash and garbage collection containers shall be emptied a minimum of once per week.
- Trash and garbage bin collection areas shall be maintained free from trash, litter, garbage, and debris.

Noise

XII-20 Increase Noise Levels (Demolition, Grading, and Construction Activities):

- Construction and demolition shall be restricted to the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday, and 9:00 a.m. to 6:00 p.m. on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The following equipment shall be retrofitted with an industrial grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 15 dBA: backhoes, caisson drill rigs, compactors (ground), cranes, dozers, excavators, front end loaders, graders, rollers, and trucks.
- The following equipment shall be retrofitted with a residential grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 20 dBA: pavers and scrapers.
- Air compressors, auger drill rigs, concrete mixers, concrete pumps, generators, saws, jackhammers, and pneumatic equipment shall be enclosed by materials capable of reducing noise levels by at least 13 dBA.
- Pile drivers shall be prohibited at the project site.
- A temporary noise control barrier/sound curtain shall be installed on the western and northern property lines. The barrier shall be at least 20 feet high on the western boundary and 8 feet high along the northern boundary in order to block the line-of-sight of adjacent land uses to engine noise from equipment operating near the property line. The noise control barrier/sound curtain shall be engineered to reduce construction-related noise by at least 10 dBA for ground-level receptors with no line-of-sight to construction activity. The noise control barrier/sound curtain shall be engineered and erected according to applicable codes, and shall

remain in place until all windows have been installed and all activities on the project site are complete.

- Adjacent land uses within 500 feet of the construction activity shall be notified about the estimated duration and hours of construction activity at least 30 days before the start of construction.
- Heavy-duty trucks shall be prohibited from queuing and/or idling on Kittridge Street. Queuing and/or idling shall be limited to Van Nuys Boulevard.
- All construction areas for staging and warming up shall be located as far as possible from adjacent residences and sensitive receptors.
- Portable noise sheds shall be provided for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators.

Noise (cont.)

XII-21 Increased Vibration Levels (Demolition, Grading, and Construction Activities):

- Prior to issuance of a grading permit, a qualified structural engineer shall survey the existing foundation and structural integrity of single-family residences adjacent to the western boundary of the project site (including 14538 W. Kittridge Street [APN 2236-011-029], 14537 W. Evan Way [APN 2236-011-030], 14536 W. Evan Way [APN 2236-011-040], and 14540 W. Evan Way [APN 2236-011-039]) subject to the property owner(s) granting access to conduct the survey, and shall submit a pre-construction survey letter establishing baseline conditions at these buildings to the lead agency and to the mitigation monitor. Vibration levels shall be actively monitored when heavy-duty construction equipment (e.g., excavator, large bulldozer, or caisson drill) is located within 10 feet of western single-family residences. Vibration activity shall be modified if monitored vibration levels exceed 100 VdB within 10 feet of western single-family residences. Activity modification may include, but is not limited to, changing equipment or relocating vibration-generating activity. At the conclusion of vibration-causing activities, and prior to the issuance of any temporary or permanent certificate of occupancy for the proposed project building, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to the western single-family residences. The letter shall identify recommendations for any repair, and certify the completion of any repairs as necessary to confirm the integrity of the foundation and structure of the western single-family residences.

XII-60 Increased Noise Levels (Mixed-Use Development):

- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficition (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

Public Services

XIV-20 Public Services (Police – Demolition/Construction Sites):

Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

XIV-30 Public Services (Police):

Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

XIV-40 Public Services (Construction Activity Near Schools):

- The developer and contractors shall maintain ongoing contact with administrators of Ararat Charter School Kindergarten, Options for Youth High School, Van Nuys Elementary School, Options for Youth High School, CHAMPS Charter High School of the Arts Multi-Media & Performing, Valley Charter Middle School, Sherman Oaks Middle School, and Van Nuys High School. The administrative offices shall be contacted when

demolition, grading, and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323-342-1400) and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

Public Services (cont.)

XIV-50 Public Services (Schools Affected by Haul Route):

- The City of Los Angeles Department of Building and Safety shall assign specific haul route hours of operation based upon Ararat Charter School Kindergarten, Options for Youth High School, Van Nuys Elementary School, Options for Youth, CHAMPS Charter High School of the Arts Multi-Media & Performing, Valley Charter Middle School, Sherman Oaks Middle School, and Van Nuys High School hours of operation.

- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the schools during periods when schools are in session especially when students are arriving or departing from the campuses.

Transportation and Traffic

XVI-30 Transportation:

The following shall be implemented to minimize traffic disruption during construction:

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.
- No hauling shall be done before 9 a.m. or after 3 p.m.
- Trucks shall be spaced so as to discourage a convoy effect.
- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.
- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

XVI-80 Pedestrian Safety:

The following shall be implemented to ensure pedestrian safety duration construction:

- The applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.
- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- The applicant shall keep sidewalks open during construction unless closure is required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

XVI-90 Construction Work Site Traffic Control Plan:

The following shall be implemented to ensure pedestrian safety duration construction:

- A construction work site traffic control plan shall be submitted to DOT for review and approval prior to the start of any construction work. The plan shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. As identified in Mitigation Measure No. XII-20, Heavy-duty trucks shall be prohibited from queuing and/or idling on Kittridge Street, and queuing and/or idling shall be limited to Van Nuys Boulevard. Further, DOT recommends that all construction related traffic be restricted to off-peak hours.

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
and CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	**COUNCIL DISTRICT:** 6 – Nury Martinez	**DATE:** **March 30, 2018**
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2016-2945-MND	**RELATED CASES:** CPC-2016-2944-VZC-SPR-DB-CDO	
PREVIOUS ACTIONS CASE NO.:	☐ Does have significant changes from previous actions. ☒ Does NOT have significant changes from previous actions.	

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ENVIRONMENTAL SETTINGS:

The project site is currently developed with three vacant commercial buildings (previously La Tapachulteca Latino Market and WSS Shoes) along the N. Van Nuys Boulevard and W. Kittridge Street frontages. The remainder of the project site is comprised of surface parking. There are also 13 mature, non-native street trees within the public right-of-way along N. Van Nuys Boulevard and W. Kittridge Street, adjacent to the project site.

The project site is located in the Van Nuys Central Business District (CBD) Community Design Overlay (CDO) in the City of Los Angeles, and is also subject to the Van Nuys CBD CDO Design Guidelines and Standards and the Van Nuys CBD Streetscape Plan. The project site is comprised of five lots within the [Q]C2-1L-CDO zoning (on the eastern / front portion of the site) and three lots within the [Q]P-1VL-CDO zoning (on the western / rear portion of the site). The project site is within a Transit Priority Area, the Los Angeles State Enterprise Zone, and the Van Nuys Boulevard Targeted Neighborhood Initiative Area (City, 2018). The nearest active faults to the project site include the Northridge Fault and the Verdugo Fault, each located approximately 4.8 miles (7.7 kilometers) from the project site (City, 2018). The project site is also located in an area that is designated as a Liquefaction Area on

Exhibit B, Areas Susceptible to Liquefaction, in the Safety Element of the City of Los Angeles General Plan (1996) and in the City of Los Angeles GIS database, ZIMAS (City, 2018). The site has approximately 150 feet of frontage along N. Van Nuys Boulevard, a designated Boulevard II currently dedicated a width of 110 feet and improved with curb, sidewalk, street trees, and gutter. It also has approximately 375 feet of frontage along W. Kittridge Street, a designated collector street improved with curb, sidewalk, street trees, and gutter. On curb cut currently exists along the W. Kittridge frontage.

Properties in the vicinity of the project site are characterized by flat topography and improved roadways, and include residential uses, commercial uses, and schools. Specifically, a surface parking lot and commercial uses, including a bank, are located to the immediate south of the project site in [Q]C2-1L-CDO and [Q]P-1VL-CDO zoning; two- and three-story single-family residential units are located to the immediate west in (T)[Q]CR-1VL-CDO zoning; W. Kittridge Street and commercial retail uses are located to the immediate north in [Q]C2-1L-CDO and [Q]P-1L-CDO zoning, and; N. Van Nuys Boulevard and commercial uses with surface parking are located to the immediate east in [Q]C2-1L-CDO zoning. Further distant to the northwest, west and southwest along Vesper Avenue are single-family residences in the R1-1-HPOZ Zone, a three unit apartment in the [Q]RD1.5-1 Zone, and a church (Church of the Valley) in the R1-1 Zone. Further distant to the east and across Van Nuys Boulevard, along W. Kittridge Street are several apartment buildings in the [Q]CR-1L-CDO Zone and the [Q]R3-1-CDO Zone. Sensitive receptors in the project area include the Church of the Valley located approximately 275 feet west of the site, Ararat Charter School Kindergarten located approximately 550 feet east of the site, and Van Nuys High School located approximately 950 feet west of the project site. Interstate 405 is approximately 1.5 miles west of the project site, SR 170 is approximately 2.3 miles east of the site, and SR 101 is approximately 2.3 miles south of the site.Refer to Section 8, *Description of Project*, of the Initial Study for additional project details.

PROJECT LOCATION: 6569-6581 N. Van Nuys Boulevard and 14506-14534 W. Kittridge Street, Los Angeles, CA 91401

COMMUNITY PLAN AREA: Van Nuys – North Sherman Oaks **STATUS:** ☒ Does Conform to Plan ☐ Does NOT Conform to Plan	**AREA PLANNING COMMISSION:** South Valley	**CERTIFIED NEIGHBORHOOD COUNCIL:** Van Nuys
EXISTING ZONING: [Q]C2-1L-CDO, [Q]P-1VL-CDO	**MAX DENSITY/INTENSITY ALLOWED BY ZONING:** 400 s.f./du	**LA RIVER ADJACENT:** No
GENERAL PLAN LAND USE: Community Commercial and General Commercial	**MAX DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:** 400 s.f./du	
	PROPOSED PROJECT DENSITY: 400 s.f./du (174 du)	

Determination (To Be Completed By Lead Agency)

On the basis of this initial evaluation:

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

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

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

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

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

Signature	Title	Phone
Meg Matteo-Brown	City Planning Associate	(818) 374-5036

Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 16063 (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 the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whichever format is selected.

9. The explanation of each issue should identify:

   a. The significance criteria or threshold, if any, used to evaluate each question; and

   b. The mitigation measure identified, if any, to reduce the impact to less than significant.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by the project, involving at least one impact that requires mitigation (i.e., "Less than Significant with Project Mitigation") as indicated by the checklist on the following pages.

☐ **AESTHETICS**	☐ **HAZARDS AND HAZARDOUS MATERIALS**	☒ **PUBLIC SERVICES**
☐ **AGRICULTURAL AND FORESTRY RESOURCES**	☐ **HYDROLOGY AND WATER QUALITY**	☐ **RECREATION**
☐ **AIR QUALITY**	☒ **LAND USE AND PLANNING**	☒ **TRANSPORTATION/CIRCULATION**
☒ **BIOLOGICAL RESOURCES**	☐ **MINERAL RESOURCES**	☐ **TRIBAL CULTURAL RESOURCES**
☒ **CULTURAL RESOURCES**	☒ **NOISE**	☐ **UTILITIES AND SERVICE SYSTEM**
☒ **GEOLOGY AND SOILS**	☐ **POPULATION AND HOUSING**	☒ **MANDATORY FINDINGS OF SIGNIFICANCE**
☐ **GREENHOUSE GAS EMISSIONS**		

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:
6569 Van Nuys LLC; Saviers Van Nuys, LLC

PHONE NUMBER:
818-387-8832

APPLICANT ADDRESS:
14541 Delano Street
Van Nuys, CA 91411

AGENCY REQUIRING CHECKLIST:
Department of City Planning, City of Los Angeles

DATE SUBMITTED:
08/11/2016

PROPOSAL NAME (if Applicable):
Van Nuys Plaza

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN THE ATTACHMENT, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN THE ATTACHMENT FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
I. AESTHETICS					
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.	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
II. AGRICULTURAL AND FORESTRY RESOURCES					
Would the project:					
a.	Convert prime farmland, unique farmland, or farmland of statewide importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict with the 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 1220(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?	☐	☐	☐	☒
III. AIR QUALITY					
Would the project:					
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & pm 10) under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors?	☐	☐	☒	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
IV. BIOLOGICAL RESOURCES					
Would the project:					
a.	Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the city or regional plans, policies, regulations by California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES (cont.)					
Would 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?	☐	☐	☐	☒
e.	Conflict with any local policies or ordinances protecting biological resources, such as 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?	☐	☐	☐	☒
V. CULTURAL RESOURCES					
Would the project:					
a.	Cause a substantial adverse change in significance of a historical resource as defined in CEQA Guidelines Section 15064.5?	☐	☒	☐	☐
b.	Cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☒	☐
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d.	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
VI. GEOLOGY AND SOILS					
Would the project:					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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.	☐	☐	☐	☒
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	☐	☐	☒	☐
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	☐	☐	☐	☒
e.	Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
VII. GREENHOUSE GAS EMISSIONS					
Would the project:					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
VIII. HAZARDS AND HAZARDOUS MATERIALS					
Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS (cont.)					
Would the project:					
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 for people residing or working in the project area?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
IX. HYDROLOGY AND WATER QUALITY					
Would the project:					
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☒	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f.	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g.	Place housing within a 100-year flood plain as mapped on federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map?	☐	☐	☐	☒
h.	Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j.	Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
X. LAND USE AND PLANNING					
Would the project:					
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☒	☐	☐
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES					
Would the project:					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
XII. NOISE					
Would the project:					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b.	Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
XIII. POPULATION AND HOUSING					
Would the project:					
a.	Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b.	Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c.	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
XIV. PUBLIC SERVICES					
Would the project:					
a.	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 fire protection?	☐	☐	☒	☐
b.	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 police protection?	☐	☒	☐	☐
c.	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 schools?	☐	☒	☐	☐
d.	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 parks?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
XIV. PUBLIC SERVICES (cont.)					
Would the project:					
e.	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 other public facilities?	☐	☐	☒	☐
XV. RECREATION					
Would the project:					
a.	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.	Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
XVI. TRANSPORTATION/TRAFFIC					
Would the project:					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
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.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e.	Result in inadequate emergency access?	☐	☐	☐	☒
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
XVII. 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:					
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)?	☐	☐	☒	☐
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 Resource 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?	☐	☐	☒	☐
XVIII. UTILITIES AND SERVICE SYSTEMS					
Would the project:					
a.	Exceed wastewater treatment requirements of the applicable regional water quality control board?	☐	☐	☒	☐
b.	Require or result in the construction or new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c.	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

		Potentially Significant Impact	Less than Significant with Project Mitigation	Less than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS (cont.)					
Would the project:					
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	☐	☐	☒	☐
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g.	Comply with federal state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐
XIX. MANDATORY FINDINGS OF SIGNIFICANCE					
Would the project:					
a.	Have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b.	Have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☐	☒	☐
c.	Have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

DISCUSSION OF THE ENVIRONMENTAL EVALUATION

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

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

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as ENV-2016-2945-MND and the associated case CPC-2016-2944-V2C-SPR-DB-CDO, and an Environmental Impact Report is not necessary.

Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in CEQA Guidelines Section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall, 200 N. Spring Street.

For City information, addresses, and phone numbers: Visit EIR Unit, Room 763, City Hall, 200 N. Spring Street, or the following websites:

City of Los Angeles at http://www.lacity.org

City Planning and Zoning Information Mapping Automated System (ZIMAS) at http://www.cityplanning.lacity.org

Seismic Hazard Maps at http://gmw.consrv.ca.gov/shmp

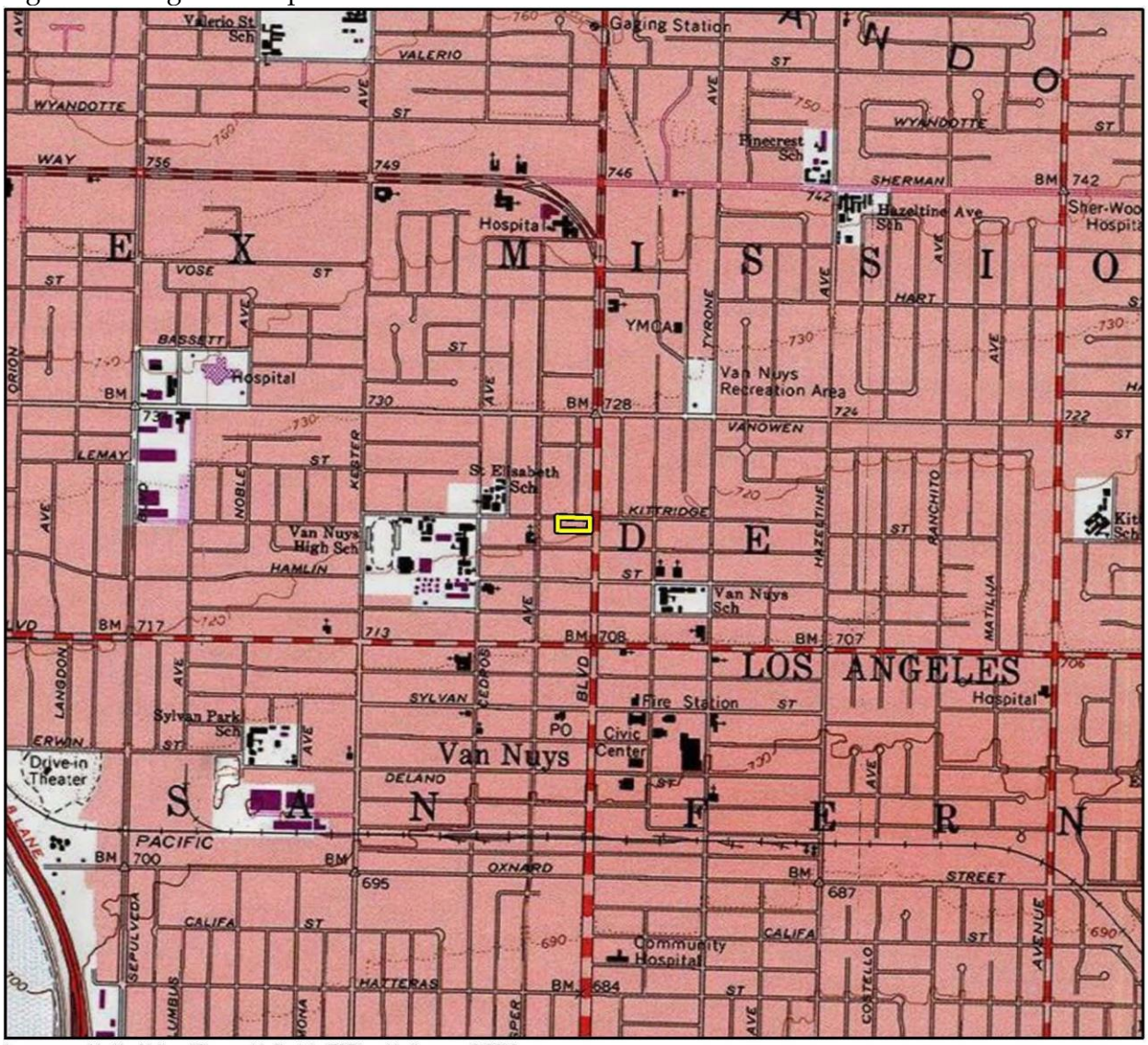
Engineering/Infrastructure/Topographic Maps/Parcel Information at http://boemaps.eng.ci.la.ca.us/index01.htm or City's main website under the heading "Navigate LA."

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
Peggy Malone-Brown	City Planning Associate	818-374-5036	3/23/18

INITIAL STUDY

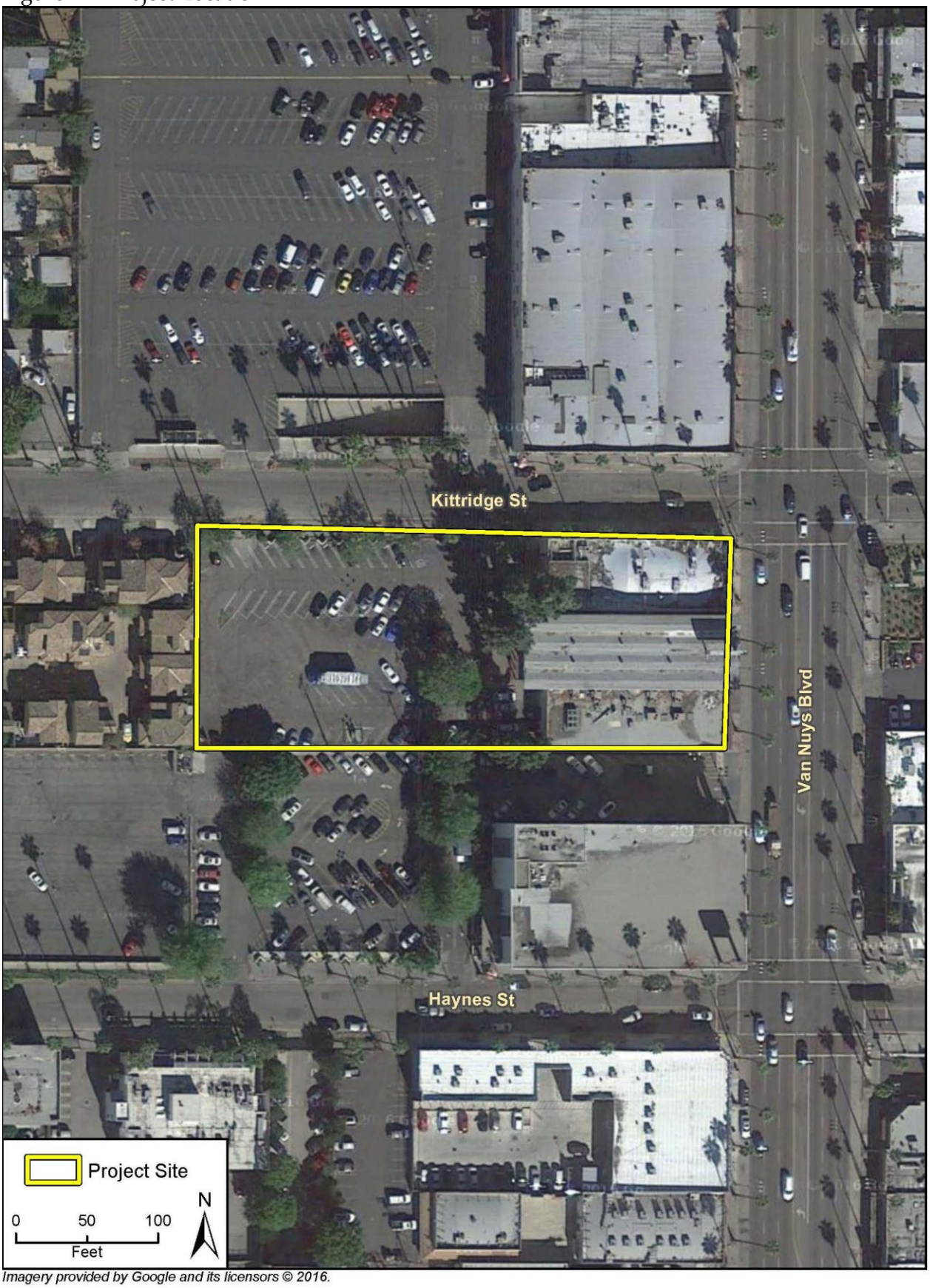
1. Project Title:	Van Nuys Plaza
2. Lead Agency Name and Address:	City of Los Angeles 6262 Van Nuys Boulevard Van Nuys, CA 91401
3. Contact Person and Phone Number:	Peggy Malone-Brown, City Planning Associate Department of City Planning Valley Project Planning 6262 Van Nuys Boulevard, Room 430 Van Nuys, CA 91401 Mail Stop 366 818-374-5036
4. Project Location:	6569-6581 N. Van Nuys Boulevard, and 14506-14534 W. Kittridge Street Los Angeles, CA 91401 APNs: 2236-011-020; 2236-011-005; 2236-011-006; 2236-011-007 Figure 1 shows the location of the project site within the region, Figure 2 shows the project site within its local context, and Figures 3 and 4 show the project site and surrounding land uses.
5. Project Sponsor's Name and Address:	6569 Van Nuys LLC; Saviers Van Nuys, LLC 14541 Delano Street Van Nuys, CA 91411
6. General Plan Designation:	Community Commercial and General Commercial
7. Zoning:	**Existing:** [Q]C2-1L-CDO and [Q]P-1VL-CDO **Proposed:** (T)(Q)RAS4-1L-CDO and (T)(Q)RAS4-1VL-CDO

Figure 1 Regional Map



Imagery provided by National Geographic Society, ESRI and its licensors © 2016. Van Nuys Quadrangle. T01N R15W S09,10. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

Figure 2 Project Location



Imagery provided by Google and its licensors © 2016.

Figure 3 Existing Building Chronology

Figure 4 Existing Building Alterations and Additions

8. Description of Project:

The project involves the demolition of three existing vacant commercial buildings (previously a shoe store and a grocery store) totaling 24,860 square feet (s.f.) and a surface parking lot originally constructed between 1950 and 1959, and construction, use, and maintenance of a six-story, mixed use building with 174 multi-family residential units (apartments) and 18,400 s.f. of ground floor commercial space on a 56,289-s.f. (1.29-acre) site at the southwestern corner of the N. Van Nuys Boulevard and W. Kittridge Street intersection. Of the 174 apartments, 164 (93%) would be market rate units and 10 (7%) would be Very Low Income units. The building would include two levels of subterranean parking, the lowermost level of which is expected to be approximately 22 feet below the finish grade elevation. The perimeter of the building would cover approximately 98% of the site at the ground floor level and would extend to the existing sidewalks along the Kittridge Street and Van Nuys Boulevard frontages, and the existing parking lot in the corridor between the existing building and the bank to the south. A five-foot rear yard setback would occur at the ground level between the building and the existing wall demarcating the western property line. The fourth through sixth floors of the west side of the building would be set back in a series of tiers. The height of each residential floor would be 9 feet 11 inches. On the western side of the building, the fifth story would be setback approximately 25 feet from the western property line, and the sixth story would be set back approximately 53 feet from the western property line, creating a tiered (transitional height) effect.

The first floor (ground/street level) would be entirely comprised of commercial uses and surface-level parking areas. The remaining five above-ground floors would be dedicated for multi-family residential use. Residential floor areas would total 138,700 s.f. in area (with each residential floor being between 23,250 s.f. and 33,150 s.f.). The majority of the 138,700 s.f. for residential use would be livable (i.e., studios and one- and two-bedroom apartments); however, approximately 6,642 s.f. within the residential use area would be used as corridors, the lobby, storage areas, and recreational areas. The proposed gross floor area would be 157,100 s.f. (for a proposed floor area ratio [FAR] of 2.79) and the maximum building height would be 75 feet to the top of the lofts. The proposed site plan, building elevations, and the east-west transition of the building are shown on Figures 5a through 5c. The podium level (second floor) would contain a central courtyard with a pool, common courtyard area, recreation center, gym, and dog park, in addition to the residential units. The third and fourth stories of the proposed building would be limited to only residential units, while the fifty story would provide residential units as well as an outdoor yoga area, bocce court, and patio area improved with barbeques, fireplace, and seating. In addition to residential units, the sixth floor would provide landscaped outdoor seating areas.

Common open space provided would total 13,239 s.f. while private open space provided would total 7,250 s.f., for an overall total of 20,489 s.f. of useable open space. Specifically, the project would include a 6,389-s.f. courtyard area with pool, a 2,857-s.f. dog park, a 672-s.f. rest area, a 1,410-s.f. recreation center, a 1,394-s.f. gymnasium, and a 787-s.f. yoga practice area, and 7,250 s.f. of private balconies). In addition, 9,189 s.f. of landscaping are provided on the second, fifth, and sixth stories.

Per LAMC Section 12.21.A.25 (Parking Option No. 1), the project is required to provide a minimum of 247 residential parking spaces, and pursuant to LAMC Section 12.21.A.4, 36

commercial parking spaces are required. The project proposes a total of 415 parking spaces, with 348 spaces for residents, and 67 spaces for commercial retail customers and employees. A total of 5% (i.e., 14 spaces) of the required parking spaces would be equipped with electric vehicle charging stations. The ground/street level would provide 67 parking spaces of which 16 are tandem parking stalls. The first level of subterranean parking would provide 163 parking spaces of which 156 are tandem parking stalls, and 188 spaces are mechanical lift. The second level of subterranean parking would provide 166 parking spaces of which 150 are tandem parking stalls. The proposed project would also include 211 bicycle parking spaces (191 spaces for residences and 20 spaces for commercial employees/customers). Vehicular access to the project site would be provided via two separate driveway entrances on W. Kittridge Street; one driveway would be used to access commercial uses and the other driveway would provide access to residents.

The proposed project would include excavation (and removal from the site) of approximately 51,000 cubic yards (c.y.) of onsite soils to accommodate the two-level subterranean parking garage to a depth of approximately 22 feet. Assuming the use of 14-c.y. trucks to remove the soil, it is estimated that approximately 3,642 truckloads (or 7,285 one-way truck trips) would be required to haul away excavated soils. Demolition of the existing onsite buildings would require an additional approximately 125 truckloads from the site (or 250 one-way truck trips) to remove the demolition debris.

The project site contains 13 non-native trees. All on-site trees are considered significant because their trunks are 8 inches or greater in diameter (or cumulative truck diameter, if multi-trunked) at 54 inches above ground. All 13 on-site trees would be removed as a result of project construction. The existing palm trees (Washingtonia Robusta) which are street trees along N. Van Nuys Boulevard are not proposed for removal, and are not proposed to be disturbed during construction activities.

Vehicles hauling demolition and construction debris would travel to the east or west from the site along Victory Boulevard or another major east/west arterial (such as Vanowen Street) to Interstate 405 (west) or State Route (SR) 170 (east) to permitted disposal sites, or south along Van Nuys Boulevard to SR 101 to permitted disposal sites.

Project Design Features

- Because lead and Volatile Organic Compounds (VOCs) were detected in soil samples during preparation of the Phase II Environmental Site Assessment (ESA), although well below screening (significance) levels, the project applicant will prepare a Soil Management Plan to the satisfaction of the Department of Building and Safety prior to the issuance of grading permits.

9. Project Site and Surrounding Land Uses:

The project site is currently developed with three vacant commercial buildings (previously La Tapachulteca Latino Market and WSS Shoes) along the N. Van Nuys Boulevard and W. Kittridge Street frontages. The remainder of the project site is comprised of surface parking. There are also 13 mature, non-native street trees within the public right-of-way along N. Van Nuys Boulevard and W. Kittridge Street, adjacent to the project site.

The project site is located in the Van Nuys Central Business District (CBD) Community Design Overlay (CDO) in the City of Los Angeles, and is also subject to the Van Nuys CBD CDO Design Guidelines and Standards and the Van Nuys CBD Streetscape Plan. The project site is comprised of five lots within the [Q]C2-1L-CDO zoning (on the eastern / front portion of the site) and three lots within the [Q]P-1VL-CDO zoning (on the western / rear portion of the site). The project site is within a Transit Priority Area, the Los Angeles State Enterprise Zone, and the Van Nuys Boulevard Targeted Neighborhood Initiative Area (City, 2018). The nearest active faults to the project site include the Northridge Fault and the Verdugo Fault, each located approximately 4.8 miles (7.7 kilometers) from the project site (City, 2018). The project site is also located in an area that is designated as a Liquefaction Area on Exhibit B, Areas Susceptible to Liquefaction, in the *Safety Element of the City of Los Angeles General Plan* (1996) and in the City of Los Angeles GIS database, ZIMAS (City, 2018). The site has approximately 150 feet of frontage along N. Van Nuys Boulevard, a designated Boulevard II currently dedicated a width of 110 feet and improved with curb, sidewalk, street trees, and gutter. It also has approximately 375 feet of frontage along W. Kittridge Street, a designated collector street improved with curb, sidewalk, street trees, and gutter. On curb cut currently exists along the W. Kittridge frontage.

Properties in the vicinity of the project site are characterized by flat topography and improved roadways, and include residential uses, commercial uses, and schools. Specifically, a surface parking lot and commercial uses, including a bank, are located to the immediate south of the project site in [Q]C2-1L-CDO and [Q]P-1VL-CDO zoning; two- and three-story single-family residential units are located to the immediate west in (T)[Q]CR-1VL-CDO zoning; W. Kittridge Street and commercial retail uses are located to the immediate north in [Q]C2-1L-CDO and [Q]P-1L-CDO zoning, and; N. Van Nuys Boulevard and commercial uses with surface parking are located to the immediate east in [Q]C2-1L-CDO zoning. Further distant to the northwest, west and southwest along Vesper Avenue are single-family residences in the R1-1-HPOZ Zone, a three unit apartment in the [Q]RD1.5-1 Zone, and a church (Church of the Valley) in the R1-1 Zone. Further distant to the east and across Van Nuys Boulevard, along W. Kittridge Street are several apartment buildings in the [Q]CR-1L-CDO Zone and the [Q]R3-1-CDO Zone. Sensitive receptors in the project area include the Church of the Valley located approximately 275 feet west of the site, Ararat Charter School Kindergarten located approximately 550 feet east of the site, and Van Nuys High School located approximately 950 feet west of the project site. Interstate 405 is approximately 1.5 miles west of the project site, SR 170 is approximately 2.3 miles east of the site, and SR 101 is approximately 2.3 miles south of the site.

10. Requested Entitlements:

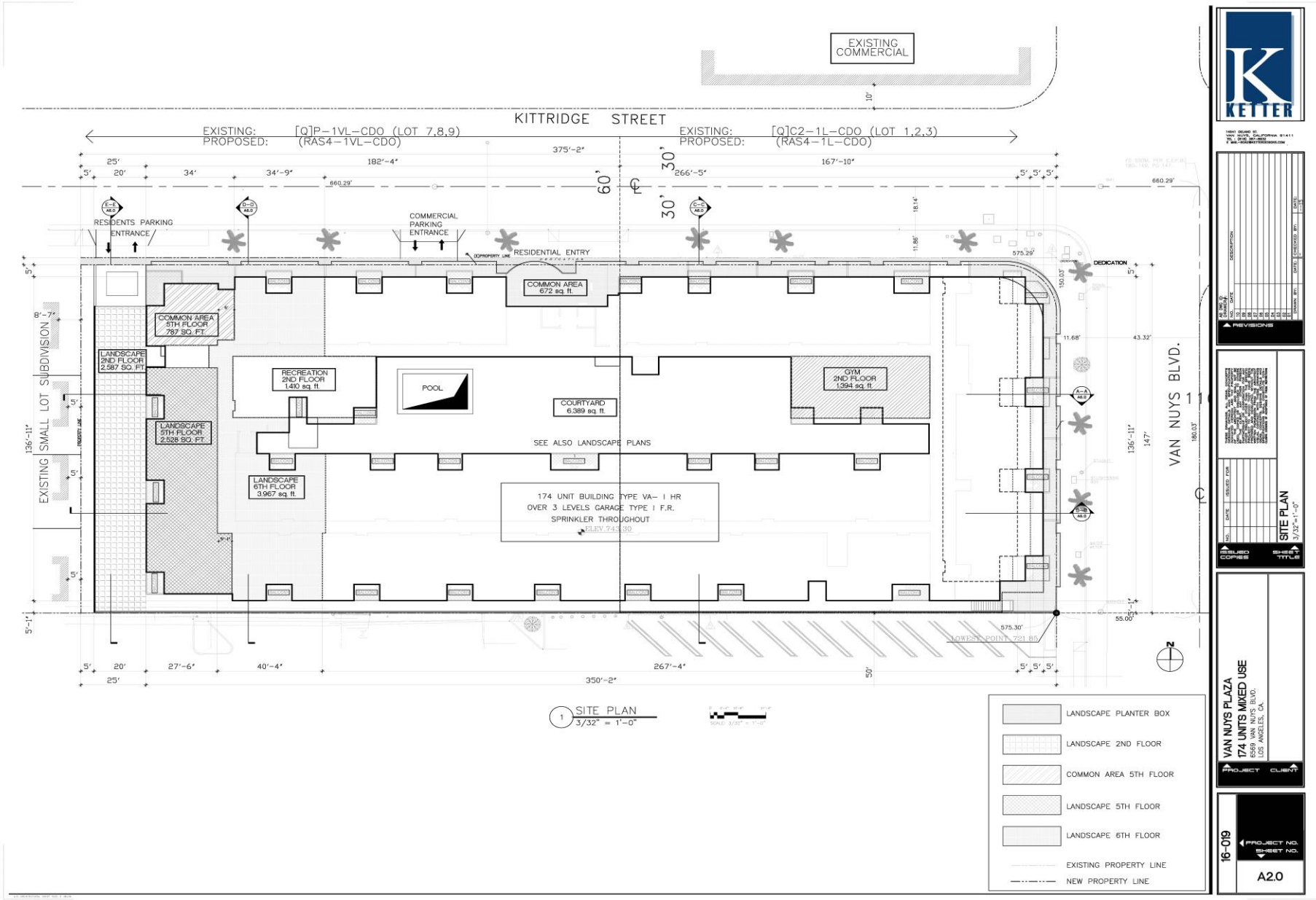
The applicant is requesting the following discretionary approvals to allow the project:

- A Vesting Zone Change, pursuant to LAMC Section 12.32.Q, from [Q]C2-1L-CDO and [Q]P-1VL-CDO to (T)(Q)RAS4-1L-CDO and (T)(Q)RAS4-1VL-CDO, respectively, and modification of the Van Nuys Central Business District CDO [Q] Condition No. 4.a., to allow the main entry doors of ground floor commercial business to be recessed from the front lot line (i.e., Van Nuys Boulevard) a maximum of 14 feet 9 inches (a total of 177 inches), in lieu of a maximum of 36 inches;

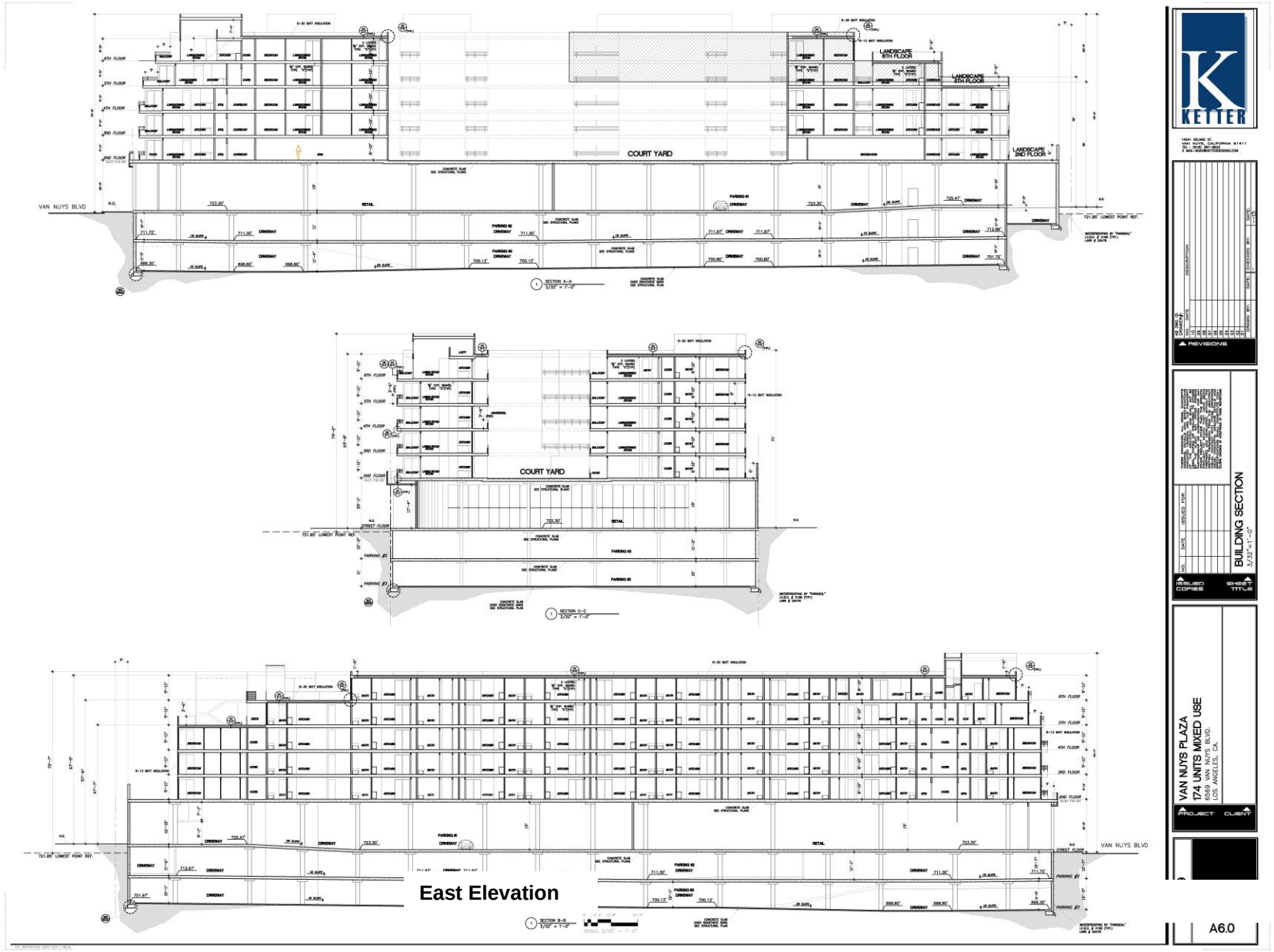
- A Site Plan Review, pursuant to LAMC Section 16.05, for a development project consisting of 50 or more units;

- A Density Bonus, pursuant to LAMC Section 12.22 A 25(g)(3), to allow a 23.4% (33 units) increase in density, and one off-menu incentive permitting an additional 25 feet in building height, and an additional three stories within the portion of the site currently zoned [Q]P-1VL-CDO, in lieu of the otherwise maximum permitted height of 50 feet and 3 stories (in the requested RAS4 Zone), and Parking Option No. 1, in exchange for setting aside 10 units (7% of the base density) for Very Low Income Households; and

- A Design Overlay Approval, pursuant to LAMC Section 13.08.E.3(a), for a project located within the Van Nuys Central Business District (CBD) Design Overlay District.


EXISTING COMMERCIAL
KITTRIDGE STREET
EXISTING: [Q]P-1VL-CDO (LOT 7,8,9)
PROPOSED: (RAS4-1VL-CDO)
EXISTING: [Q]C2-1L-CDO (LOT 1,2,3)
PROPOSED: (RAS4-1L-CDO)
RESIDENTS PARKING ENTRANCE
COMMERCIAL PARKING ENTRANCE
RESIDENTIAL ENTRY
DEDICATION
COMMON AREA 672 sq. ft.
COMMON AREA 5TH FLOOR 787 SQ. FT.
LANDSCAPE 2ND FLOOR 2,587 SQ. FT.
LANDSCAPE 5TH FLOOR 2,528 SQ. FT.
RECREATION 2ND FLOOR 1,410 sq. ft.
POOL
COURTYARD 6,389 sq. ft.
GYM 2ND FLOOR 1,394 sq. ft.
LANDSCAPE 6TH FLOOR 3,967 sq. ft.
SEE ALSO LANDSCAPE PLANS
174 UNIT BUILDING TYPE VA- I HR
OVER 3 LEVELS GARAGE TYPE I F.R.
SPRINKLER THROUGHOUT
EXISTING SMALL LOT SUBDIVISION
VAN NUYS BLVD.
SITE PLAN
3/32" = 1'-0"
LANDSCAPE PLANTER BOX
LANDSCAPE 2ND FLOOR
COMMON AREA 5TH FLOOR
LANDSCAPE 5TH FLOOR
LANDSCAPE 6TH FLOOR
EXISTING PROPERTY LINE
NEW PROPERTY LINE
KETTER
REVISIONS
SITE PLAN
VAN NUYS PLAZA
174 UNITS MIXED USE
6569 VAN NUYS BLVD.
LOS ANGELES, CA.
16-019
A2.0


EXISTING: [Q]C2-1L-CDO (LOT 1,2,3)
PROPOSED: (RAS4-1L-CDO)
EXISTING: [Q]P-1VL-CDO (LOT 7,8,9)
PROPOSED: (RAS4-1VL-CDO)
REQUESTED OFF-MENU INCENTIVE FOR 12 FEET AND 3 INCHES OF ADDITIONAL HEIGHT IN THE -1VL ZONED AREA.
721.85' LOWEST POINT REF.
NORTH ELEVATION (KITTRIDGE STREET)
ADDRESS: VAN NUYS BLVD.
LEGAL DESCRIPTION: TRACT: TR 1200
APN: 2236011020
NOTES:
1. NO SIGNAGE PROPOSED
2. NO WIRELESS TELECOM FACILITIES
WEST ELEVATION
EAST ELEVATION (VAN NUYS BLVD.)
KEY NOTES LEGEND
STUCCO
3/4" REVEAL
SIGN BAND
STUCCO COVERED COLUMN
CLEAR ANODIZED ALUMINUM FRAME
1/2"X1 1/2" TUBE GUARDRAIL
TEMPERED GLASS
VINYL FRAME WINDOW TEMPERED GLASS
GLASS DOOR
SIGN BAND
RESIDENTIAL LOBBY ENTRANCE
BALCONY
CLEAR ANODIZED ALUMINUM GRILL
EXISTING: [Q]P-1VL-CDO (LOT 7,8,9)
PROPOSED: (RAS4-1VL-CDO)
EXISTING: [Q]C2-1L-CDO (LOT 1,2,3)
PROPOSED: (RAS4-1L-CDO)
SOUTH ELEVATION
KETTER
REVISIONS
BUILDING ELEVATIONS
VAN NUYS PLAZA
174 UNITS MIXED USE
16-019
A5.0



East Elevation

11. Mitigation Monitoring Program

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Initial Study-Mitigated Negative Declaration (IS-MND) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

This IS-MND has been prepared to address the potential environmental impacts of the project. Where appropriate, this environmental document identifies Project Design Features, regulatory compliance measures (RCMs), and required mitigation measures as contained in the City of Los Angeles Mitigation Monitoring Program for the project to avoid or to reduce potentially significant environmental impacts of the proposed project. Note that City of Los Angeles RCMs and mitigation measures have unique numbering conventions in that they do not follow a sequential order.

12. Project Schedule

Demolition of the existing onsite structure and construction of the proposed project would be conducted over an approximately 15-month period expected to commence in the fall of 2018.

Environmental Impacts Explanations

I. Aesthetics

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

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

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

The project site is located in the Van Nuys-North Sherman Oaks Community Planning Area. The area surrounding the project site is characterized by one- and two-story commercial buildings and surface parking lots to the north and south along Van Nuys Boulevard; two-and three-story single-family small lot homes, surface parking lots, and a single story commercial use to the west along Kittridge Street; and single story commercial uses, surface parking lots, and three story multi-family apartment buildings to the east along Kittridge Street on the east side of Van Nuys Boulevard.

Although the proposed project would increase the height and massing of the development on the project site, project implementation would not obstruct any views of unique scenic vistas or focal points. Therefore, impacts related to scenic vistas would be **less than significant**. Development of the proposed project would result in an incremental intensification of existing prevailing land uses in an already highly urbanized area of Los Angeles. Furthermore, development of the project and related projects is expected to occur in accordance with adopted plans and regulations. Cumulative aesthetic impacts would also be less than significant.

SB 743 AESTHETICS

Senate Bill (SB) 743 was signed into law by Governor Brown in September 2013, which made several changes to the CEQA process for projects located in areas served by transit. Among other changes, SB 743 eliminates the need to evaluate aesthetics and parking impacts of a project in some circumstances. Specifically, aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered to have a significant impact on the environment.

SB 743 defines a transit priority area as an area within 0.5 mile of a major transit stop that is existing or planned. A major transit stop is a site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the a.m. and p.m. peak commute periods. An infill site refers to a lot located within an urban area that has been previously developed, or a vacant site where at least 75% of the perimeter of the site adjoins or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses. However, the exemption for aesthetics impacts does not include impacts to historic or cultural resources, per Section 21099 of the Public Resources Code.

The proposed project would involve the construction of a mixed-use development containing 18,400 s.f. of commercial use and 174 residential units on a 1.29-acre site. The project site is located within a transit priority area (City, 2016a). The proposed project is an infill development on a site that adjoins parcels that are developed with various urban uses. While the project is located within an overlay area (i.e., the Van Nuys CBD CDO), its requirements do not regulate asthetic impacts such as shade/shadow. While the subject property and adjacent public right-of-way contain elements identified in Survey LA, no impacts related to these elements will result from implementation of the proposed project, as further discussed and described in Section V. Cultural Resources. As such, the projects impact on scenic vistas would be **less than significant**.

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

No Impact. A significant impact would occur if the project would substantially damage scenic resources within a State Scenic Highway. The City of Los Angeles' General Plan Mobility Element (Citywide General Plan Circulation System Maps) indicates that no state-designated scenic highways are located near the project site. Therefore, **no impact** related to scenic resources within a state scenic highway would occur.

SB 743 AESTHETICS

Refer to Section I.a. above.

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

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

The project site is currently developed with three commercial buildings and a surface parking area. A surface parking lot and commercial uses, including a bank, are located to the immediate south of the project site; two- and three-story single-family residential units are located to the immediate west; W. Kittridge Street and commercial retail uses are located to the immediate

north across W. Kittridge Street, and to the east across N. Van Nuys Boulevard the properties are developed with commercial uses and surface parking.

The proposed project would include design features and landscaping improvements to enhance the visual quality of the area. Accordingly, the project would not degrade the existing visual character or quality of the site and its surroundings. The project would result in a **less than significant** impact on visual quality.

SB 743 AESTHETICS

As identified above in Section I.a., the project's aesthetics impacts would not be considered significant pursuant to SB 743. The following analysis is provided for informational purposes. The proposed project would increase shading of adjacent properties as compared to existing conditions. Shadow effects are dependent upon several factors, including the local topography, the height and bulk of a project's structural elements, sensitivity of adjacent land uses, the time of day, season, and duration of shadow projection. Figures 6a and 6b show the anticipated shadow effects from the proposed project. The proposed project would partially shade businesses to the north and northeast of the project site and would shade the easternmost portion of the residential development to the west of the project site during a.m. hours before 11 a.m. in the winter. As described in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if the proposed project introduced light-blocking structures in excess of 60-feet in height above the ground elevation that would be located within a distance of three times the height of the proposed structure to a shadow-sensitive use on the north, northwest, or northeast. The proposed building would be approximately 75 feet tall (top of lofts) and would be located at a distance less than three-times the height (225 feet) of the proposed building from the adjacent single-family residences. However, the proposed building would be located east of the shadow-sensitive residential use, and would therefore not meet the *L.A. CEQA Thresholds Guide* criteria for a significant shadow impact. Further, as described above, per AB 743 aesthetic and parking impacts of a residential, mixed-use residential, or employment center project, on an infill site within a transit priority area, are not considered significant impacts on the environment under CEQA. The proposed project meets all of the above criteria set forth in SB 743. Therefore**,** impacts would be **less than significant**.

The following regulatory compliance measures (RCMs), as referenced in the City's Mitigation Monitoring Plan, would apply to the project and would further reduce impacts to visual character:

RC-AE-3 **Vandalism.** Compliance with provisions of the Los Angeles Building Code. The project shall comply with all applicable building code requirements, including the following:

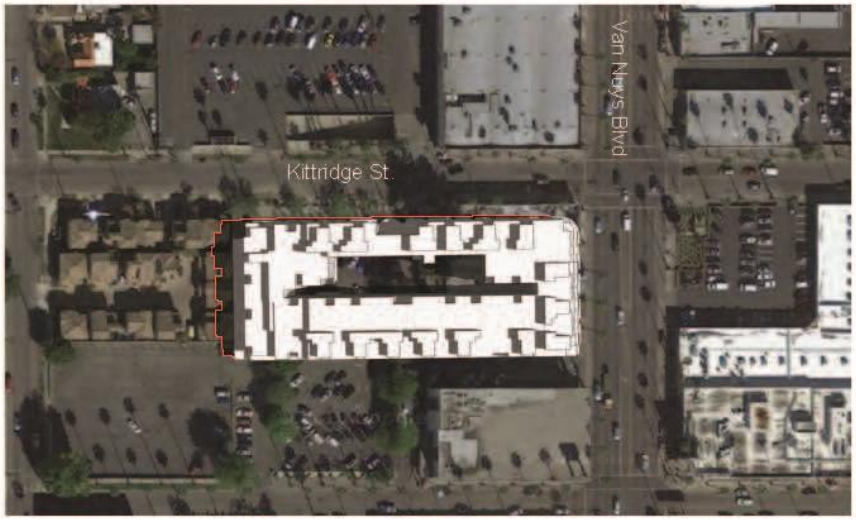
- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences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

RC-AE-4 **Signage.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.

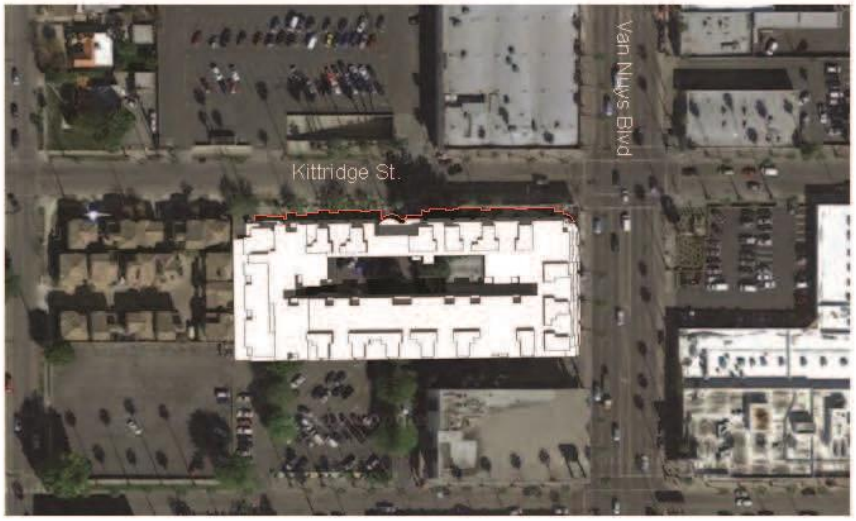
RC-AE-5 **Signage on Construction Barriers.** Compliance with provisions of the Los Angeles Building Code. The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:

- The applicant shall affix or paint a plainly visible sign, on publicly accessible portions of the construction barriers, with the following language: "POST NO BILLS".
- Such language shall appear at intervals of no less than 25 feet along the length of the publicly accessible portions of the barrier.
- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

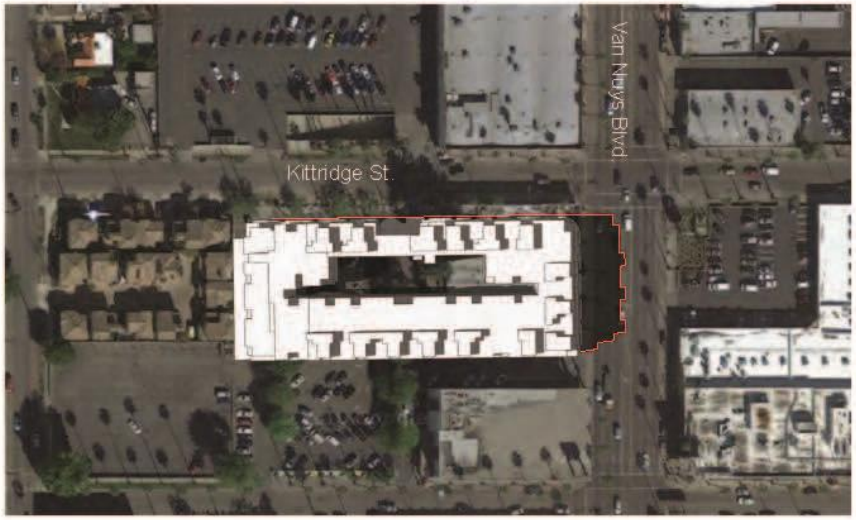
Figure 6a Summer Shadows



June 21 - 9:00am



June 21 - 12:00pm



June 21 - 3:00pm

June 21 - 5:00pm

N

Figure 6a Winter Shadows

December 21 - 9:00am

December 21 - 11:00am

December 21 - 1:00pm

December 21 - 3:00pm

N

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

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the proposed project would result in a significant nighttime illumination impact was determined considering the following factors:

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

The project site is in an urbanized area with high levels of existing lighting. Primary sources of light adjacent to the project site include lighting associated with the existing commercial buildings, residential buildings, parking lots, street lights along W. Kittridge Street and N. Van Nuys Boulevard, and headlights from vehicles on the streets. The primary source of glare adjacent to the project site is the Sun's reflection from metallic and glass surfaces on vehicles parked on the streets bordering the project site.

Exterior windows on the proposed project could incrementally increase the reflected sunlight during certain times of the day and project lighting could incrementally increase light levels on adjacent properties due to a greater number of windows in a six-story building compared to the existing onsite businesses and parking lot.

The project would incorporate exterior lighting, in the form of pedestrian walkway lighting, courtyard lighting, building mounted lighting, and other safety-related lighting. These light sources would not have a significant impact on the night sky, as they would not substantially change existing nighttime lighting conditions and security lighting would be low-level LEDs and directed onsite. Further, the project site is located in an urbanized area with high ambient light levels. Therefore, a **less than significant impact** would result. In addition, the project would be subject to the City's Green Building Code (Chapter IX, Article 9), which includes the following provisions for light and glare reduction (LAMC Section 99.05.106.8):

- Shield all exterior luminaries or provide cutoff luminaires per Section 132(b) of the California Energy Code;
- Contain interior lighting within each source;
- Allow no more than 0.01 horizontal lumen foot-candles to escape 15 feet beyond the site boundary; and
- Automatically control exterior lighting dusk to dawn to turn off or lower light levels during inactive periods.

SB 743 AESTHETICS

Refer to Section I.a. above.

II. Agricultural and Forestry Resources

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

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the proposed project were to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. The project site is developed with a commercial building and parking lot. The project site is designated by the City of Los Angeles's General Plan as Community Commercial and General Commercial (City of Los Angeles, 2018). The California Department of Conservation's 2014 map of Los Angeles County Important Farmland shows that the project site is within an area of "urban and built-up land" and not within an area of "prime farmland" (California Department of Conservation, 2016a). Thus, the project would have **no impact** on farmland.

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

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the proposed project were to conflict with existing zoning for agricultural use or a Williamson Act contract. The project site is not zoned for agricultural use or under any Williamson Act contract (California Department of Conservation, 2016b). The proposed project would not involve any development that could result in the conversion of farmland to non-agricultural uses, and therefore, the proposed project would have **no impact** with respect to agricultural zoning or other conversion of farmland to non-agricultural use.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. A significant impact would occur if the proposed project would conflict with existing zoning for, or cause rezoning of, forest land or timberland. The project site and the surrounding area are not zoned for forest land or timberland. Accordingly, the project would not conflict with forest land or timberland zoning. Therefore, **no impact** would occur.

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

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

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

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the proposed project were to involve other changes which could result in conversion of

farmland to other non-agricultural uses. As discussed above, the proposed project would not involve any development that could result in the conversion of farmland to non-agricultural uses. The proposed project would have **no impact** with respect to conversion of farmland to non-agricultural use.

III. Air Quality

The analysis of the project's impacts related to air quality is based on the Air Quality and Greenhouse Gas Study (Rincon Consultants, Inc., 2016) prepared for the project, which is included in its entirety in Appendix B.

It is noted that the Air Quality and Greenhouse Gas Study analyzed a previous version of the proposed project that included a total of 184 multi-family residential dwelling units and 21,800 s.f. of commercial floor area, as well as 61,250 c.y. of excavation and soils export for the project site. Since completion of the Air Quality and Greenhouse Gas Study, the proposed project has been revised to include fewer multi-family dwelling units (174 units; 10 units [5.4%] fewer than analyzed), less ground floor commercial area (18,400 s.f.; 3,400 s.f. [15.6%] less than analyzed), and reduced soils excavation and export (51,000 c.y.; 10,250 c.y. [16.7%] less than analyzed). The below analysis utilizes the calculations and conclusions from the Air Quality and Greenhouse Gas Study, which were based on the assumption that the project development would be denser than currently proposed. Accordingly, the estimates in the below analysis are considered conservative.

The project site is in the South Coast Air Basin (the Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As the local air quality management agency, the SCAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not air quality standards are met or exceeded, the Basin is classified as being in "attainment" or "nonattainment." The health effects associated with criteria pollutants are described in Table 1.

Table 1
Health Effects Associated with Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: pulmonary function decrements and localized lung edema in humans and animals and risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Carbon monoxide (CO)	(1) Aggravation of angina pectoris and other aspects of coronary heart disease; (2) decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (3) impairment of central nervous system functions; and (4) possible increased risk to fetuses.
Nitrogen dioxide (NO_2)	(1) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (2) risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and (3) contribution to atmospheric discoloration.
Sulfur dioxide (SO_2)	(1) Bronchoconstriction accompanied by symptoms that may include wheezing, shortness of breath, and chest tightness during exercise or physical activity in persons with asthma.
Suspended particulate matter (PM_{10})	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma).[1]
Suspended particulate matter ($PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.[1]

Source: EPA 2008.
[1] More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: Office of Environmental Health Hazard Assessment, Particulate Matter Health Effects and Standard Recommendations, www.oehha.ca.gov/air/toxic_contaminants/PM10notice.html#may, May 9, 2002; and EPA, Air Quality Criteria for Particulate Matter, October 2004.

According to the California Air Resources Board (ARB), the part of the Basin within which the project site is located is in nonattainment for both the federal and state standards for ozone, PM_{10}, and $PM_{2.5}$ (ARB). This nonattainment status is a result of several factors, the primary ones being the naturally adverse meteorological conditions that limit the dispersion and diffusion of pollutants, the limited capacity of the local airshed to eliminate pollutants from the air, and the number, type, and density of emission sources within the Basin. Due to this nonattainment status, the Basin is required to implement strategies to reduce pollutant levels to recognized acceptable standards. Accordingly, the SCAQMD has adopted an Air Quality Management Plan (AQMP) that provides a strategy for the attainment of state and federal air quality standards.

The SCAQMD recommends the use of quantitative thresholds to determine the significance of temporary construction-related pollutant emissions and project operations. These thresholds are shown in Table 2.

Table 2
SCAQMD Air Quality Significance Thresholds

Pollutant	Mass Daily Thresholds	
	Operation Thresholds	Construction Thresholds
NO_X	55 lbs/day	100 lbs/day
ROG[1]	55 lbs/day	75 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

[1] Reactive Organic Gases (ROG) are formed during combustion and evaporation of organic solvents. ROG are also referred to as Volatile Organic Compounds (VOC).
Source: SCAQMD, http://www.aqmd.gov/ceqa/handbook/signthres.pdf, March 2011.

The SCAQMD has also developed Localized Significance Thresholds (LSTs), which were devised in response to concerns regarding the exposure of individuals to criteria pollutants in local communities. The use of LSTs is voluntary, to be implemented at the discretion of local agencies. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size, and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO_X, CO, PM_{10}, and $PM_{2.5}$. LSTs do not apply to mobile sources such as cars on a roadway (SCAQMD, 2008a).

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres, while the SCAQMD's *Sample Construction Scenarios for Projects Less than 5 Acres in Size* contains methodology for determining the thresholds for projects that are not exactly 1, 2, or 5 acres in size. This methodology was implemented to determine the thresholds for the project. Because the project site encompasses approximately 1.29 acres, LSTs for a 1-acre site were used to provide a more conservative analysis. The project site is located in Source Receptor Area 7 (SRA-7, East San Fernando Valley), and the LSTs for construction on a 1-acre site in SRA-7 are shown in Table 3. According to the SCAQMD's publication *Final Localized Significant (LST) Thresholds Methodology*, projects with boundaries located closer than 25 feet to the nearest receptor should use the LSTs for receptors located at 25 feet. Because the project's closest receptor is approximately 25 feet, LSTs are provided for receptors at a distance of 25 feet from the project site boundary.

Table 3
SCAQMD LSTs for Construction

Pollutant	Allowable emissions from a 1.29-acre site in SRA-7 for a receptor 25 feet away (lbs/day)
Gradual conversion of NO_X to NO_2	90
CO	584
PM_{10}	5
$PM_{2.5}$	3

Source: SCAQMD 2009.

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

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant air quality impact may occur if the proposed project is not consistent with the applicable AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. According to SCAQMD, to be consistent with the AQMP, a project must conform to the local General Plan and must not result in or contribute to an exceedance of the City's projected population, housing, or employment growth forecast.

The 2012 AQMP was developed using Southern California Association of Governments' (SCAG) population forecasts. According to the Department of Finance, the City of Los Angeles has a current population of 3,980,423 with an average household size of 2.88 persons (California Department of Finance, 2016). SCAG forecasts that the population of Los Angeles will grow to 4,320,600 by 2035, which is an increase of 363,578 (8%).

Development of the project would involve the demolition of an existing structure and construction of 174 new multi-family residential units and 18,400 s.f. of retail space. Based on the average number of residents per household in Los Angeles (2.88 persons), the proposed project would add an estimated 501 residents. Assuming conservatively, that all residents would move from outside the City of Los Angeles, the project would bring the total Los Angeles population to 3,980,924. The level of population growth associated with the proposed project falls within SCAG population forecasts for Los Angeles. Therefore, the project would not conflict with the population forecasts contained in the 2012 AQMP and impacts would be **less than significant.**

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

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a project may have a significant impact where:

- Project-related emissions would exceed federal, state, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation.

- A project would add a considerable cumulative contribution to federal or state non-attainment pollutant.
- A project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors.

Furthermore, the SCAQMD currently recommends that impacts to sensitive receptors be considered significant when emissions generated at a project site causes localized CO or NO_2 levels to exceed state ambient air quality standards at sensitive receptors or where a project causes an increase in local PM_{10} levels of 10.4 µg/m^3 during construction and 2.5 g/m^3 during operation of the project. A significant impact may also occur where a project would increase concentrations at sensitive receptors located near congested intersections or result in concentrations exceeding national or state ambient air quality standards.

Construction Emissions

Project construction would generate temporary emissions of fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles, in addition to ROG that would be released during the drying phase upon application of architectural coatings. Construction would generally consist of the following phases: site preparation, grading, building erection, paving, and architectural coating.

The site preparation phase would involve the greatest amount of heavy equipment and the most substantial generation of fugitive dust. This conservative analysis assumed that approximately 61,250 c.y. of soil would be removed from the site in order to create the subterranean parking area. This quantity assumed that the area of the subterranean parking structure would match the footprint of the overlaying building and each level would be 10 feet in depth (30 feet maximum). As previously stated, the proposed project has been reduced from 61,250 to 51,000 c.y. of cut. It was also assumed that the project would comply with the SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Therefore, the following conditions, which would be required to reduce fugitive dust in compliance with SCAQMD Rule 403, were included in CalEEMod for the site preparation and grading phases of construction.

1. **Minimization of Disturbance**. Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
2. **Soil Treatment**. Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.
3. **Soil Stabilization**. Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are

inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.

4. **No Grading During High Winds**. Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
5. **Street Sweeping**. Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Construction emissions modeling for grading and site preparation is based on the proposed development and phasing. The emissions modeling also includes the use of low-VOC paint (150 g/L for non-flat coatings) as required by SCAQMD Rule 1113.

The following RCMs would further reduce impacts related to construction emissions.

RC-AQ-1 (Demolition, Grading, and Construction Activities: Compliance with provisions of the SCAQMD District Rule 403):

The Project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Wetting could reduce fugitive dust by as much as 50%.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

RC-AQ-2 (**Engine Idling):**

In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

RC-AQ-3 (Emission Standards):

In accordance with Sections 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

RC-AQ-4 (Architectural Coatings):

The project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

RC-AQ-6 (Best Available Control Technology):

New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

Table 4 shows the estimated maximum daily construction emissions. Construction emissions would not exceed SCAQMD thresholds or LSTs. The maximum daily emissions of ROG would occur during the architectural coating phase. The maximum daily emissions of NOx would occur during the grading phase. The maximum daily emissions of CO would occur during the demolition phase. The maximum daily emissions of PM_{10} and $PM_{2.5}$ would occur during the grading phase. With the use of low-VOC paint according to SCAQMD Rule 1113, temporary ROG emissions would not exceed SCAQMD regional thresholds. Maximum daily emissions of NO_X and CO would not exceed SCAQMD or LST thresholds. With adherence to the conditions listed above, as required by SCAQMD Rule 403, maximum daily emissions of fugitive dust (PM_{10} and $PM_{2.5}$) would not exceed SCAQMD or LST thresholds. Therefore, construction-related emissions would be **less than significant**.

Table 4
Estimated Maximum Daily Construction Emissions

Construction Phase	Maximum Emissions (lbs/day)				
	ROG	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Construction Emissions	**39.3**	**91.6**	**90.2**	**9.47**	**4.9**
SCAQMD Regional Thresholds	75	100	550	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**
Maximum lbs/day (on-site only)	n/a	**28.2**	**20.9**	**4.4**	**2.9**
Local Significance Threshold [1] (on-site only)	n/a	90	584	5	3
Threshold Exceeded?	**n/a**	**No**	**No**	**No**	**No**

Notes: All calculations were made using the CalEEMod software. See the Appendix B of the AQ/GHG Study (Appendix B) for calculations. Totals include worker trips, construction vehicle emissions and fugitive dust. Winter emissions shown.

Estimated construction emissions were calculated based on a previous version of the project that included 184 residences, 21,800 s.f. of commercial floor area, and 61,250 c.y. of soils excavation and export. The current project involves the construction of fewer apartments (174 units), less retail space (18,400 s.f.), and reduced soils excavation and export (51,000 c.y.); therefore, these estimates are conservative. Grading phase incorporates anticipated emissions reductions include the conditions listed above, which are required by SCAQMD Rule 403 to reduce fugitive dust.

Architectural Coating phase anticipated emissions reductions include the standards in SCAQMD Rule 1113, and the phase is assumed to occur over last 50 days of building construction phase.

[1] LSTs are calculated by a regression analysis between the thresholds for a one-acre project and a two-acre project in SRA-7 within a distance of 82 feet from the site boundary.

Operational Emissions

Table 5 summarizes conservatively estimated emissions associated with operation of the proposed project. The majority of project-related operational emissions would be associated with area emissions and vehicle trips to and from the site. The emissions from the proposed project take into consideration operational emissions from the current existing land uses in operation on the project site. Net emissions from the proposed project are the emissions from the proposed project minus emissions from operation of the existing land uses. Net operational emissions of the proposed project would exceed emissions from the existing land use. However, emissions would be well below SCAQMD thresholds for all pollutants.

Table 5
Estimated Operational Emissions

Operational Phase	Estimated Emissions (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Proposed Project						
Area	5.4	0.2	15.27	<0.01	0.3	0.3
Energy	0.04	0.3	0.2	<0.01	0.03	0.03
Mobile	7.3	19.4	75.3	0.2	14.9	4.2
Total	**12.6**	**20.0**	**90.8**	**0.2**	**15.2**	**4.5**
Existing Land Use						
Area	0.6	<0.01	<0.01	<0.01	<0.01	<0.01
Energy	<0.01	0.05	0.04	<0.01	<0.01	<0.01
Mobile	3.9	8.0	33.8	0.1	5.6	1.6
Total	**4.5**	**8.1**	**33.8**	**0.1**	**5.6**	**1.6**
Net Emissions From Proposed Project[1]	**8.1**	**11.9**	**57.0**	**0.1**	**9.6**	**2.9**
SCAQMD Thresholds	***55***	***55***	***550***	***150***	***150***	***55***
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

See Appendix B of Appendix B for CalEEMod computer model output. Winter emissions shown.

Estimated construction emissions were calculated based on a previous version of the project that included 184 residences, 21,800 s.f. of commercial floor area, and 61,250 c.y. of soils excavation and export. The current project involves the construction of fewer apartments (174 units), less retail space (18,400 s.f.), and reduced soils excavation and export (51,000 c.y.); therefore, these estimates are conservative.

[1]Net emissions = Proposed Project – Existing Land Use

Based on the above, the project's short-term and long-term impacts to local and regional air quality would be **less than significant**.

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

Less than Significant Impact. See Section III.b. Impacts would be **less than significant**.

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

Less than Significant Impact. See Section III.b. Impacts would be **less than significant**.

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

Less than Significant Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if construction or operation of the project would result in generation of odors that would be perceptible in adjacent sensitive areas. Substantial objectionable odors are normally associated with such uses as agriculture,

wastewater treatment, industrial facilities, or landfills, while the proposed project would involve the demolition of three existing structures. Demolition activities could create temporary odors from the burning of fuel in construction equipment. These odors could be considered to be objectionable; however, due to the short-term and temporary nature of construction activity, they would not be significant.

According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed construction and operation of the proposed mixed use building would not introduce any of those uses on the project site and as such would not result in activities that create objectionable odors. Therefore, the proposed project would result in a **less than significant impact** related to objectionable odors.

IV. Biological Resources

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

Less than Significant with Project Mitigation. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, sensitive species, or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community;
- The alteration of an existing wetland habitat; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The project site is located in a highly urbanized area of Los Angeles. The project site and surrounding properties have been developed with commercial and residential urban land uses. Therefore, no wetland, riparian, or other sensitive natural communities or federal- or state-listed endangered, threatened, rare, or otherwise sensitive flora or fauna are located on or adjacent to the project site. Nonetheless, all the onsite trees would likely be removed or disturbed during project construction. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA; Title 33 U.S. Code Section 703 et seq.; see also Title 50 Code of Federal Regulations Part 10) and Section 3503 of the California Fish and Game Code. Accordingly, the project applicant would be required to comply with Mitigation Measure IV-20 to ensure that no significant impacts to nesting birds would occur. Therefore, with mitigation, impacts would be reduced to less than significant.

IV-20 Habitat Modification (Nesting Birds, Non-Hillside or Urban Areas):
The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1 - August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to disturbance of suitable nesting habitat, the applicant shall:
    a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
    b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
    c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
    d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

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

No Impact. The site is in an urban area lacking native biological habitat. No riparian habitats or other sensitive natural communities are on or adjacent to the project site. Consequently, there would be **no impact**.

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

No Impact. The project site does not contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. The project site is located in a highly urbanized area and developed with commercial uses. Therefore, the project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, and **no impact** would occur.

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

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

- Interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species.

Due to the highly urbanized nature of the project site and surrounding area, the lack of a major water body, and the limited number of tress, the project site does not support habitat for native resident or migratory species or contain nurseries. Therefore, the proposed project would not interfere with wildlife movement or migratory corridors or impede the use of native wildlife nursery sites, and **no impact** would occur.

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

Less than Significant with Project Mitigation. A project-related significant adverse effect could occur if the project would cause an impact that is inconsistent with local regulations pertaining to biological resources (e.g., the City of Los Angeles Protected Tree Ordinance No. 177,404). In addition to the Protected Tree Ordinance, City policy requires replacement of all mature trees at least eight-inches in diameter at breast height that are removed at development sites at a 1:1 ratio. Also, removal of any trees in the public right-of-way must be approved by the Board of Public Works.

As stated in the Landscape Architect's Letters prepared by Paul A. Lewis on July 27, 2016 and March 5, 2018 (refer to Appendix A), all 13 on-site trees and 15 of the street trees within the adjacent parkway are non-native species, and none are protected species (i.e., oak, sycamore, black walnut, or bay laurel trees). Nonetheless, the 13 on-site trees are considered significant because their trunks are 8 inches or greater in diameter (or cumulative truck diameter, if multi-trunked) at 54 inches above ground. All on-site trees would be removed as a result of project construction. As mitigation, the project applicant would be required to replace the significant trees at a 1:1 ratio with a minimum 24-inch box tree. Therefore, impacts to significant on-site trees would be less than significant with incorporation of Mitigation Measure IV-70.

IV-70 Tree Removal (Non-Protected Trees):
Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.

As identified in Section V. Cultural Resources, the four palm trees (*Washingtonia robusta*) along W. Van Nuys Boulevard appear to meet local criteria for listing as a City of Los Angeles Historical Monument. However, as identified in the Letter from Paul A. Lewis Landscape Architect, no impact to these palm trees is anticipated as based on the location of these trees being within the 10-foot wide sidewalk, the approximately 6-foot diameter of their root ball, the use of shoring techniques, and the location of proposed soils excavation and shoring activities which will be outside of the public right-of-way. However, heavy construction equipment operations and staging activities close to these trees has the potential to damage them. As such, the project applicant will be required to provide construction fencing around the four palm trees (Washingtonia robusta) along W. Van Nuys Boulevard which will remain in place for the duration of construction. Therefore, with implementation of this required mitigation, impacts would be **less than significant.**

IV-80 Tree Protection – Construction Fencing:
Environmental impacts from project implementation may occur to the four palm trees (Washingtonia robusta) along W. Van Nuys Boulevard during heavy equipment operations associated with project construction. However, the potential impacts will be mitigated to a less than significant level by the following measures:

- Prior to the issuance of any grading permit, and for the duration of proposed construction activities, the applicant shall install orange staked construction fencing around the drip line of the four palm trees (Washingtonia robusta) along W. Van Nuys Boulevard which are located immediately adjacent to the subject property. Placement of this required fencing shall be verified a licensed Tree Arborist, and proof of such verification shall be provided (in a letter) to the Department of Building and Safety prior to the issuance of any grading permit.

It is possible that the remaining street trees (along W. Kittridge Street) may be damaged during construction activities; however, the project applicant would be required to replace the damaged tree(s) at a 1:1 ratio with a minimum 24-inch box tree. Therefore, impacts to these trees would be less than significant with implementation of Mitigation Measure IV-90:

IV-90 Tree Removal (Public Right-of-Way):

- Removal of trees in the public right-of-way requires approval by the Board of Public Works.
- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if the project would be inconsistent with mapping or policies in any conservation plans of the types cited.

The project site is not located within an area that is subject to an adopted conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan (City, 2001). Therefore, **no impact** would occur.

V. Cultural Resources

CEQA (Section 21084.1) requires that a lead agency determine whether a project could have a significant effect on historical resources. A historical resource is a resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR) (Section 21084.1), a resource included in a local register of historical resources (Section 15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (Section 15064.5[a][3]).

The City of Los Angeles has an active city-wide survey program to identify and evaluate historic resources for long term planning purposes. The project site is located in the Van Nuys-North Sherman Oaks Community Planning Area and was previously surveyed for SurveyLA and found eligible for listing in the CRHR and as a City of Los Angeles Historic Cultural Monument (HCM) under the historic context Architecture and Engineering, 1850-1980, as an example of Mid-Century Modern commercial architecture with Googie influences in Van Nuys,

designed by notable local architect Culver Heaton with a mural by master artist Millard Sheets (Criteria 3/3). The survey concluded that due to storefront modifications, the property did not retain sufficient integrity to be eligible for listing in the National Register of Historic Places (NRHP).

As previously discussed in Section IV, *Biological Resources*, four palm trees are located within public right-of-way, directly adjacent to the project site, along the south-facing public sidewalk on N. Van Nuys Boulevard. These trees were identified as potentially eligible for local historic designation as part of a cultural landscape and significant as "representing the street planting plan for Sherman Way (paved between 1911 and 1913; parts of which were renamed Van Nuys Boulevard and Chandler Boulevard), which was the main automobile and streetcar corridor from central Los Angeles to Van Nuys" (SurveyLA 2015). (Sherman Way has since been renamed N. Van Nuys Boulevard.) The potential cultural landscape extends approximately 0.85 mile between Sherman Way along Sherman Circle and Hamlin Street on N. Van Nuys Boulevard. Although the project site is located directly adjacent to these four palm trees that have been identified as part of this potential cultural landscape, the proposed project would not entail the removal of these trees. Further, the project would not include ground disturbing activities that could adversely affect the tree root systems (see Appendix A Letter from Paul A. Lewis dated March 5, 2018), and mitigation requiring placement of construction fencing around them will provided for their protection during grading and construction activities. The proposed project would incrementally change the setting along this segment of Van Nuys Boulevard; however, the proposed structure would not alter the general character of the area and the trees would remain in place, retain their historic integrity, and continue to convey their visible setting along N. Van Nuys Boulevard.

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less than Significant with Project Mitigation. Based upon the criteria established in *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project would disturb historic resources that presently exist on the project site. Pursuant to Section 15064.5 of the CEQA *Guidelines*, a historical resource is presumed significant if it is listed on the California Register of Historic Resources (California Register) or has been determined to be eligible for listing by the State Historical Resources Commission (SHRC). A historical resource may also be considered significant if the lead agency determines, based on substantial evidence, that the resource meets the criteria for inclusion in the California Register.

The Historic Resources Assessment (Rincon Consultants, Inc. 2016) in Appendix C evaluates the presence or absence of significant cultural resources at the project site. PRC Section 5024.1, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1 were used as the basic guidelines for the cultural resources study. PRC Section 5024.1 requires an evaluation of historical resources to determine their eligibility for listing in the CRHR. The purpose of the register is to maintain listings of the state's historical resources and to indicate which properties are to be protected from substantial adverse change. The criteria for listing resources in the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated below.

According to PRC Section 5024.1(c)(1–4), a resource is considered historically significant if it: 1) retains substantial integrity, and 2) meets at least one of the following California Register criteria.

- It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- It is associated with the lives of persons important in our past.
- It embodies the distinctive characteristics of a type, period, region or method of installation, or represents the work of an important creative individual, or possesses high artistic values.
- It has yielded or may be likely to yield information important in prehistory or history.

Changes to significant cultural resources that affect the characteristics of any resource that qualify it for the NRHP or adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered a significant impact on the environment. These impacts could result from 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 (CEQA Guidelines, Section 15064.5 [b][1], 2000). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register (CEQA Guidelines, Section 15064.5[b][2][A]).

The *L.A. CEQA Thresholds Guide* further states that a project would normally have a significant impact on historical resources if it would result in a substantial adverse change in the significance of an historical resource. A substantial adverse change in significance occurs if the project involves:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource that does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for
- Rehabilitating Historic Buildings; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

The Cultural Resources study contained in Appendix C was based on an intensive-level built environment survey of the project site conducted on September 24, 2016. The purpose of this survey was to identify and photograph any built environment resources that may be impacted by the proposed project. The field survey consisted of a visual inspection of the project site and its associated features to assess the overall condition and integrity, and to identify and document any potential character-defining features. Field documentation included notes and digital photographs of the project site and vicinity to support field observations. Ground visibility within the project area was zero; therefore, an archaeological survey was not conducted. The field survey was supplemented by archival research conducted in September and October 2016. Research methodology focused on the review of a variety of primary and secondary source materials relating to the history and development of the property. Sources

included, but were not limited to, historic maps, aerial photographs, and written histories of the area.

As noted previously, the subject property comprises three separate buildings that were remodeled to appear as a single structure. The first two buildings that make up the lower end wings of the structure were constructed in 1950 and 1954. These were later joined and remodeled when the taller, central third segment was constructed in 1959. The first building, a commercial structure was constructed in 1950 was constructed by Manfred De Ahna and the contractor was A.L. Stricker and Son. Four years later on February 26, 1954, a building permit was filed to construct a new bank building two parcels to the south of the 1950 structure, at 6569 Van Nuys Boulevard. The architect for the project was Culver Heaton. In the late fall of 1959 a series of building permits were filed to substantially expand the bank building footprint and combine it with the 1950 commercial structure. According to the building permits, architect Culver Heaton returned to design a 50-foot by 151-foot addition, two stories and 35 feet high with brick walls. Various alterations in the interior have taken place over several decades and the Millard Sheets murals have either been obscured or removed.

The onsite buildings were evaluated for listing in the NRHP and CRHR, and as a City of Los Angeles Historic Cultural Monument (HCM). The former bank building is not eligible for listing in the NRHP or the CRHR and does not satisfy the criteria for designation as a City of Los Angeles HCM due to extensive alterations that have reduced its integrity of design, materials, feeling, association and setting. The property retains only two of the seven aspects of integrity and retains none of the most important aspects of integrity. Therefore, the former Van Nuys Savings and Loan building is not considered a historical resource under CEQA.

Although the building is not considered a historical resource under CEQA due to a loss of architectural integrity, the presence or absence of the original painted canvas murals which were showcased within the main lobby could not be verified during the built-environment survey. The area where the murals hung has been substantially altered and it could not be determined if the murals were removed prior to alterations or if they were painted and dry walled over. The murals could separately be considered historical resources under CEQA if they are found to exist and be intact. If present, a potentially significant impact to historic resources could result if the murals become inadvertently damaged during demolition of the existing commercial buildings. However, this potential impact would be reduced to less than significant levels with implementation of the following mitigation measures, as recommended in the Historical Resource Assessment (Rincon Consultants, Inc., 2016) contained in Appendix C:

V-1 Mural Identification:
Prior to the issuance of demolition permits for the project, the existing north wall of the bank lobby shall be physically examined and tested to determine if the canvas murals placed within the building are still intact. In order to prevent potential damage of the murals, physical testing and removal of drywall shall be carried out by a qualified construction firm with experience in historic preservation and the treatment of mural restoration and removal. All work shall be overseen by a qualified architectural historian who meets the Secretary of the Interior's Professional Qualification Standards (NPS 1983) to assist the construction firm with archival research to pinpoint the location of the murals before physical testing begins. Prior to

the issuance of the demolition permits, a summary report of the findings of the physical examination and testing shall be prepared by a qualified architectural historian and approved by the City of Los Angeles Office of Historic Resources.

V-2 Mural Preservation:
If murals are present, and prior to the issuance of demolition permits for the project, a comprehensive plan shall be developed by a qualified architectural historian and approved by the City of Los Angeles Office of Historic Resources, which addresses the careful removal, restoration and preservation of the murals. Removal shall be completed by a qualified construction firm approved by the City of Los Angeles Office of Historic Resources (OHR), having experience in historic preservation. The results of any such removal shall be documented to the satisfaction of the OHR. Prior to the issuance of a certificate of occupancy for the project, or as required by the OHR, restoration of the murals shall be completed by a qualified art conservator who will carefully examine and document the murals to ensure they can be returned to their original condition. The murals shall be relocated either within the new project or to a nearby suitable location.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

Less than Significant Impact. Section 15064.5 of the *CEQA Guidelines* defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories.

The project site is in an urbanized area and has been previously disturbed in conjunction with the construction of the existing onsite structures and surface parking lot, as well as for residential use in the early 1920s, and a gasoline service station on the site from 1937 to the early 1950s, when the current building was constructed. There is no evidence that archaeological or paleontological resources or human remains are present onsite. Due to the previous development and use of the project site, the likelihood of disturbing as yet undiscovered archaeological or paleontological resource remains is low. Nevertheless, construction of the underground parking and structural foundations would require excavation to previously undisturbed depths of approximately 22 feet below ground level.

Should resources be discovered, compliance with the below RCMs as contained in the City Mitigation Monitoring Plan would reduce impacts to a **less than significant** level.

RC-CR-2 (Archaeological):
If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State,

and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

- Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
- Deteriorated historic features shall be repaired rather than replaced. Where the severity if deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
- Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
- Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
- New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. Should such resources be discovered during project construction, compliance with the below RCM as contained in the City Mitigation Monitoring Plan would reduce impacts to a **less than significant** level:

RC-CR-3 (Paleontological):

If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains could be encountered during construction. Should human remains be discovered during project construction, compliance with the below RCM as contained in the City Mitigation Monitoring Plan would reduce impacts to a **less than significant** level:

RC-CR-4 Cultural Resources (Human Remains):

If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:

  1104 N. Mission Road
  Los Angeles, CA 90033
  323-343-0512 (8 a.m. to 5 p.m. Mondays through Fridays) or
  323-343-0714 (after hours, Saturdays, Sundays, and holidays)

- If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
- The NAHC will immediately notify the person it believes to be the Most Likely Descendent (MLD) of the deceased Native American.
- The MLD has 48 hours to make recommendations to the project applicant, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the project applicant does not accept the descendant's recommendations, the project applicant or the descendent may request mediation by the NAHC.

VI. Geology and Soils

A project-specific Geotechnical Investigation was prepared by A.G.I. Geotechnical, Inc. (AGI) on July 1, 2016 (Appendix D). It is noted that the Geotechnical Investigation was based on a previous version of the project, which was limited to a five-story building, which is one story less than the currently proposed project. As mitigation, and prior to the issuance of any grading permits, the project applicant will be required to complete a revised/amended Geotechnical Investigation that addresses the proposed six-story building, and obtain a new Soils Report Approval Letter from the LADBS.

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving ***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?***

No Impact. Based upon criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of these specific issues, a significant impact may occur if:

- A project site is located within a state-designated Alquist-Priolo Zone or other designated fault zone, and appropriate building practices are not employed; or
- A proposed project represents an increased risk to public safety or destruction of property by exposing people, property or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the southern California region.

Similar to all of Southern California, the project site is subject to strong ground shaking associated with active and/or potentially active faults in the region. The nearest active faults to the project site include the Northridge and the Verdugo Faults, each located approximately 7.7 kilometers (4.8 miles) from the project site (City, 2018). According to the City of Los Angeles General Plan Safety Element, there have been 60 damaging seismic events in the Los Angeles region since 1800 (City, 1996). The U.S. Geological Survey has estimated a 10-30% potential for a 7.5 or more magnitude quake along the southern portion of the San Andreas fault within the next 5 to 30 years.

The Alquist-Priolo Act requires the State Geologist to map active earthquake fault zones. The project site lies outside the Alquist-Priolo Special Study Zone Areas and Fault Rupture Study Areas defined by Exhibit A of the *City of Los Angeles General Plan Safety Element*. Therefore, the proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Furthermore, the proposed project would replace existing development on the project site with new development built to current seismic standards. Therefore, **no impact** would occur.

b) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less than Significant Impact. The entire southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the project would be designed and constructed in accordance with state and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The project would be required to comply with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current

engineering practices. Therefore, impacts related to strong seismic ground shaking would be **less than significant**.

c) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Less than Significant Impact With Project Mitigation. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the project site is located in an area identified as having a high risk of liquefaction.

The project site is relatively flat and located in an area that is designated as a Liquefaction Area on Exhibit B, Areas Susceptible to Liquefaction, in the *Safety Element of the City of Los Angeles General Plan* (1996) and in the City of Los Angeles GIS database, ZIMAS (City, 2018). Consequently, development of the proposed project could expose people and structures to liquefaction. A geotechnical report, based on a site-specific geotechnical investigation conducted on the project site by AGI (2016) was prepared for a 5-story project and is included as Appendix D. Liquefaction calculations performed in the geotechnical report indicated total and differential settlements associated with liquefaction present no severe damage to or collapse of the structure (AGI, 2016), and a Soils Report Approval Letter based on that investigation was also issued on August 15, 2016 (refer to Appendix D). However, the current proposed project t is a 6-story structure. Therefore, to ensure that potential impacts from strong seismic ground shaking are reduced to the maximum extent practible, the applicant will be required to comply with mitigation measure VI-10 which requires the preparation of a revised/amended Geotechnical Investigation that addresses the proposed six-story building, and to obtain a new Soils Report Approval Letter from the LADBS. The project would be required to comply with the required Soils Report Approval Letter prepared by the Department of Building and Safety. Through compliance with the Approval Letter, as well as with current engineering practices as reflected in the City of Los Angeles Building Code (Chapter IX of the LAMC), the UBC, the RCM below, as referenced in the City's Mitigation Monitoring Plan, and the California Building Code (CBC) which regulates the design and construction of excavations, foundations, building frames, retaining walls, and other building elements (to mitigate the effects of adverse soil conditions), seismic ground shaking impacts would be reduced to the maximum extent practicable, with current engineering practices. Therefore, impacts would be less than significant:

VI-10 Soils Report Approval Letter

- Prior to the issuance of any grading permit, the applicant shall submit a revised/amended Geotechnical Investigation that addresses the proposed six-story building, and obtain a new Soils Report Approval Letter from the LADBS.

The project would be required to comply with the RCM listed below, as referenced in the City's Mitigation Monitoring Plan:

RC-GEO-4 (Liquefaction Area):

The project shall comply with the Uniform Building Code Chapter 18. Division 1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:

- Ground stabilization
- Selection of appropriate foundation type and depths
- Selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures

The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project and as it may be subsequently amended or modified.

d) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

No Impact. A significant impact would occur if the proposed project would be implemented on a site located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. According to the California Geological Survey Earthquake Fault Zones and Seismic Hazard Zones Map for the project area, the project site is not located within a landslide hazard zone. The project site and surrounding area are relatively flat. Therefore, the project would not expose people or structures to potential effects resulting from landslides, and **no impact** would occur.

e) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant with Project Mitigation. A significant impact would occur if construction activities or proposed uses would result in substantial soil erosion or loss of topsoil. Construction of the proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion. Short-term erosion impacts may result from construction of the proposed project. In addition, excavation activities would be necessary to accommodate the proposed project, which would include two subterranean levels of parking and the export of approximately 51,000 c.y. of soils. However, these impacts would be reduced to less-than-significant levels with implementation of project mitigation. In addition, construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQCB) through the City's Stormwater Management Division. The project would also be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. All onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC,

and conditions imposed by the City of Los Angeles Department of Building and Safety's Soils Report Approval Letter. Accordingly, implementation of Mitigation Measure VI-20 would ensure the reduction of project construction impacts to less than significant levels**:**

VI-20 Erosion/Grading/Short-Term Construction Impacts:
Short-term erosion impacts may result from the construction of the proposed project. However, these impacts can be mitigated to a less than significant level by the following measure:

- The applicant shall provide a staked signage at the site with a minimum of three-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

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

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if:

- It would cause or accelerate geologic hazards that would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding;
- A project is built in an unstable area without proper site preparation or design features that provide adequate foundations for proposed buildings, thus posing a hazard to life and property; or
- The project is built on expansive soils without proper site preparation or design features that provide adequate foundations for project buildings, thus, posing a hazard to life and property.

The project site is flat and is not located in the vicinity of any hillside areas. According to Exhibit C (Landslide Inventory & Hillside Area) of the *Safety Element of the City of Los Angeles General Plan* (1996) and City of Los Angeles GIS database ZIMAS, the project site is not located in a landslide area (City, 2018). Subsurface borings were advanced to a depth of 70.5-feet onsite. Site soils, as depicted in the boring logs contained in the geotechnical report (Appendix D), consist of sandy silts, silty sands, poorly graded sands, and sandy clays in a moist and medium dense to very dense to very stiff condition (AGI, 2016). No groundwater was encountered in any of the borings to the maximum depth explored.

Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. The project site is not located within an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and proposed structures are maintained. Construction would be required by the Department of Building and Safety to comply with the

City of Los Angeles Uniform Building Code (UBC), which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With respect to soil settlement, if proposed project foundations are supported on the medium dense to dense natural soils and area sized for the recommended bearing pressures, static differential settlements are not expected to exceed 0.25 inch in a 30-foot span. Total static settlements are anticipated to be less than 0.5 inch. When combined with the seismic settlements (0.18 inch total, 0.12 inch differential) the overall total and differential settlements should be no greater than 0.68 inch and 0.37 inch, respectively. The overall anticipated settlements are considered acceptable and no mitigation is necessary (AGI, 2016). Thus, with implementation of the Building Code requirements and the Department of Building and Safety's Soils Report Approval Letter, the potential for landslide lateral spreading, subsidence, liquefaction or collapse is low and associated impacts would be **less than significant**.

g) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than Significant Impact. A significant impact would occur if the proposed project would include development on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. An expansion test was conducted on representative site soils (0-5 feet) as part of the geotechnical investigation, in accordance with ASTM: D-4849 to evaluate its volume change with increasing moisture conditions. Site soils were determined to have "very low" expansion potential (AGI, 2016). In addition, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Specifically, the project would be required to comply with the RCM listed below, as referenced in the City's Mitigation Monitoring Plan. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be **less than significant**.

RC-GEO-6 (Expansive Soils Area):

Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

h) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, this question would apply to the proposed project only if it was located in an area not served by an existing sewer system. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, **no impact** related to the use of septic tanks or alternative wastewater disposal systems would occur.

VII. Greenhouse Gas Emissions

The analysis of the project's impacts related to greenhouse gases (GHGs) is based on an Air Quality and Greenhouse Gas Study (Rincon Consultants, Inc., 2016) prepared for the project, which is included in its entirety in Appendix B.

It is noted that the Air Quality and Greenhouse Gas Study analyzed a previous version of the proposed project that included a total of 184 multi-family residential dwelling units and 21,800 s.f. of commercial floor area. Since completion of the Air Quality and Greenhouse Gas Study, the proposed project has been revised to include fewer multi-family dwelling units (174 units; 10 units [5.4%] fewer than analyzed), less ground floor commercial area (18,400 s.f.; 3,400 s.f. [15.6%] less than analyzed), and reduced soils excavation and export (51,000 c.y.; 10,250 c.y. [16.7%] less than analyzed). The below analysis utilizes the calculations and conclusions from the Air Quality and Greenhouse Gas Study, which were based on the assumption that the project development would be denser than currently proposed. Accordingly, the estimates in the below analysis are considered conservative.

The accumulation of GHGs in the atmosphere naturally regulates Earth's temperature. However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. Carbon dioxide (CO_2) and methane (CH_4) are the GHGs that are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills.

Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Some of the potential impacts in California of global warming may include loss of snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. (California Environmental Protection Agency, 2010) While these potential impacts identify the possible effects of climate change at a global and potentially statewide level, in general, scientific modeling tools are currently unable to predict what impacts would occur locally.

In response to an increase in man-made GHG concentrations over the past 150 years, California has implemented AB 32, the "California Global Warming Solutions Act of 2006." AB 32 requires achievement by 2020 of a statewide GHG emissions limit equivalent to 1990 emissions (essentially a 25% reduction below 2005 emission levels) and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. On September 8, 2016, the governor signed Senate Bill 32, which requires the State Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to 40%

below the 1990 level by 2030. Based upon the ARB's *California Greenhouse Gas Inventory for 2000-2012* (http://www.arb.ca.gov/cc/inventory/data/data.htm), California produced about 459 metric tons of CO_2e in 2012.

The City of Los Angeles adopted its climate action plan, Green LA: An Action Plan to Lead the Nation in Fighting Global Warming (Green LA), in May 2007. Green LA set the goal of reducing the City's GHG emissions to 35% below 1990 levels by 2030. The emphasis of Green LA is on municipal facilities and operations followed by programs to reduce emissions in the community. Green LA is being implemented through Climate LA, which provides detailed information about each action item discussed in the Green LA framework.

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The 2008 SCAQMD threshold considers emissions of over 10,000 metric tons of carbon dioxide equivalent (CO_2e) per year from industrial development projects to be significant (SCAQMD, 2009). However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not formally adopted, the SCAQMD has a recommended tiered GHG significance threshold (SCAQMD, 2008b). Under Tier 2, project impacts would be less than significant if a project is consistent with an approved local or regional plan. Therefore, GHG emissions associated with the proposed project would be less than significant if the project is consistent with Climate LA and Green LA.

This analysis is based on the methodologies recommended by the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper (CAPCOA, 2008). The analysis focuses on CO_2, N_2O, and CH_4 as these are the GHG emissions that onsite development would generate in the largest quantities.

For informational purposes, emissions associated with the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2. Complete CalEEMod results and assumptions can be viewed in Appendix B.

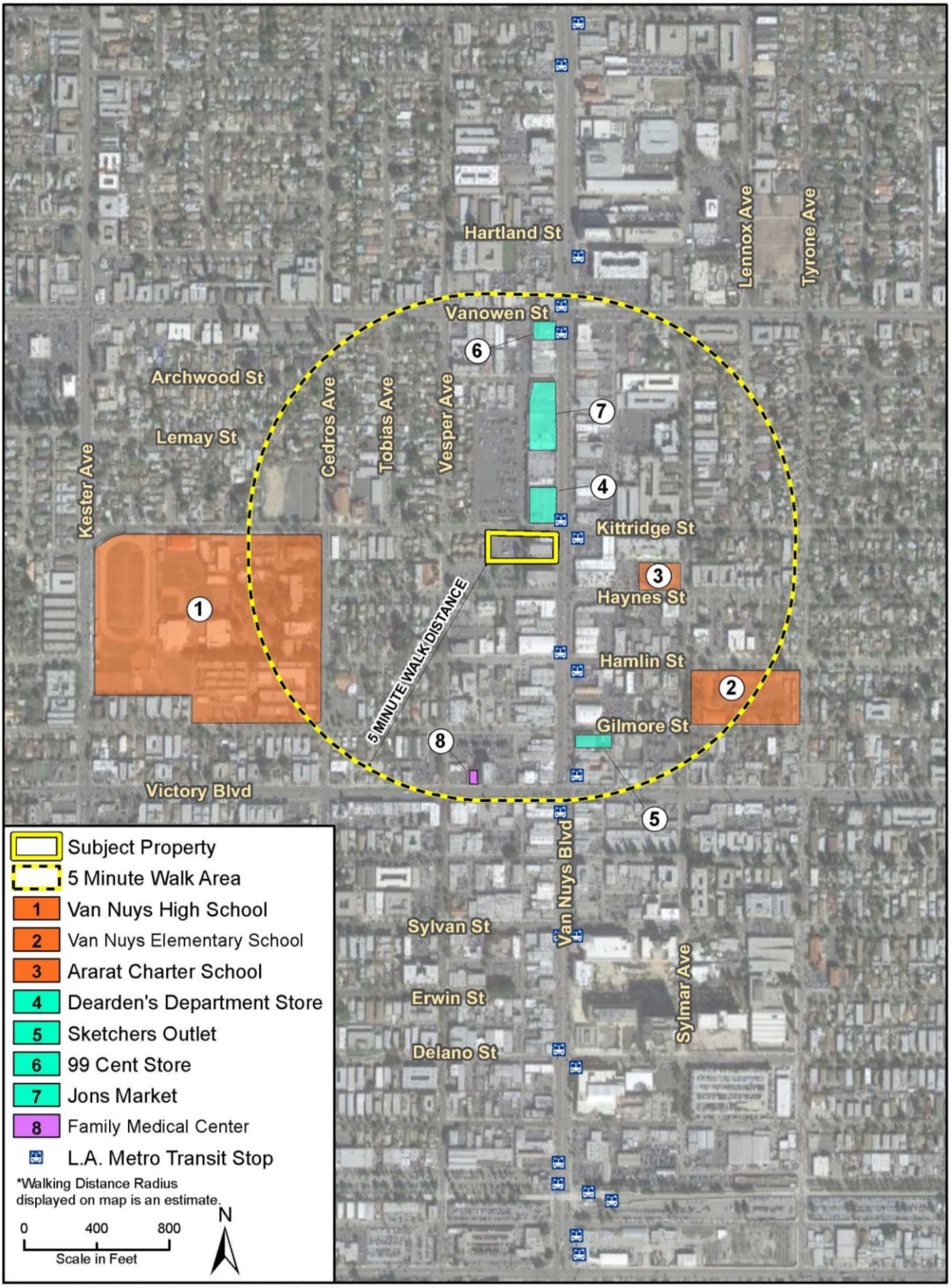
a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. As discussed above, the City of Los Angeles released its climate action plan, Green LA: An Action Plan to Lead the Nation in Fighting Global Warming (Green LA), in May 2007. The goal of Green LA is to reduce the City's GHG emissions to 35% below 1990 levels by 2030, encouraging municipal facilities and operations to reduce emissions in the community. Green LA is being implemented through Climate LA, which provides detailed information about each action item discussed in the Green LA framework. The proposed project would not conflict with Green LA or Climate LA, which is focused on municipal facilities. Table 6 shows the project's consistency with applicable Green LA and Climate LA measures.

Table 6
Consistency with Applicable Green LA and Climate LA Climate Action Plan Reduction Measures

Measure	Project Consistency
Transportation and Mobility	
Promote walking and biking to work, within neighborhoods, and to large events and venues.	**Consistent** The project site is located within a five-minute walking distance of retail facilities, restaurants, medical facilities, schools, and public transportation. Nearby facilities include Jons Market, Dearden's Department Store, Skecher's Retail outlet, 99 Cents Store, and more (Figure 7).
Promote high-density housing close to major transportation arteries.	**Consistent** The project is a multi-family residential development that is near public transportation (approximately 65 feet to the Van Nuys/Kittridge southbound bus stop for the LA Local Metro Orange Line 901).
Water	
Meet all additional demand for water resulting from growth through water conservation and recycling.	**Consistent** According to the Los Angeles Department of Water and Power's (LADWP) 2009 Sustainability Plan, LADWP is in partnership with the Bureau of Sanitation (BOS) to expand the use of recycled water and develop a Recycled Water Master Plan that would expand the recycled water pipeline system and use recycled water for groundwater replenishment. The project would participate in City water conservation programs.
Reduce per capita water consumption by 20%.	**Consistent** In accordance with the 2010 California Green Building Standards Code, the proposed project would include a schedule of plumbing fixtures and fixture fittings that would reduce the overall use of potable water within the building by at least 20%. The reduction would be based on the maximum allowable water use per plumbing fixture and fitting as required by the California Building Standards Code.
Waste	
Recycle 75% of trash by 2020.	**Consistent** Using the calculation methodology adopted by the State of California, the City of Los Angeles has achieved a landfill diversion rate of 76%. The project would be subject to the requirements of the statewide mandatory commercial recycling program, which establishes a statewide goal of diverting at least 75% of solid waste from landfills by 2020. Compliance with existing City and state programs would achieve consistency with this measure.

Figure 7 Features Within Walking Distance Map



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Senate Bill 375, signed in August 2008, requires the inclusion of sustainable community strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. The Southern California Association of Government (SCAG) *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) includes a commitment to reduce emissions from transportation sources by promoting compact and infill development to comply with SB 375. A goal of the SCS is to "promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure."

The proposed project would be infill development that would also be located within walking distance of residential, commercial, and recreational activities, as well as public transportation (approximately 65 feet to the Van Nuys/Kittridge southbound bus stop for the LA Local Metro Orange Line 901). Figure 7 shows facilities within walking distance of the project site. The project's proximity to nearby facilities and transit opportunities would reduce the number and length of project-generated vehicle trips. Therefore, the proposed project would be consistent with this goal. Another goal of the RTP/SCS is to "create more compact neighborhoods and place everyday destinations closer to homes and closer to one another." The proposed project would place residential development within a five-minute walk of everyday destinations, such as retail and medical facilities, restaurants, schools, and grocery stores (Figure 7).

According to *The Impacts of Sea-Level Rise on the California Coast*, prepared by the California Climate Change Center (CCCC) (May 2009), climate change has the potential to induce sea level rise in the coming century. The rising sea level increases the likelihood and risk of flooding. However, the project site is approximately 12 miles north of the coastline and is not at risk for inundation from sea level rise (California Energy Commission, 2014).

As demonstrated above and in the Air Quality and Greenhouse Gas Study (Rincon Consultants, Inc., 2016), the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and would be consistent with Green LA, Climate LA, and objectives of the RTP/SCS, AB 32, SB 32, and SB 375. Therefore, impacts would be **less than significant**.

Demolition and Construction Emissions

Construction activity is assumed to occur over a period of approximately 12 months. The Air Quality and Greenhouse Gas Study (Rincon Consultants, Inc., 2016) quantifies project-generated air quality and GHG impacts and is provided as Appendix B. Based on CalEEMod modeling results, provided as Appendix A of the Air Quality and Greenhouse Gas Study, construction activity for the project would generate an estimated 667.5 metric tons of carbon dioxide equivalent (CO_2e) units between 2017 and 2018 (as shown in Table 7). Amortized over a 30-year period (the assumed life of the project), construction of the proposed project would generate about 22.3 metric tons of CO_2e per year.

Table 7
Estimated Construction Emissions of Greenhouse Gases

Year	Annual Emissions (Carbon Dioxide Equivalent [CO_2e])
2017	594.3 metric tons
2018	105.3 metric tons
Total	**699.6 metric tons**
Amortized over 30 years	**23.3 metric tons per year**

See Appendix B of Appendix B for CalEEMod Results.

Estimated GHG emissions generated during construction were calculated based on a previous version of the project that included 184 residences, 21,800 s.f. of commercial floor area, and 61,250 c.y. of soils excavation and export. The current project involves the construction of fewer apartments (174 units), less retail space (18,400 s.f.), and reduced soils excavation and export (51,000 c.y.); therefore, these estimates are conservative.

In addition, the project would be required to comply with the RCM listed below, as referenced in the City's Mitigation Monitoring Plan:

RC-GHG-1 (Green Building Code):
In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

Operational Indirect and Stationary Direct Emissions

Area Source Emissions

CalEEMod was used to calculate direct sources of air emissions located at the project site. This includes hearths/fireplaces, consumer product use, and landscape maintenance equipment. Net emissions associated with hearths, consumer products and landscaping equipment from the project site are considered to be the difference between the emissions from the proposed project site and the existing land uses. As shown in Table 8, net emissions were estimated at 3.2 metric tons of CO_2e per year.

For the purposes of operations emissions modeling, it was assumed that the proposed project would comply with SCAQMD Rule 1113, which limits the VOC content of architectural coatings used in the District. Therefore, emissions reductions associated with SCAQMD Rule 1113 was included in CalEEMod for the operational phase. CalEEMod does not calculate N_2O emissions related to mobile sources. As such, N_2O emissions were calculated based on the proposed project's VMT using calculation methods provided by the California Climate Action Registry General Reporting Protocol (January 2009).

Table 8
Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions
Construction	23.3 metric tons CO_2e
Operational Area Energy Solid Waste Water	 3.2 metric tons CO_2e 193.9 metric tons CO_2e 23.4 metric tons CO_2e 81.6 metric tons CO_2e
Mobile	1,498.3 metric tons CO_2e
Total	1,823.7 metric tons CO_2e

See Appendix B of Appendix B for calculations and for GHG emission factor assumptions.

Estimated GHG emissions were generated annually based on a previous version of the project that included 184 residences, 21,800 s.f. of commercial floor area, and 61,250 c.y. of soils excavation and export. The current project involves the construction of fewer apartments (174 units), less retail space (18,400 s.f.), and reduced soils excavation and export (51,000 c.y.); therefore, these estimates are conservative.

The combined net annual emissions would total approximately 1,824 metric tons of CO_2e per year. The majority of the project's GHG emissions are associated with vehicular travel (82%). As noted above, mobile emissions are in part a redirection of existing travel to other locations, and so are partially California GHG emissions inventory.

b) Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. See Section VII.a. Impacts would be **less than significant**.

VIII. Hazards and Hazardous Materials

According to the *L.A. CEQA Thresholds Guide*, the determination of significance with respect to hazards and hazardous materials shall be made on a case-by-case basis considering the following factors:

- The regulatory framework for the health hazard;
- The probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance;
- The degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance;
- The probable frequency and severity of consequences to people from exposure to the health hazard; and
- The degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

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

Less than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if:

- The project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals, or radiation); or
- The project involved the creation of any health hazard or potential health hazard.

Small amounts of potentially hazardous materials such as fuels, lubricants, and solvents would be used during project construction. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in multi-family residential and retail/commercial developments, including lubricants, paints, solvents, cleaning supplies, pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No uses or activities are permitted by the proposed zone that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through transport, use, or disposal. As a residential and commercial development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. The transport, use, and storage of hazardous materials during the construction and operation of the project would be conducted in accordance with applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. The onsite building to be demolished could potentially contain asbestos, lead-based paint, and/or polychlorinated biphenyl (PCB). Fugitive particles of asbestos, lead, or PCB could potentially create hazards to nearby residents, workers, and the general public.

Compliance with applicable laws and regulations identified in the RCM below, as referenced in the City's Mitigation Monitoring Plan, during construction of the proposed project would reduce the potential impact associated with the routine transport, use, storage, or disposal of hazardous materials to a **less than significant** level.

RC-HAZ-1 Explosion/Release (Existing Toxic/Hazardous Construction Materials):

- **Asbestos.** Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
- **Lead Paint.** Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint material be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.
- **Polychlorinated Biphenyl – Commercial and Industrial Buildings.** Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement

contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

b) Would the project 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. See Section VIII.a and VIII.d. Impacts would be **less than significant**.

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

Less than Significant Impact. Based upon criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if:

- A project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to, oil, pesticides, chemicals, or radiation); or
- A project involved the creation of any health hazard or potential health hazard.

The school closest to the project site is Options for Youth High School located approximately 330 feet north of the project site. Ararat Charter School Kindergarten is located one block east (0.2 mile) of the project site. Van Nuys High School and Van Nuys Elementary School are both located approximately 0.25 mile from the project site to the west and southeast, respectively. While the proposed project is within 0.25 mile of existing schools and could involve the use of small quantities of potentially hazardous materials such as fuels, lubricants, solvents, and chlorine during construction and operation, such materials would not be used in quantities sufficient to cause a potential hazard. The proposed project would provide for a mixed-use infill development consisting of residential and commercial uses. These types of uses would be expected to use and store very small amounts of hazardous materials, such as paints, solvents, cleaners, pesticides, etc. during construction and operation. All hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, state, and local requirements. With compliance to applicable requirements, the project would result in a **less than significant impact**.

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

Less than Significant Impact. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities where there is known migration of hazardous waste and to submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact would occur if the project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would create a significant hazard to the public or the environment. The California Department of Toxic Substances Control (DTSC) maintains a database

(EnviroStor) that provides access to detailed information on permitted hazardous waste sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight.

The following databases were checked in November 2015 for known hazardous materials contamination at the project site, as part of a database report contained in a Phase I Environmental Site Assessment for the project site, in compliance with California Government Code Section 65962.5:

- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database;
- Environmental Protection Agency EnviroMapper database;
- California State Water Quality Control Board GeoTracker database; and
- California Department of Toxic Substances Control EnviroStor database

The database search did not indicate the presence of any known hazardous materials at the project site. A subsequent review of EnviroStor (January 2018) did not identify any records of hazardous waste facilities on the project site. However, a historic records search conducted during a Phase I Environmental Site Assessment prepared by AAI Environmental Corporation and included as Appendix E, determined that the northern portion of the project site was a gas station between 1937 and 1950. A Phase II subsurface investigation prepared by Citadel Environmental Services (Appendix E) was conducted as a result of concerns identified in the Phase I ESA regarding subsurface contamination associated with the historic gas station operations. The Phase II investigation collected both soil and soil vapor samples within the footprint of the former gas station. The results of the investigation concluded that concentrations of total petroleum hydrocarbons (TPH) and Volatile Organic Compounds (VOCs) in soil and soil vapor are below established screening levels and that a vapor intrusion concern does not exist at the project site. Furthermore, concentrations of lead in soil below the project site are below screening levels and the soil is non-hazardous. Since the project site is not listed on applicable hazardous materials databases and subsurface investigations have indicated onsite soil contamination levels are below human health screening levels, the project site would not create a significant hazard to public health and the environment. Impacts would be **less than significant**.

It is noted the Phase II ESA for the project recommended preparation of a Soil Management Plan, stating that lead and VOCs were detected in soil samples, albeit well below screening (significance) levels. Accordingly, a Project Design Feature has been incorporated into the proposed project to ensure the preparation of a Soil Management Plan prior to the issuance of grading permits.

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

No Impact. A significant impact may occur if a project:

- Is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard.
- Is located in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard.

The closest public airport is Van Nuys Airport, which is located approximately 2.2 miles to the west. The project site is located outside the Van Nuys Airport land use plan area (City, 2006b). Therefore, **no impact** related to airport safety would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. There are no nearby private airstrips within the vicinity of the project site. Therefore, **no impact** related to airport safety would occur.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The nearest emergency route is Van Nuys Boulevard, located immediately adjacent to the east of the project site (City of Los Angeles, *Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems*, Exhibit H, November 1996). The proposed project would not require the closure of any public or private streets or impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the Project Site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and **no impact** would occur.

h) Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact would occur if the project site is located in proximity to wildland areas and poses a significant fire hazard, which could affect persons or structures in the areas in the event of a fire.

The project site is within a developed part of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. Additionally, the project site is not located within a Very High Fire Hazard Severity Zone (City, 2018). Therefore, **no impact** would occur.

IX. Hydrology and Water Quality

a) Would the project violate any water quality standards or waste discharge requirements?

Less than Significant Impact. Based upon criteria in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in

the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. A significant impact may occur if a project would discharge water that does not meet the quality standards of agencies responsible for regulating surface water quality and water discharge into stormwater drainage systems. A significant impact may also occur if a project would substantially alter drainage patterns, resulting in a substantial increase in erosion or siltation during construction or operation.

The approximately 1.29-acre project site is flat and currently developed with three commercial buildings and associated surface parking lot. The proposed project would replace the existing structures and parking lot with a mixed-use commercial and residential development. The project site is not adjacent to any surface water bodies; therefore, project construction and operation would have no direct impact to surface drainages or surface water quality. During project operation, stormwater or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Impermeable surfaces resulting from development of the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding onsite or offsite. Accordingly, significant alterations to existing drainage patterns within the site and surrounding area would not occur. In addition, site-generated surface water runoff would continue to flow to the City's storm drain system. Any project that creates, adds, or replaces 500 s.f. of impervious surface must comply with the Low Impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan (SUSMP), as an LAMC requirement to address water runoff and storm water pollution.

Stormwater runoff from the proposed project has the potential to introduce small amounts of pollutants into the stormwater system. Pollutants would be associated with runoff from landscaped areas (i.e., pesticides and fertilizers) and paved surfaces (i.e., ordinary household cleaners).

The proposed project would comply with regulatory requirements that would control off-site stormwater flows. As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency has established regulations under the NPDES program to control both construction and operation (occupancy) stormwater discharges. In California, the State Water Quality Control Board administers the NPDES permitting program and is responsible for developing permitting requirements.

The proposed project would be required to comply with the NPDES permitting system and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. These ordinances contain requirements for construction activities and operation of projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green, and pervious space on all projects consistent with the City's landscape ordinance and other related requirements in the City's Development Best Management Practices (BMPs) Handbook. Conformance would be ensured during the City's building plan review and approval process for individual construction projects. The Los Angeles Regional Water Quality Control Board (LARWQCB) adopted the latest Municipal Separate Storm Sewer System (MS4) NPDES Permit in December 2012. The MS4 permit requires new development and redevelopment projects to incorporate stormwater mitigation measures. Under the conditions of the permit, the project applicant would be

required to eliminate or reduce non-stormwater discharges to waters of the nation, develop and implement a Stormwater Pollution Prevention Plan (SWPPP) for project construction activities, and perform inspections of the stormwater pollution prevention measures and control practices to ensure conformance with the site SWPPP. The state permit prohibits the discharge of materials other than stormwater, and prohibits all discharges that contain a hazardous substance in excess of reportable quantities established at 40 Code of Federal Regulations (CFR) 117.3 or 40 CFR 302.4. The state permit also specifies that construction activities must meet applicable provisions of Sections 30 and 402 of the Clean Water Act (CWA). Conformance with Section 402 of the CWA would ensure that the proposed project does not violate any water quality standards or waste discharge requirements. Similarly, compliance with construction-related BMPs and/or the Stormwater Pollution Prevention Plan (SWPPP) would control and minimize erosion and siltation.

Compliance with City RCM s below, as referenced in the City's Mitigation Monitoring Plan, and applicable state, regional, and City policies and regulations (General Construction Permit, MS4 permit, CWA, City stormwater ordinances) would reduce the project's impact related to surface runoff and water quality to a **less than significant** level.

RC-WQ-1 (National Pollutant Discharge Elimination System General Permit):
Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

RC-WQ-2 (Dewatering):
If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.

RC-WQ-3 (Low Impact Development Plan):
Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and

approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

RC-WQ-4 (Development Best Management Practices):
Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

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

Less than Significant Impact. Based upon criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would:

- Change potable water levels sufficiently to:
  - Reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought;
  - Reduce yields of adjacent wells or well fields (public or private); or
  - Adversely change the rate or direction of flow of groundwater
- Result in demonstrable and sustained reduction in groundwater recharge capacity

The project site is connected to the City of Los Angeles' water supply system; therefore, the project would not involve the direct extraction of groundwater. Development of the project would not involve the installation of new wells. Water for the project would be provided by the City of Los Angeles water supply. The Department of Water and Power (DWP) would ensure supply reliability for the project prior to any project approval. Water demand associated with the proposed project would not substantially deplete groundwater supplies, as discussed in Section XVII, *Utilities*. Therefore, the proposed project would not result in an exceedance of safe yield or a significant depletion of groundwater supplies. Groundwater is not anticipated to be encountered during construction as borings performed for geotechnical investigation were advanced to 70.5 feet below ground surface. However, if groundwater is encountered during excavation, dewatering would need to be performed in accordance with NPDES permit requirements. Therefore, the project's impact would be **less than significant**.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less than Significant Impact. See Section IX.a. Impacts would be **less than significant**.

d) Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than Significant Impact. See Section IX.a. Impacts would be **less than significant**.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. See Section IX.a. Impacts would be **less than significant**.

f) Would the project otherwise substantially degrade water quality?

Less than Significant Impact. See Section IX.a. Impacts would be **less than significant**.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. Although not specified in the L.A. CEQA Thresholds Guide, a significant impact may occur if:

- The project places housing in a 100-year flood zone; or
- The project is located within a 100-year flood zone, which would impede or redirect flood flows.

The project site is not located within a FEMA 100 or 500 Year Flood Zone (FEMA, 2008). As such, the proposed project would not have the potential to impede flood flows or expose people to significant flood-related safety impacts. There would be **no impact** related to flooding.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. See Section IX.g. There would be **no impact** related to structures impeding or redirecting flood flows.

i) Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less than Significant Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche, which is a surface wave created when a body of water is shaken, which could result in a water storage facility failure.

According to *City of Los Angeles General Plan Safety Element* Exhibit C, Landslide Inventory and Hillside Area, the project site is not located within a potential seiche or landslide/mudslide hazard zone (City, 1996). Moreover, the site and surrounding areas are flat, and the project site is approximately 12 miles northeast of the Pacific Ocean.

However, according to *City of Los Angeles General Plan Safety Element* Exhibit G, Inundation and Tsunami Hazard Areas, the project site is located within a potential dam inundation area (City, 1996). However, pursuant to the 1972 State Dam Safety Act, numerous dams throughout California have been retrofitted so as to minimize damage to the dams, as well as minimize the potential for dam failures and inundation of surrounding areas. With current dam safety measures, the likelihood of dam failure resulting in flooding of the project area is relatively low. Therefore, impacts would be less than significant.

j) Would the project be subject to inundation by seiche, tsunami, or mudflow?

Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami) or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows.

According to the California Department of Conservation, the project site is not located within a tsunami hazard zone (DOC 2009). The site is not in proximity to a large body of water, and seiches are not a significant concern. Additionally, the project is not located near a hillside area and at risk from mudslides or mudflow. Therefore, **no impact** related to these hazards would occur.

X. Land Use and Planning

a) Would the project physically divide an established community?

No Impact. A significant impact may occur if the project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided, or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

The project site is located on a developed parcel within a highly urbanized area of Los Angeles. The proposed mixed-use project would be consistent with the existing built environment, and would not include new roads or other features that could create a physical barrier that would divide the established community. Therefore, **no impact** would occur.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant with Project Mitigation. A significant impact may occur if the project is inconsistent with applicable General Plan or zoning designations and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate.

According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site; and
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

The project site is located in the Van Nuys-North Sherman Oaks Community Plan Area. The project site is zoned [Q]C2-1L-CDO in the front portion and [Q]P-1VL-CDO in the rear portion with a General Plan land use designation of Community Commercial in the front portion and General Commercial in the rear portion. The front portion of the project site is located in Height District No. 1, which allows for multi-family and commercial uses, six stories, 75 feet in height, and a floor area 1.5 times the buildable area of the lot in the existing C2 zone; the rear portion of the site is located in Height District 1VL and is also restricted by Community Plan footnote No. 2, which allows for three stories, 45 feet in height. The existing P zone in the rear portion of the site does not permit uses other than parking and parking structures (City, 2018).

The proposed project involves the demolition of three commercial buildings and construction of a six-story, mixed-use building containing 174 multi-family residential units and approximately 18,400 square feet of retail floor area. Ancillary uses for the residential component would include a landscaped courtyard, swimming pool and other recreational amenities. A total of 348 residential parking spaces and 67 commercial parking spaces would be provided onsite. Residential parking would be located in the subterranean parking garage and commercial parking would be located on the ground level. Both commercial and residential uses would be permitted in the requested RAS4 zone with a development density of 400 s.f. per dwelling unit and the Floor Area Ratio (FAR) would be restricted to 3:1. In accordance with California State Law (including SB 1818 and ABs 2280, 2222, 744, and 2501, as part of California Government Code Sections 65915-65918), the project applicant is proposing to utilize the Density Bonus Ordinance (LAMC Section 12.22.A.25) which permits a Density Bonus of 35 percent, and has requested an off-menu incentive to permit an additional 25 feet in building height and an additional three stories within the portion of the site currently zoned [Q]P-1VL-CDO, in lieu of the maximum permitted building height of 50 feet and three stories. This would allow for a maximum of 191 total dwelling units in lieu of the otherwise maximum permitted density limit of 141 dwelling units on the subject property. Although the proposed project does not utilize this maximum permitted density, as it proposes 174 total dwelling units. A Density Bonus is automatically granted in exchange for the applicant setting aside a portion of dwelling units (in this case 7.09% of the base density, or 10 dwelling units) for habitation by Very Low Income households for a period of 55 years. As stated above, the applicant is also requesting changes in the zoning. Specifically, the applicant has requested a Vesting Zone Change, pursuant to LAMC Section 12.32.Q, from [Q]C2-1L-CDO and [Q]P-1VL-CDO to (T)(Q)RAS4-1L-CDO and (T)(Q)RAS4-1VL-CDO, respectively, and has also requested modification of the Van Nuys Central Business District CDO [Q] Condition No. 4.a., to allow the main entry doors of ground

floor commercial business to be recessed from the front lot line (i.e., Van Nuys Boulevard) a maximum of 14 feet 9 inches (a total of 177 inches), in lieu of a maximum of 36 inches. As discussed below under *Applicable Land Use Policies and Regulations*, the requested zone change would be in conformance with the applicable goals, objectives, and policies of the Van Nuys-North Sherman Oaks Community Plan, as well as the General Plan, including the Housing Element, and the Framework Element, including the Design Guidelines for Commercial and Mixed-Use Projects. In addition, the applicant has requested Design Overlay Approval pursuant to LAMC Section 13.08.E.3(a) for consistency with the Van Nuys Central Business District (CBD) Design Overlay District, and has also requested deviation from the building orientation requirement [Q] condition of the Van Nuys CBD CDO in order to permit building entrances to be located up to 14 feet 9 inches from the front property line, in lieu of the otherwise maximum permitted recess of 3 feet. As discussed below under *Applicable Land Use Policies and Regulations*, the requested deviation would be consistent with the purposes, intent, and provisions of the Van Nuys CBD CDO and the CBD CDO Design Guidelines and Standards. Lastly, the applicant requested Site Plan Review for a project that proposes more than 50 units. With approval of the requested entitlements, the proposed project would conform to the allowable land uses pursuant to the LAMC. The decision makers would determine whether discretionary requests will conflict with applicable plans/policies. Impacts related to land use have been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, the impact would be less than significant.

Applicable Land Use Policies and Regulations

The General Plan sets forth goals, objectives, and policies for the orderly development of land within the city, including the location, density, intensity of land use, provides a plan for circulation, and public facilities, and also addresses other elements including the Framework Element, the Housing Element, and the Mobility Element. The LAMC implements the General Plan and sets forth development standards applicable to development within the city. At the local level, the Van Nuys-North Sherman Oaks Community Plan implements land use policies for the project site and vicinity.

At the regional level, the Southern California Association of Government (SCAG) has prepared a Regional Comprehensive Plan and Guide (RCPG) that is a framework for decision-making with respect to regional growth and through its Growth Management policies addresses land use within a broader context. An overview of each of these plans and regulations is provided below. However, not every policy or goal of these plans is intended to mitigate or avoid environmental impacts. Where a policy is not intended to mitigate or avoid an environmental impact, consistency with that policy may not be relevant to an environmental impact analysis.

Southern California Association of Government – Regional Comprehensive Plan and Guide

The RCPG of the SCAG is a framework for decision-making with respect to regional growth to year 2015 and beyond, including growth management and regional mobility. Adopted policies related to land use are contained primarily in Chapter 2, Growth Management, of the RCPG. The purpose of the Growth Management chapter is to present forecasts that establish expectations related to growth and land use. These forecasts encourage local land use actions that could ultimately lead to the development of an urban form that would help minimize

development costs, protect natural resources, and enhance the quality of life in the region. The project would be consistent with Growth Management policies of infill development by adding housing to a currently underutilized lot in an existing multi-residential neighborhood with existing access to transportation, utilities, and resources, in a location that would result in fewer environmental consequences. Additionally, the project would locate denser multi-family residential uses along the well-developed N. Van Nuys Boulevard, which would be consistent as an infill use. Therefore, project impacts would be less than significant with respect to the policies of the RCPG.

General Plan

The City of Los Angeles General Plan is divided into several elements, including Framework Element, Air Quality Element, Service Systems Element, Public Recreation, Mobility, Noise, Safety, Housing, and Open Space/Conservation, and 35 Community Plans. As stated above and further described below, the project site is located within the Van Nuys-North Sherman Oaks Community Plan area.

The Framework Element of the General Plan, adopted in December 1996 and readopted in August 2001, sets forth a citywide comprehensive long-range growth strategy by providing policies to guide long-term development and physical form and character of the City. The General Plan Framework includes housing goals related to multi-family residential preservation, including "multifamily neighborhoods that enhance the quality of life for the City's existing and future residents" (Goal 3C). The proposed multi-family residences would be compatible with the existing surrounding multi- and single-family neighborhood and the project would be consistent with the General Plan goals by guiding long-term development and physical form and character of the City by developing multi-family residences on an underutilized lot. Therefore, the Project would meet the General Plan Framework Element goals for development and physical form. Impacts would be less than significant.

The Housing Element 2013-2021 of the General Plan, adopted on December 3, 2013, is the City's blueprint for meeting housing and growth challenges. It identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City has committed to implement to create sustainable, mixed-income neighborhoods across the City. The Housing Element includes goals related to housing in the City, including "a City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs" (Goal 1), "a City in which housing helps to create safe, livable and sustainable neighborhoods" (Goal 2), and "a City committed to ending and preventing homelessness" (Goal 4). The project would include 174 residences in the City, including 10 units specifically set aside for Very Low Income families. Accordingly, the proposed project would be consistent with the applicable goals in the Housing Element.

The Mobility Element of the General Plan, as referred to as Mobility Plan 2035, was adopted on September 7, 2016. The Mobility Element provides the policy foundation for achieving a transportation system that balances varied mobility needs. As an update to the City's General Plan Transportation Element (last adopted in 1999), Mobility Plan 2035 incorporates "complete streets" principles and lays the policy foundation for how future generations of City residents

interact with their streets. The Mobility Element includes policies related to reducing emissions from vehicles, including, "support ways to reduce vehicle miles traveled (VMT) per capita" (Policy 5.2) and "continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure" (Policy 5.4). Because the proposed project includes mixed use development comprised of multi-family residences and commercial uses, residents could utilize the goods and services provided in the commercial area of the project without using their vehicles. In addition, the project would include several electric vehicle charging stations, which would provide customers and residents of the project an incentive to utilize low- or zero-emission vehicles. Accordingly, the proposed project would be consistent with the applicable goals in the Mobility Element.

Van Nuys-North Sherman Oaks Community Plan

The proposed project would conform to the applicable goals, objectives, and policies of the Van Nuys-North Sherman Oaks Community Plan:

GOAL 1: A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.1: Designate specific lands to provide for adequate multi-family residential development.

Program: The Plan Map identifies specific areas where multi-family residential development is permitted.

Policy 1-1.4: Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.

Program: The Plan includes an Urban Design Chapter, which is supplemented by Design Guidelines and Standards for residential development.

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Program: The plan concentrates most of the higher residential densities near transit corridors.

Policy 1-2.1: Locate higher residential densities near commercial centers, light rail transit stations, and major bus routes where public service facilities and utilities will accommodate this development.

Program: The plan concentrates most of the higher residential densities near transit corridors.

Objective 1-3: Preserve and enhance the character and integrity of existing single and multi-family neighborhoods.

Policy 1-3.1: Require a high degree of architectural compatibility with articulated landscaping for new in-fill development to protect the character and scale of existing residential neighborhoods.

Program: The Plan includes Design Guidelines which establish design standards for residential development to implement this policy.

Policy 1-3.2: Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposes.

Objective 1-5: To promote and ensure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

The proposed project would meet the above objectives and policies by providing 174 units of multiple-family housing to help meet the Community Plan area's housing needs. In keeping with the Community Plan map, as well as its policies and programs, the proposed development includes building and site design elements and features that afford compatibility with the existing uses in the vicinity. The perimeter of the building would cover approximately 98% of the site at the ground floor level and would extend to the existing sidewalks along the Kittridge Street and Van Nuys Boulevard frontages, and the existing parking lot in the corridor between the existing building and the bank to the south. A five-foot rear yard setback would occur at the ground level between the building and the existing wall demarcating the western property line. The fourth through sixth floors of the west side of the building would be set back in a series of tiers to provide setbacks of those floors from the rear portion of the property, adjacent to single-family residences. This tiered effect would provide a transition between the two properties. The site frontage on N. Van Nuys Boulevard and proximity to commercial services, public transportation, and schools are consistent with the Community Plan's objective of locating multi-family housing near these elements. Landscaping has been incorporated into the project, providing compatibility with the existing neighborhood. In addition, and through compliance with required mitigation measures, the proposed project would ensure the preservation of the street trees along N. Van Nuys Boulevard. The mixture of units provided would include one-bedroom units, two-bedroom units, and studios, in addition to including 10 units for Very Low Income families, in support of the Community Plan's policy of meeting the diverse economic and housing needs of people within the City. Therefore, the proposed project would be compatible with Goal 1 and its applicable objectives and policies.

GOAL 9: A community with adequate police facilities and services to provide for the public safety needs of the community.

Objective 9-1: To provide adequate police facilities and personnel to correspond with population and service demands.

Policy 9-1.2: Promote the implementation of Crime Prevention Through Environmental Design (CPTED) strategies including natural access control, natural surveillance and territorial reinforcement.

Program: The decision-maker shall require implementation of CPTED strategies in the discretionary plan approval process.

Consistent with Goal 9 and its applicable objectives and policies, the proposed project would be required to comply with the requirements of the CPTED (see Mitigation Measure XIV-30 in Section XIV, *Public Services*).

GOAL 14: To the extent feasible and consistent with the Mobility Plan 2035's and Community Plan's policies promoting multi-modal transportation and safety, a system of freeways, and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level of service at intersections.

Objective 14-1: To the extent feasible and consistent with the Mobility Plan 2035's and the Community Plans' policies promoting multi-modal transportation and safety, comply with Citywide performance standards for acceptable levels of service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by new development.

Policy 14-1.4: New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.

Program: Require that new development projects incorporate adequate driveway access to prevent vehicular queuing that extends onto arterial streets.

Objective 14-2: To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure utilizing the City's streets standards.

Policy 14-2.1: 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.

Program: The decision-maker shall adopt a finding which addresses this factor as part of any decision.

Objective 14-2.2: Driveway access points onto arterials, should be restricted or limited in number and located to ensure the smooth and safe flow of vehicles and bicycles.

Program: Require that new development projects incorporate such considerations.

The analysis of the project's impacts related to transportation and traffic is based on a Traffic Impact Study (LLG, 2016) prepared for the project, which is included in its entirety in Appendix

G. On September 27, 2017, LLG prepared a supplemental email (see Appendix G) that included revised project trip generation information for the currently proposed project. The email confirmed that the analysis in the 2016 Traffic Impact Study was conservative, and that the current project would generate fewer trips, including a.m. and p.m. peak hour trips, and would not significantly impact the five analyzed intersections. The LADOT reviewed both the 2016 Traffic Impact Study and the 2017 supplemental email and approved both documents. Refer to Appendix G for the LADOT's approval letters. As mentioned above, significant traffic impacts are not expected from the project and the site is in close proximity to public transportation (approximately 65 feet to the Van Nuys/Kittridge southbound bus stop for the LA Local Metro Orange Line 901). Therefore, the proposed project would be compatible with Goal 14 and its applicable objectives and policies.

Additionally, Chapter V (Urban Design) of the Community Plan sets site planning standards for multiple-family residential development, which requires projects of five or more units to be designed around a landscaped focal point or courtyard, to serve as an amenity for residents. Projects also need to provide a pedestrian entrance at the front of each project, as well as useable open space for outdoor activities, especially for children. The proposed project has implemented these design standards.

Chapter V of Community Plan also identifies design standards that require all buildings to be of a quality and character that improves community appearances by avoiding excessive variety or monotonous repetition. Achievement of this can be accomplished through various means including:

1. Requiring the use or articulations, recesses, surface perforations and/or porticoes to break up long, flat building facades;
2. Utilizing complementary building materials on building facades;
3. Incorporating varying design to provide definition for each floor;
4. Integrating building fixtures, awnings, or security gates, into the design of building(s);
5. Screening of all roof top equipment and building appurtenances from adjacent properties; and
6. Requiring decorative masonry walls to enclose trash.

The proposed project has implemented these design standards.

In summary, the proposed project meets the applicable goals, objectives, and policies of the Community Plan.

If the proposed project is not adequately landscaped, land use compatibility impacts with the surrounding are may result. Similarly, excessive illumination and/or glare from the project may impact adjacent residential land uses. In addition, trash collection areas could pose vector control issues to the adjacent land uses if not properly maintained and managed. Therefore, the project applicant would be required to comply with Mitigation Measures I-10, I-120, I-130, and VIII-50 to ensure that no significant impacts to land use would occur:

I-10 Landscape Plan:

Environmental impacts to the character and aesthetics of the neighborhood may result from project implementation. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the decision maker.

I-120 Light:

Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above.

I-130 Glare:

Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:

- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

VIII-50 Human Health Hazard (Vector Control):

- The property shall be maintained in a neat, attractive, and safe condition at all times.
- On-site activities shall be conducted so as not to create noise, dust, odor, or other nuisances to surrounding properties.
- Trash and garbage bins shall be maintained with a lid in working condition; such lid shall be kept closed at all times.
- Trash and garbage collection bins shall be maintained in good condition and repair such that there are no holes or points of entry through which a rodent could enter.
- Trash and garbage collection containers shall be emptied a minimum of once per week.
- Trash and garbage bin collection areas shall be maintained free from trash, litter, garbage, and debris.

In addition, the project would be required to comply with the RCMs listed below, as referenced in the City's Mitigation Monitoring Plan:

RC-AE-3 (Vandalism): **Compliance with provisions of the Los Angeles Building Code.**

The project shall comply with all applicable building code requirements, including the following:

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

RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.
The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.

RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.
The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:

- The applicant shall affix or paint a plainly visible sign, on publicly accessible portions of the construction barriers, with the following language: "POST NO BILLS".
- Such language shall appear at intervals of no less than 25 feet along the length of the publicly accessible portions of the barrier.
- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

c) Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a project-related significant adverse effect could occur if the project site were located within an area governed by a habitat conservation plan or natural community conservation plan.

As discussed in Section IV.f, the project site is not located within an area that is subject to an adopted habitat conservation plan or natural community plan. Therefore, **no impact** would occur.

XI. Mineral Resources

a, b) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if the project site is located in an area used or available for extraction of a regionally-important or locally-important mineral resource, or if the project development would convert

an existing or future regionally-important or locally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important or locally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and
- Whether the mineral resource is of regional or statewide significance or is noted in the Conservation Element as being of local importance.

The project site is not currently or historically been used for extraction of mineral resources, as shown in the *City of Los Angeles General Plan Conservation Element* Exhibit A, Mineral Resources (City, 2001). Moreover, the proposed project does not involve the use or mining of mineral resources. Therefore, the proposed project would have **no impact** related to the loss of availability of a known mineral resource.

XII. Noise

The analysis of the project's noise impacts is based on the Noise Study (Rincon Consultants, Inc., 2018) prepared for the project, which is included in its entirety in Appendix F.

It is noted that the Traffic Impact Study for the project (Linscott, Law & Greenspan, Engineers [LLG] 2016), from which the off-site traffic noise analysis is based upon, analyzed a previous version of the proposed project that included a total of 184 multi-family residential dwelling units and 21,800 square feet of commercial floor area. Since completion of the Traffic Impact Study, the proposed project has been revised to include fewer multi-family dwelling units (174 units; 10 units [5.4%] fewer than analyzed) and less ground floor commercial area (18,400 s.f.; 3,400 s.f. [15.6%] less than analyzed). Accordingly, the estimates of project-related traffic noise in the Noise Study are considered conservative; projected traffic noise would likely be less than what is included in this analysis.

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound's noise energy is doubled, the sound level increases by 3 dBA, regardless of the initial sound level. For example, 60 dBA plus 60 dBA equals 63 dBA. Where ambient noise levels are high in comparison to a new noise source, only a small change in noise levels occurs. For example, if 70 dBA ambient noise levels are combined with a 60 dBA noise source, the resulting noise level equals 70.4 dBA. Noise level increases of less than 3 dBA typically are not noticeable.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) from point sources at a rate of about 6 dBA for each doubling of distance. Noise from roads (line sources) typically drops off at about 3 to 4.5 dBA per doubling of distance. For acoustically absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), an additional ground attenuation value of 1.5 dBA per doubling of distance is normally assumed. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver would typically result in at least 5 dBA of noise reduction.

Regulatory Setting

The Los Angeles Municipal Code (LAMC) regulates the generation and control of noise that could adversely impact citizens and noise-sensitive land uses. Regarding construction, Section 41.40 of the LAMC restricts construction activity to the hours below:

- Monday through Friday between 7:00 a.m. to 9:00 p.m.
- Saturdays and National Holidays between 8:00 a.m. to 6:00 p.m.
- Sundays, no construction except for residents

LAMC Section 112.01 of the LAMC prohibits the use of any radio, musical instrument, phonograph, television receive, or other device for producing, reproducing or amplification of the human voice, music, or any other sound that would disturb nearby residences or people working in the area. Any noise level caused by such use or operation which exceeds the ambient noise level on another property by more than 5 dBA is prohibited.

LAMC Section 112.02 of the LAMC prohibits any heating, ventilation, and air conditioning (HVAC) system within any zone of the City from causing an increase in ambient noise levels on any other occupied property or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dBA.

LAMC Section 112.04 prohibits the operation of any lawn mower, backpack blower, lawn edger, riding tractor, or any other machinery equipment, or other mechanical or electrical device, or any hand tool which creates a loud, raucous or impulsive sound, within any residential zone or within 500 feet of a residence between 10:00 PM and 7:00 AM.

LAMC Section 112.05 limits the maximum noise level of powered equipment or powered hand tools (e.g., construction equipment, including off-highway trucks). According to Section 112.05, any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA within 500 feet of a residential zone, when measured at a distance of 50 feet from the source, is prohibited unless compliance is technically infeasible. Technical infeasibility means that noise

limitations cannot be met despite the use of mufflers, shields, sound barriers and/or other noise reduction devices or techniques during the operation of construction equipment.

A noise level increase from certain regulated noise sources of 5 dBA over the existing or presumed ambient noise level at an adjacent property line is considered a violation of the Noise Regulations in the LAMC. The 5-dBA increase above ambient noise is applicable to City-regulated noise sources (e.g., mechanical equipment), and is applicable any time of the day. The baseline ambient noise is the actual measured noise level or the City's presumed ambient noise level, whichever is greater. The actual ambient noise level is the measured noise level averaged over a period of at least 15 minutes. To account for people's increased tolerance for short-duration noise events, the LAMC provides a 5 dBA allowance for noise sources occurring more than five minutes but less than 15 minutes in a one-hour period (for a total of 10 dBA above the ambient), and an additional 5 dBA allowance for noise sources occurring five minutes or less in any one-hour period (for a total of 15 dBA above the ambient). These additional allowances for short-duration noise sources are applicable to noise sources occurring between the hours of 7:00 AM and 10:00 PM (daytime hours).

Project Site Noise Setting

Noise Measurements

The project site is located at the corner of N. Van Nuys Boulevard and W. Kittridge Street. Proposed residential units would be located as close as approximately 50 feet west of N. Van Nuys Boulevard and 30 feet south of W. Kittridge Street. The primary off-site noise sources in the project site vicinity are motor vehicles (e.g., automobiles, buses, and trucks) along N. Van Nuys Boulevard. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create sustained noise levels. Ambient noise levels are generally highest during the daytime and rush hour unless congestion slows traffic speeds substantially. Other sources of noise in the project vicinity include general conversations from passersby activities associated with adjacent residential and commercial development. Existing noise sources on the project site include noise associated with operation of the existing commercial building, consisting of motor vehicles entering/exiting the project site.

To determine ambient noise levels at the project site, three 15-minute noise measurements (Leq[15] dBA) were taken between 7:00 a.m. and 9:00 a.m. (morning peak hours) on September 8, 2016, using an ANSI Type II integrating sound level meter (see Appendix F for noise measurement data). See Figure 2 in Appendix F for the locations of noise measurements. Noise Measurements 1 and 2 were taken along W. Kittridge Street and N. Van Nuys Boulevard, respectively, to determine existing ambient noise levels in the project vicinity, where proposed residences would be closest to adjacent roadways. Noise Measurement 3 represents noise levels at an existing residence along Victory Boulevard, an arterial roadway in the project site vicinity. Table 9 shows the ambient noise levels measured at these locations. As shown in Table 9, measured noise levels were 79.9 dBA Leq at Location 1, 64.1 dBA Leq at Location 2, and 73.0 dBA Leq at Location 3. Noise Measurement 1 captured siren noise from passing emergency vehicles, which contributed to an overall higher noise level at this location when compared to Noise Measurements 2 and 3. However, emergency sirens are assumed to be a common occurrence along N. Van Nuys Boulevard. Therefore, for the purpose of this analysis, measured noise at Location 1 is considered representative of ambient noise along N. Van Nuys Boulevard.

Table 9
Noise Monitoring Results

Measurement Number	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	Leq[15] (dBA)[1]
1	East side of project site at N. Van Nuys Boulevard	8:20-8:35 a.m.	50 feet from centerline of N. Van Nuys Boulevard	79.9[2]
2	North side of project site at W. Kittridge Street	7:55-8:10 a.m.	30 feet from centerline of W. Kittridge Street	64.1
3	Existing residence at Victory Boulevard between Willis Avenue and Cedros Avenue	8:50-9:05 a.m.	50 feet from centerline of Victory Boulevard	73.0

Source: Rincon Consultants, Inc. field visit on September 8, 2016, using ANSI Type 2 Integrating sound level meter. See Appendix A of Appendix F for noise monitoring data sheets
[1] The equivalent noise level (Leq) is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). For these measurements the Leq was over a 15-minute period (Leq[15]).
[2] Emergency vehicle sirens passed by during noise measurement, which substantially contributes to a high Leq. Sirens are assumed to be a common occurrence along N. Van Nuys Boulevard, which makes this measurement representative.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise-sensitive land uses typically include residences, hospitals, schools, guest lodging, libraries, and parks. The predominant noise-sensitive land uses in the area of the project site are residences to the west and northwest of the project site. The closest residential noise-sensitive receptors to the project site are existing single-family residences approximately 5 feet from the western boundary of the project site, single-family residences 150 feet northwest of the project site along Vesper Avenue, and multi-family residences approximately 300 feet east of the project along W. Kittridge Street. Additional sensitive receptors in the project area include the Church of the Valley located approximately 275 feet west of the site, Ararat Charter School Kindergarten located approximately 550 feet east of the site, and Van Nuys High School located approximately 950 feet west of the project site. Commercial buildings, which are not typically considered noise-sensitive, are located directly adjacent to the southern site boundary, as well as approximately 60 feet north and 120 feet east of the project site.

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant with Project Mitigation. Based on Section 112.05 of the LAMC, noise from construction equipment located within 500 feet of a residential zone would be significant if construction noise would exceed 75 dBA Lmax between 7:00 a.m. and 10:00 p.m., as measured at a distance of 50 feet from the source. Additionally, the project would have a significant impact on noise levels from project operations if it would increase ambient noise levels by 3 dBA CNEL at the property line of nearby sensitive receptors in the long term. In addition, any long-term increase of 5 dBA CNEL or more would cause a significant impact based on City criteria (City 2006a).

Construction Noise

Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis and, as such, would expose surrounding off-site sensitive receptors to increased noise levels. Any increase in noise levels at off-site receptors during construction of the proposed project would be temporary in nature, and would not generate continuously high noise levels, although occasional single-event disturbances from construction are possible. In addition, the construction noise during the heavier periods of initial construction (i.e., grading work) would typically be reducing in the later construction phases (i.e., interior building construction at the proposed building), as the physical structure of the proposed project would break the line-of-site noise transmission from the construction area to the nearby sensitive receptors. Furthermore, noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction activities typically require the use of numerous pieces of noise-generating equipment.

Construction of the proposed project would commence in the fall of 2018 and include the following phases and durations:

- Demolition: 20 days
- Site Preparation: 3 days
- Grading: 60 days
- Building Construction: 220 days
- Paving: 10 days
- Architectural Coating: 50 days

Construction noise levels shown in Table 10 account for the likelihood that multiple pieces of construction equipment would be operating simultaneously and the typical overall noise levels that would be expected for each phase of construction (United States Environmental Protection Agency [USEPA] 1971).

Table 10
Typical Maximum Outdoor Construction Noise Levels

Construction Phase	Noise Level at 50 feet (dBA, Lmax)
Ground Clearing	84
Grading/Excavation	89
Foundations	78
Structural	85
Finishing	89

Source: USEPA, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances 1971.

When considered as an entire process with multiple pieces of equipment, grading/excavation and finishing activity construction phases would generate a maximum noise level of approximately 89 dBA at 50 feet. Table 11 shows typical peak noise levels associated with

common types of heavy construction equipment. Maximum noise levels associated with the use of individual pieces of heavy equipment can range from about 74 to 96 dBA at 50 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction (FHWA 2006).

Table 11
Maximum Noise Levels Generated by Common Construction Equipment – Unmitigated

Equipment	Type	Maximum Noise Level at 50 Feet (dBA, Lmax)
Air Compressor	Stationary	81
Augur Drill Rig	Stationary	84
Backhoe	Mobile	80
Compactor (ground)	Mobile	83
Concrete Mixer	Stationary	85
Concrete Pump	Stationary	82
Crane	Mobile	83
Dozer	Mobile	82
Dump Truck	Mobile	76
Excavator	Mobile	81
Flat Bed Truck	Mobile	74
Front End Loader	Mobile	79
Generator	Stationary	81
Grader	Mobile	83
Jack Hammer	Stationary	88
Paver	Mobile	89
Pile Driver (Sonic)	Stationary	96
Pickup Truck	Mobile	75
Pneumatic Tools	Stationary	85
Roller	Mobile	80
Saw	Stationary	76
Scraper	Mobile	89
Truck	Mobile	88
Welder/Torch	Stationary	74

Source: FHWA, Highway Construction Noise Handbook 2006

While Table 11 shows the maximum noise levels for individual pieces of equipment, Table 10 provides a more typical representation of maximum noise levels per phase. Typical construction activity using multiple pieces of equipment would increase the ambient noise levels at sensitive receptors. The most noise-intensive construction activities would occur during the early phases of construction activity (e.g., demolition, excavation, and structural framing). The majority of later construction activity would occur within the newly constructed building. The phased noise levels in Table 10 were used to obtain the noise levels at adjacent noise-sensitive receptors shown in Table 12. Table 12 presents estimated noise levels, without mitigation, at noise-sensitive receptors within 500 feet of the project site that were identified to be most impacted. As discussed under Sensitive Receptors, noise-sensitive uses within 500 feet of the project site

include residences located to the west, northwest, and east. In addition, the Church of the Valley is located approximately 275 feet west of the site. Although noise-sensitive receptors were identified up to 500 feet, this analysis considers receptors to be most impacted that are not screened by intervening buildings or that have a direct line-of-sight to the project site. The unmitigated noise level during the construction period at each noise-sensitive receptor location, shown in Table 12, was calculated by (1) making a distance adjustment to the construction source sound level and (2) logarithmically adding the adjusted construction noise source to the ambient noise level. See Appendix B for construction noise calculations.

Table 12
Estimated Construction Noise Levels at Noise-Sensitive Receptors – Unmitigated

Sensitive Receptor	Distance	Maximum Construction Noise Level (dBA, Lmax)	Existing Ambient Noise Level[2] (dBA, Leq)	New Ambient Noise Level (dBA Leq)	Noise Level Increase (dBA, Leq)
Single-Family residences along the western boundary of the project site	5 feet[1] (50 feet)	89	64.1	89	24.9
Single-Family residences northwest of the project	150 feet	79.5	64.1	79.6	15.5
Church of the Valley west of the project site	275 feet	74.2	64.1	74.6	10.5
Multi-Family residences east of the project site	300 feet	73.4	79.9	80.8	0.9

Source: See Appendix B of Appendix F for construction noise calculation sheets.
[1] The source reference distance is provided at 50 feet. Reducing this distance would not accurately reflect noise levels based on the science of noise propagation.
[2] Noise Measurements 1 and 2 shown in Table 1 were used to determine the ambient noise environment at each noise-sensitive receptor.

Per LAMC standards, construction noise would be significant if it generates maximum noise levels in exceedance of 75 dBA Lmax between 7:00 AM and 10:00 PM when measured at a distance of 50 feet from the source within 500 feet of a residential zone. As shown in Table 11, a pile driver is the loudest piece of equipment and would generate a typical unmitigated noise level of 96 dBA Lmax at 50 feet. A mobile piece of equipment like a paver would generate a typical unmitigated noise level of 89 dBA Lmax at 50 feet. These typical unmitigated noise levels would exceed the 75 dBA Lmax threshold at 50 feet from the noise source.

Table 13 shows the necessary noise level reduction and the type of mitigation needed to achieve a noise level of 75 dBA Lmax at 50 feet. Industrial grade mufflers have been proven to reduce noise levels by at least 15 dBA at 50 feet of distance, and residential grade mufflers have been proven to reduce noise levels by at least 20 dBA at 50 feet (see Appendix C of Appendix F). Therefore, operational noise from a paver would be reduced to 74 dBA Lmax with industrial grade mufflers and 69 dBA Lmax with residential grade mufflers. However, engine noise is not the primary noise source for certain types of equipment, such as saws, pneumatic tools, jackhammers, and pile drivers. Sound enclosures would reduce noise from stationary equipment by 20 dBA (Echo Barrier 2018). In addition, a temporary noise control barrier/sound

curtain on the north and west boundaries of the site would further reduce construction-related noise by at least 10 dBA for ground-level receptors with no line-of-site to construction activity (see Appendix C of Appendix F).

Table 13
Maximum Noise Levels Generated by Common Construction Equipment – Mitigated

Equipment	Type	Unmitigated Maximum Noise Level at 50 Feet (dBA, Lmax)	Required Reduction to Achieve 75 dBA Lmax at 50 Feet	Mitigation Type	Mitigated Maximum Noise Level at 50 Feet (dBA, Lmax)
Air Compressor	Stationary	81	6	Enclosure	61
Augur Drill Rig	Stationary	84	9	Enclosure	64
Backhoe	Mobile	80	5	Industrial Muffler	65
Caisson Drill Rig[1]	Mobile	84	9	Industrial Muffler	69
Compactor (ground)	Mobile	83	8	Industrial Muffler	68
Concrete Mixer	Stationary	85	10	Enclosure	65
Concrete Pump	Stationary	83	8	Enclosure	63
Crane	Mobile	83	8	Industrial Muffler	68
Dozer	Mobile	82	7	Industrial Muffler	67
Dump Truck	Mobile	76	1	Industrial Muffler	61
Excavator	Mobile	81	6	Industrial Muffler	66
Flat Bed Truck	Mobile	74	0	-	-
Front End Loader	Mobile	79	4	Industrial Muffler	64
Generator	Stationary	81	6	Enclosure	61
Grader	Mobile	83	8	Industrial Muffler	68
Jack Hammer	Stationary	88	13	Enclosure	68
Paver	Mobile	89	14	Residential Muffler[2]	69
Pile Driver (Sonic)	Stationary	96	21	Enclosure	76
Pickup Truck	Mobile	75	0	-	-
Pneumatic Tools	Stationary	85	10	Enclosure	65
Roller	Mobile	80	5	Industrial Muffler	65
Saw	Stationary	76	1	Enclosure	56
Scraper	Mobile	89	14	Residential Muffler[2]	69
Truck	Mobile	88	13	Industrial Muffler	73
Welder/Torch	Stationary	74	0	-	-

Source: FHWA, Highway Construction Noise Handbook 2006
[1] A caisson drill noise level is assumed to be the same as an auger drill since they are both similar pieces of equipment.
[2] Although an industrial grade muffler would provide a 15 dBA reduction and reduce noise levels to 74 dBA Lmax, a residential grade muffler would provide a 20 dBA reduction and further ensure that construction noise levels from a paver and scraper are reduced below 75 dBA Lmax.

Although construction noise would occur only temporarily during project construction and would be subject to RCM 1 and RCM 2 (see Regulatory Setting), maximum construction-related

noise levels would exceed 75 dBA Lmax without mitigation. As demonstrated in Table 13, implementation of mitigation measures would reduce equipment noise levels to less than 75 dBA Lmax at 50 feet except for pile driver noise. Although the mitigated maximum noise levels from Table 13 are being used for the impact analysis, the information in **Table 14** has been included for disclosure purposes and provides estimated mitigated noise levels at adjacent noise-sensitive receptors. The noise levels in Table 14 are based on three pieces of equipment operating simultaneously and each generating a noise level of 75 dBA at 50 feet. The combined reference noise level is 79.8 dBA at 50 feet. See Appendix B for mitigated construction noise calculations.

Table 14
Estimated Construction Noise Levels at Noise-Sensitive Receptors – Mitigated

Sensitive Receptor	Distance	Maximum Construction Noise Level[2] (dBA, Lmax)	Attenuation Factors[3]	Mitigated Maximum Construction Noise Level (dBA, Lmax)	Existing Ambient Noise Level[4] (dBA, Leq)	New Ambient Noise Level (dBA Leq)	Noise Level Increase (dBA, Leq)
Single-Family residences along the western boundary of the project site	5 feet[1] (50 feet)	79.8	10	69.8	64.1	70.8	6.7
Single-Family residences northwest of the project	150 feet	70.3	10	60.3	64.1	65.6	1.5
Church of the Valley west of the project site	275 feet	65	5	60	64.1	65.5	1.4
Multi-Family residences east of the project site	300 feet	64.2	5	59.2	79.9	79.9	0

Source: See Appendix B of Appendix F for construction noise calculation sheets.
[1] The source reference distance is provided at 50 feet. Reducing this distance would not accurately reflect noise levels based on the science of noise propagation.
[2] The combined reference noise level for three pieces of equipment operating at 75 dBA at 50 feet is 79.8 dBA at 50 feet.
[3] A 5 dBA reduction is applied for one row of intervening buildings west and east of the site, while a 10 dBA reduction is applied for the use of a noise control barrier at the western and northwestern residences.
[4] Noise Measurements 1 and 2 shown in Table 9 were used to determine the ambient noise environment at each noise-sensitive receptor.

Noise-sensitive receptors near the project site would experience an increase in ambient noise levels during construction activity. However, as stated above, the following mitigation measures would need to be implemented during project construction. With implementation of all listed measures, potential construction noise impacts would be reduced to less than significant levels.

XII-20 Increase Noise Levels (Demolition, Grading, and Construction Activities):

- Construction and demolition shall be restricted to the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday, and 9:00 a.m. to 6:00 p.m. on Saturday.

- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The following equipment shall be retrofitted with an industrial grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 15 dBA: backhoes, caisson drill rigs, compactors (ground), cranes, dozers, excavators, front end loaders, graders, rollers, and trucks.
- The following equipment shall be retrofitted with a residential grade muffler or muffler of similar capacity, capable of reducing engine noise by at least 20 dBA: pavers and scrapers.
- Air compressors, auger drill rigs, concrete mixers, concrete pumps, generators, saws, jackhammers, and pneumatic equipment shall be enclosed by materials capable of reducing noise levels by at least 13 dBA.
- Pile drivers shall be prohibited at the project site.
- A temporary noise control barrier/sound curtain shall be installed on the western and northern property lines. The barrier shall be at least 20 feet high on the western boundary and 8 feet high along the northern boundary in order to block the line-of-sight of adjacent land uses to engine noise from equipment operating near the property line. The noise control barrier/sound curtain shall be engineered to reduce construction-related noise by at least 10 dBA for ground-level receptors with no line-of-sight to construction activity. The noise control barrier/sound curtain shall be engineered and erected according to applicable codes, and shall remain in place until all windows have been installed and all activities on the project site are complete.
- Adjacent land uses within 500 feet of the construction activity shall be notified about the estimated duration and hours of construction activity at least 30 days before the start of construction.
- Heavy-duty trucks shall be prohibited from queuing and/or idling on Kittridge Street. Queuing and/or idling shall be limited to Van Nuys Boulevard.
- All construction areas for staging and warming up shall be located as far as possible from adjacent residences and sensitive receptors.
- Portable noise sheds shall be provided for smaller, noisy equipment, such as air compressors, dewatering pumps, and generators.

As noted above, LAMC Section 41.40 restricts construction to between the hours of 7:00 AM and 9:00 PM on weekdays, to between 8:00 AM and 6:00 PM on Saturdays and national holidays, and prohibits construction on Sundays. This includes construction or repair work of any kind, any excavating for any building or structure that includes the use of any power-driven drill or riveting machine excavator, and any other equipment that makes loud noises that disturb persons occupying sleeping quarters in any dwelling, hotel, apartment, or other place of residence. In addition, the project would be subject to the RCMs:

RC-NO-1:

The proposed project shall comply with the City of Los Angeles General Plan Noise Element, City Noise Ordinance Nos. 161,574 and 144,331, and any subsequent

ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses.

RC-NO-2:
The proposed project shall comply with the City's Building Regulations Ordinance No. 178,048, which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and own or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City's telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.

In addition to on-site construction activities, off-site construction noise sources attributable to construction trucks (i.e., delivery, concrete mix, and haul trucks) could also affect nearby noise-sensitive land uses. Typically, the majority of construction truck movements would occur during excavation/grading activities. The subterranean parking would require approximately 51,000 cubic yards of excavated soil removed from the site, which would require approximately 3,642 total truckloads (or 7,285 one-way truck trips) assuming 14 cubic yard trucks. Demolition of the existing onsite buildings would require an additional approximately 125 truck trips to and from the site (or 250 one-way truck trips) to remove the demolition debris. The excavation/grading period would be approximately 60 days, which would result in approximately 114 truck trips per day, or 11.4 truck trips per hour assuming an average 10-hour workday. Adjacent roadways providing direct access to the project site would include N. Van Nuys Boulevard and W. Kittridge Street. According to traffic counts shown in Table 15, N. Van Nuys Boulevard has an average daily traffic volume of 25,760, and W. Kittridge Street has an average daily traffic volume of 5,080. The addition of 114 truck trips per day would not increase noise levels by more than 3 dBA, which is the threshold of audible increase. See Appendix D of Appendix F for a comparison of existing roadway noise levels to roadway noise levels with the addition of estimated daily haul trucks. While individual trucks would generate audible noise, the chance in daily or hourly noise levels would not be audible at noise-sensitive land uses along local roadways.

Operational Noise

The project would have a significant impact on existing noise-sensitive land uses if it results in a permanent 3 dBA CNEL increase in ambient noise levels above existing levels at sensitive receptor property lines.

The project would involve construction of a mixed-use building with 18,400 square feet of commercial and 174 residential units. Operational noise sources associated with the proposed project consists of HVAC equipment, outdoor recreational uses, delivery and trash hauling trucks, project-related traffic, and the on-site parking structure. Unlike construction noise, which is temporary, operational noise is long-term and persistent over the life of the project.

Impacts to Existing Noise-Sensitive Land Uses

Rooftop-Mounted Equipment. Noise levels from HVAC equipment can reach 100 dBA Leq at a distance of three feet (USEPA 1971). These units usually have noise shielding cabinets placed on the roof or are in mechanical equipment rooms. Typically, the shielding and location of these units reduces noise levels to no greater than 55 dBA Leq at 50 feet from the source. With respect to a significant impact, LAMC Section 112.02 requires that any HVAC system not cause an exceedance of the ambient noise level at any other occupied property by more than 5 dBA.

HVAC rooftop equipment at the project site would be located approximately 25 feet from single-family residences to the west. Accounting for the height of the sixth floor rooftop area above the nearest receptors (approximately 45 feet), the distance to the nearest receptor from the sixth floor rooftop area (90 feet), HVAC equipment would be approximately 100 feet from the nearest receptor. At a distance of 100 feet, noise from HVAC equipment would be approximately 49 dBA Leq. As shown in Table 9, ambient noise levels in the project site vicinity were measured at 79.9 dBA Leq along N. Van Nuys Boulevard and 64.1 dBA Leq along W. Kittridge Street. Therefore, noise levels generated by HVAC equipment associated with the proposed project would not increase existing ambient noise levels by more than 5 dBA. The proposed project's HVAC system would not present a new source of noise nor create an audible increase in the ambient noise environment. Therefore, potential impacts would be less than significant.

Outdoor Recreational Uses. Outdoor recreational uses associated with the proposed project would consist of a courtyard with a pool on the second floor, a courtyard on the second floor along the western boundary of the project site, and leisure patio areas on the fifth and sixth floors along the western boundary of the project site. The courtyard and pool area would be located at the center of the project site surrounded by five stories of residential uses. Therefore, the building surrounding the courtyard would function as an enclosure to reduce potential courtyard and pool noise on off-site noise-sensitive receptors. Noise levels associated with the center courtyard would be negligible. The primary sources of noise associated with the western courtyard on the second floor, and patio areas on the fifth and sixth floors would be voices of people.

In social situations, people often talk at distances of approximately 3 to 13 feet. A typical voice level at this distance is approximately 60 dBA (The Engineering Toolbox, Voice Level and Distance). As shown in Table 9, ambient noise levels in the project site vicinity were measured at 79.9 dBA Leq along N. Van Nuys Boulevard and 64.1 dBA Leq along W. Kittridge Street. Therefore, on-site human voices would not generate an audible noise level increase in excess of the existing noise environment. In addition, human voices would be a temporary and intermittent source of noise. Amenities on the fifth and sixth floor patio areas would include patio furniture, a barbecue area, and fire pit, which would potentially result in social gatherings with music. However, Section 112.01 of the LAMC prohibits the use of any radio, musical instrument, or other device for producing, reproducing or amplification of the human voice, music, or any other sound that would disturb nearby residences or people working in the area from exceeding the ambient noise level on another property by more than 5 dBA. In addition, as shown in the Landscape Plan for the proposed project, the project would include trees that would separate the properties, and reduce noise levels from outdoor recreational uses on noise-sensitive receptors. Noise levels would be consistent with existing ambient noise levels, and

proposed outdoor recreational uses would not generate an audible increase in the ambient noise environment. Therefore, impacts would be less than significant.

Delivery and Trash Hauling Trucks. The proposed mixed-use project would require periodic delivery and trash hauling services. The project site is located in a highly urbanized area and is surrounded by existing commercial and residential uses. Therefore, delivery and trash trucks are already a common occurrence in the project vicinity. While individual truck trips would generate an audible noise, such occurrences would not occur daily and would not result in an audible change in the daily ambient noise level at adjacent noise-sensitive receptors. In addition, California State law prohibits trucks from idling for longer than 5 minutes. Delivery and trash truck trips to the site would be a periodic source of operational noise and would not result in a notable audible increase in the ambient noise level of the project vicinity. Therefore, potential impacts would be less than significant.

Parking Noise. Parking noise is typically associated with screeching tires, slamming doors, and people's voices. Project-related parking noise would create a significant impact if it causes an audible increase in the ambient noise level. However, parking for the proposed project would be located in a three-level mostly subterranean structure. Therefore, the enclosed structure would serve to reduce noise from parking activity at the project site. Parking activity would not generate noise at the street level and would not audibly increase the noise level at nearby noise-sensitive receptors. Therefore, potential impacts would be less than significant.

Off-Site Traffic Noise. As previously stated, the Traffic Impact Study for the project (LLG 2016) analyzed a previous version of the proposed project that included a total of 184 multi-family residential dwelling units and 21,800 square feet of commercial floor area. Since completion of the Traffic Impact Study, the proposed project has been revised to include fewer multi-family dwelling units (174 units; 10 units [5.4%] fewer than analyzed) and less ground floor commercial area (18,400 s.f.; 3,400 s.f. [15.6%] less than analyzed). Accordingly, the estimates of project-related traffic noise in this report are considered conservative; projected traffic noise would likely be less than what is included in this analysis.

Other vehicle-related noise would include the addition of project-generated passenger vehicle trips. To assess project-related traffic noise, the Department of Housing and Urban Development (HUD) Day/Night Noise Level (DNL) Calculator (HUD 2018) was used to estimate existing noise levels in the project area. The HUD DNL Calculator estimates traffic noise levels in Ldn. Typically, noise levels described by Ldn and CNEL do not differ by more than 1 dBA and are therefore often used interchangeably.

Existing and plus-project traffic noise was calculated based on traffic volumes provided by the Traffic Impact Study prepared for the project (LLG 2016), as shown in Table 15. It is assumed that traffic along N. Van Nuys Boulevard and Victory Boulevard would be composed of 95% passenger vehicles, 3% medium-duty trucks, and 2% heavy-duty trucks. In addition, it is assumed that traffic along W. Kittridge Street would be composed of 95% passenger vehicles and 5% medium-duty trucks, since this roadway is located in a predominantly residential area with exposure to less heavy-duty vehicles. For this analysis, all project-generated traffic is assumed to be 100% passenger vehicles. This analysis also assumes an average speed of 35 miles per hour for all vehicles on N. Van Nuys Boulevard and Victory Boulevard, and 25 miles per hour for all vehicles on W. Kittridge Street.

Table 15
Daily Trips

Road Segment	Existing Daily Trips	Plus-Project Daily Trips
N. Van Nuys Boulevard between W. Kittridge Street and Haynes Street	25,760	26,000
W. Kittridge Street between N. Van Nuys Boulevard and Kester Avenue	5,080	5,230
Victory Boulevard west of N. Van Nuys Boulevard	27,210	27,360

Source: LLG, 2016

Using the traffic volumes shown in Table 15 above, existing ambient noise levels are estimated at 75.9 dBA CNEL along N. Van Nuys Boulevard, 63.4 dBA CNEL along W. Kittridge Street, and 73.2 dBA CNEL along Victory Boulevard, as shown in Table 16(refer to Appendix D for HUD DNL Calculator results). These modeled noise levels represent CNEL noise levels at the ground level of the project at the location of Noise Measurement 1, Noise Measurement 2, and Noise Measurement 3 shown in Figure 2 of the Noise Study (Appendix F). As shown in Table 16, the addition of passenger vehicles generated by the proposed project would not create an audible increase in off-site traffic noise when compared to existing ambient noise levels. Therefore, impacts would be less than significant.

Table 16
Modeled Traffic Noise Levels

Model Number	Modeled Location	Distance From Primary Noise Source	Existing Noise Level (dBA CNEL)	Plus-Project Noise Level (dBA CNEL)
1	East side of project site at N. Van Nuys Boulevard	50 feet from centerline of N. Van Nuys Boulevard	72.9	73.0
2	North side of project site at W. Kittridge Street	30 feet from centerline of W. Kittridge Street	63.4	63.5
3	Existing residence along Victory Boulevard between Willis Avenue and Cedros Avenue	50 feet from centerline of Victory Boulevard	73.2	73.2

Source: LLG, 2016

Exposure of Proposed Noise-Sensitive Residences to Noise

Regarding noise generated by existing sources, in the California Supreme Court California Building Industry Association vs. Bay Area Air Quality Management District (December 17, 2015), the Court, relying upon CEQA (Public Resources Code) Section 21083 and other relevant provisions, held that "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a proposed project risks exacerbating those environmental hazards or conditions that already existing, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the project's impact on the environment – and not the environment's impact on the project – that compels an evaluation of how future residents or users could be affected by exacerbated conditions". The proposed project would not directly exacerbate an existing condition. Assessing noise from existing land uses equates to assessing

the environment's impact on the project. Therefore, based on the California Supreme Court ruling, this analysis would not be consistent with and is not required by CEQA.

Buildout of the proposed project would result in a mixed-use development with commercial and residential uses. Proposed residential units would create new noise-sensitive receptors on the project site, subject to noise levels from the proposed commercial uses. However, the proposed project would comply with Mitigation Measure XII-60 to reduce potential noise impacts between the on-site residential and commercial uses. Therefore, with implementation of mitigation, potential impacts would be less than significant.

XII-60 Increased Noise Levels (Mixed-Use Development):

- Wall and floor-ceiling assemblies separating commercial tenant spaces, residential units, and public places, shall have a Sound Transmission Coefficition (STC) value of at least 50, as determined in accordance with ASTM E90 and ASTM E413.

b) Would the project result in exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact with Project Mitigation. Vibration refers to groundborne noise and perceptible motion. The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. (Federal Transit Administration, 2006). A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The general human response to different levels of groundborne vibration velocity levels is described in Table 17.

Table 17
Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Source: Federal Transit Administration, 2006.

Operation of the proposed project would not include significant stationary sources of vibration, such as vibration from heavy equipment typically associated with industrial uses. Operational vibration in the project vicinity would be generated by additional project-generated passenger trips on local roadways and delivery and trash-hauling trucks. However, any increase in traffic-

related vibrations would not be perceptible by sensitive receptors, since passenger trips, delivery trucks, and trash-hauling truck would not be any different than existing traffic in the project area. Therefore, temporary construction vibration would be the main source of vibration associated with the proposed project.

Buildings in the vicinity of a construction site respond to vibration to varying degrees ranging from imperceptible effects at the lowest levels, to low rumbling sounds and perceptible vibrations at moderate levels, and up to minor damage at the highest vibrations levels. As discussed under *Sensitive Receptors*, the closest residential noise-sensitive receptors to the project site are existing single-family residences approximately five feet from the western boundary of the project site, single-family residences 150 feet northwest of the project site along Vesper Avenue, and multi-family residences 300 feet east of the project along W. Kittridge Street. Additional sensitive receptors in the project area include the Church of the Valley located approximately 275 feet west of the site, Options for Youth High School 330 feet north of the project site, Ararat Charter School Kindergarten located approximately 550 feet east of the site, and Van Nuys High School located approximately 950 feet west of the project site. Table 18 lists ground-borne vibration levels from various types of construction equipment for sensitive receptors within 500 feet of the project site. Per Mitigation Measure XII-20, the use of pile drivers would be prohibited on the project site and is therefore excluded from this analysis. See Appendix B in the Noise Study (Appendix F) for construction-related groundborne vibration calculations. Vibration impacts would be significant if vibration levels exceed 100 VdB, which is the general threshold where minor damage can occur in fragile buildings (FTA 2006).

Table 18
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	5 Feet	10 Feet	150 Feet	275 Feet	300 Feet
Caisson Drilling	108	99	64	56	55
Large Bulldozer	108	99	64	56	55
Loaded Trucks	107	98	62	54	53
Jackhammer	100	91	55	48	46
Small Bulldozer	78	69	34	26	25

Source: Federal Transit Administration, 2006
See Appendix B of the Noise Study for groundborne vibration calculations.
Vibration levels assume a noise attenuation rate of 6 dBA per doubling of distance.

As shown in Table 18, ground-borne vibration levels at the nearest noise-sensitive receptors, which consist of the single-family residences adjacent to the western boundary of the project site, could exceed 100 VdB and cause building damage. Therefore, with implementation of Mitigation Measure XII-21, the proposed project would not generate significant vibration impacts and adjacent single-family residences would not be irreparably damaged by construction-related vibration. In addition, per compliance with LAMC Section 41.40 and Mitigation Measure XII-20, construction would only occur during daytime hours and would not disturb residences during sensitive hours of sleep.

XII-21 Increased Vibration Levels (Demolition, Grading, and Construction Activities):

- Prior to issuance of a grading permit, a qualified structural engineer shall survey the existing foundation and structural integrity of single-family residences adjacent to the western boundary of the project site (including 14538 W. Kittridge Street [APN 2236-011-029], 14537 W. Evan Way [APN 2236-011-030], 14536 W. Evan Way [APN 2236-011-040], and 14540 W. Evan Way [APN 2236-011-039]) subject to the property owner(s) granting access to conduct the survey, and shall submit a pre-construction survey letter establishing baseline conditions at these buildings to the lead agency and to the mitigation monitor. Vibration levels shall be actively monitored when heavy-duty construction equipment (e.g., excavator, large bulldozer, or caisson drill) is located within 10 feet of western single-family residences. Vibration activity shall be modified if monitored vibration levels exceed 100 VdB within 10 feet of western single-family residences. Activity modification may include, but is not limited to, changing equipment or relocating vibration-generating activity. At the conclusion of vibration-causing activities, and prior to the issuance of any temporary or permanent certificate of occupancy for the proposed project building, the qualified structural engineer shall issue a follow-up letter describing damage, if any, to the western single-family residences. The letter shall identify recommendations for any repair, and certify the completion of any repairs as necessary to confirm the integrity of the foundation and structure of the western single-family residences.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. The project would have a significant impact on existing noise-sensitive land uses if it results in a permanent 3 dBA CNEL increase in ambient noise levels above existing levels at sensitive receptor property lines. As discussed in Section XII.a, above, operational noise associated with the project such as off-site traffic noise, rooftop mounted equipment, delivery and trash hauling trucks, and parking lot noise, would not result in substantial permanent increases in the project vicinity above levels existing without the project. Therefore, impacts would be **less than significant**.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant with Project Mitigation. See Section XII.a. Impacts would be **less than significant with project mitigation**.

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

No Impact. A significant impact on ambient noise levels would normally occur if noise levels at a noise sensitive use attributable to airport operations exceed 65 dBA CNEL and the project increases ambient noise levels by 1.5 dBA CNEL or greater.

The closest public airport to the project site is the Van Nuys Airport, which is located approximately 2.2 miles to the west of the project site. Therefore, **no impact** would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?

No Impact. The project site is not in close proximity to a private airport. Therefore, **no impact** would occur.

XIII. Population and Housing

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

Less than Significant Impact. A significant impact may occur if a project were to locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing population growth that would otherwise not have occurred as rapidly or in as great a magnitude. Additionally, a significant impact may occur if a project would result in the displacement of existing housing and/or residents, necessitating construction of replacement housing elsewhere.

According to the California Department of Finance, Los Angeles has a current population of 4,030,904 with an average household size of 2.88 persons (California Department of Finance, 2016). SCAG forecasts that the population of Los Angeles will grow to 4,320,600 by 2035, which is an increase of 289,696 (7%).

The proposed project involves the construction of 174 new multi-family residential units. Based on the average number of residents per household in Los Angeles of 2.88 persons, the project would add an estimated 501 residents. Assuming, conservatively, that all new residents would relocate to the proposed project from outside the City of Los Angeles, the project generated increase would bring the total Los Angeles population to 4,031,405. The increase in residential population resulting from the proposed project would not be considering substantial in consideration of the anticipated growth for the Van Nuys-North Sherman Oaks Community Plan, and is within the SCAG 2020 population projections for the City in their 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. The project would meet a growing demand for housing near job and transportation centers, consistent with state, regional, and local regulations designed to reduce trips and GHG emissions. Operation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately addressed in other portions of this document. Therefore, the impact would be **less than significant**.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project would involve the demolition of a commercial building, but would not displace housing. Rather, it would increase the local housing stock by 174 units. **No impact** would occur.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. See the answer in Section XIII.b. **No impact** would occur.

XIV. Public Services

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 fire protection?

Less than Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact related to fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. The Los Angeles County Fire Department (LACFD) provides fire protection and emergency medical services for the City of Los Angeles. The fire station closest to the project site is Fire Station #39, located at 14415 Sylvan Street, approximately 0.5 mile from the site (City, 2016b). The proposed project would incrementally increase the area population by approximately 501 new residents, could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that the project is within an existing service area and there are existing fire stations in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve potential future development on the Project Site and to maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would not create capacity or service level problems or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection. Therefore, the project would result in a **less than significant impact.**

b) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 police protection?

Less than Significant with Project Mitigation. A significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station. Based on the *L.A. CEQA Thresholds Guide* the determination of whether the project results in a significant impact on police protection must be made considering the following factors:

- The population increase resulting from the proposed project, based on the net increase of residential units or square footage of non-residential floor area;

- The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and
- Whether the project includes security and/or design features that would reduce the demand for police services.

The police station closest to the project site is Van Nuys Community Police Station, located at 6240 Sylmar Avenue approximately 0.5 miles from the site. The proposed project would generate approximately 501 new residents and could increase demand for police service. Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for police protection (personal communication, Ruby Malakai, LAPD, September 12, 2016). Regarding operations, in the event a situation should arise requiring increased staffing of patrol units, additional resources can be called in. The police station would be able to continue to serve the area with the additional residents, and new or expanded facilities would not be required protection (personal communication, Ruby Malakai, LAPD, September 12, 2016). A potentially significant impact related to police protection services could occur during construction of the proposed project. Therefore, operation of the proposed project would result in a less than significant impact related to police protection with implementation of the following mitigation:

XIV-20 Public Services (Police – Demolition/Construction Sites):
Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

XIV-30 Public Services (Police):
Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design," published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles,

CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

c) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 schools?

Less than Significant with Project Mitigation. A significant impact may occur if a project includes substantial employment or population growth, which could generate demand for school facilities that exceeds the capacity of the schools serving the project site. In addition, schools proximate to the project site may be impacted during construction activities, including haul truck operations required for the export of 51,000 c.y. of soils.

The project site is located within the Los Angeles Unified School District (LAUSD) and would be served by Ararat Charter School Kindergarten, Van Nuys Elementary School, Van Nuys Middle School, and Van Nuys High School (Resident School Identifier, LAUSD). The proposed 174 residences would increase the City population by approximately 501 and incrementally increase students within the LAUSD. Using a per household estimate of 0.12 students from Kindergarten through 5th grade, 0.07 for students from 6th through 8th grade, and 0.07 for students from 9th through 12th grade, the proposed project would generate 130 additional students at LAUSD schools (City of Los Angeles 2012).

To offset a project's potential impact on schools, Government Code 65995 (b) establishes the base amount of allowable developer fees a school district can collect from development projects located within its boundaries. The fees obtained by LAUSD are used to maintain the desired school capacity and the maintenance and/or development of new school facilities. The project applicant would be required to pay the state-mandated school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "… is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization."

A potentially significant impact related to schools could occur during construction of the proposed project, including truck haul route operations. Therefore, the project would incorporate Mitigation Measures XIV-40 and XIV-50 to reduce impacts to below a level of significance:

XIV-40 Public Services (Construction Activity Near Schools):

- The developer and contractors shall maintain ongoing contact with administrators of Ararat Charter School Kindergarten, Options for Youth High School, Van Nuys Elementary School, Options for Youth, CHAMPS Charter High School of the Arts Multi-Media & Performing, Valley Charter Middle School, Sherman Oaks Middle School, and Van Nuys High School. The administrative offices shall be contacted when demolition, grading, and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the

LAUSD's Transportation Branch (323-342-1400) and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.

XIV-50 Public Services (Schools Affected by Haul Route):

- The City of Los Angeles Department of Building and Safety shall assign specific haul route hours of operation based upon Ararat Charter School Kindergarten, Van Nuys Elementary School, Options for Youth, CHAMPS Charter High School of the Arts Multi-Media & Performing, Valley Charter Middle School, Sherman Oaks Middle School, and Van Nuys High School hours of operation.
- Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the schools during periods when schools are in session especially when students are arriving or departing from the campuses.

In addition to implementation of Mitigation Measures XIV-40 and XIV-50, the project would also comply with the RCM listed below, as referenced in the City's Mitigation Monitoring Plan.

RC-PS-1 (Payment of School Development Fee):

Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

d) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 parks?

A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The project would result in a net increase of 174 residential units, which could result in a small increased demand for parks and recreation facilities. Pursuant to Section 12.33 of the LAMC, the project applicant shall pay the Dwelling Unit Construction Tax for construction of new dwelling units.

In addition, the project would be required to comply with the RCMs listed below, as referenced in the City's Mitigation Monitoring Plan:

RC-PS-2 (Increased Demand for Parks or Recreational Facilities):

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

RC-PS-3 (Increase Demand for Parks or Recreational Facilities – Zone Change):
Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

Therefore, the Project would not create capacity or service level problems, substantially increase use of existing parks, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the project would result in a **less than significant impact** on park facilities.

e) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 other public facilities?

Less than Significant Impact. A significant impact may occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which would exceed the capacity available to serve the project site, necessitating a new or physically altered public facilities, the construction of which would have significant environmental impacts. The proposed project would result in a net increase of 174 residential units, which could result in increased demand for library services and resources of the Los Angeles Public Library System. However, the project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the Project would result in a **less than significant impact** on other public facilities.

XV. Recreation

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

Less than Significant Impact. A significant impact may occur if a project:

- Would include substantial employment or population growth, which could generate an increased demand for park or recreational facilities that would exceed the capacity of existing parks and cause premature deterioration of the park facilities; or
- Includes the construction or expansion of park facilities, the construction of which would have a significant adverse effect on the environment.

As identified by the City of Los Angeles Department of Recreation and Parks, the City's parks system consists of approximately 16,000 acres of parklands (City, 2016c). The parks closest to the project site are the Van Nuys Recreation Center (0.5 mile away), Kittridge Mini Park (1.3 miles away), Fulton Avenue Park (1.6 miles away), the Van Nuys/Sherman Oaks Recreation Center (3.0 miles away), the Woodley Lakes and Balboa Golf Courses (2.8 miles away). The City's current population is estimated at 4,030,904 people (California Department of Finance,

2016). Consequently, there are about 4.0 acres of parkland for every 1,000 residents and the City currently meets the standard ratio for parkland in the Quimby Act (California Department of Parks and Recreation 2002).

The proposed project does not involve construction of new parks, but would accommodate a population increase estimated at 501 persons, or 0.01% of total City of Los Angeles population. The ratio of 4.0 acres of parkland for every 1,000 residents would not be reduced by the negligible population contribution of the proposed project. The project applicant would be required to pay applicable Quimby Act fees to offset park demand created by the project's proposed 174 units. Thus, while there would be an incremental increase in use of the existing parks, the existing parkland ratio would stay essentially the same and no significant impacts would occur to existing parks. Refer to Section XIV.d. above for applicable RCMs. Impacts to 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 a private swimming pool and approximately 20,489 square feet of useable open space including recreational facilities for building tenants. Refer to Section XV.a. above for impacts to recreational facilities and Section XIV.a.iv. above for applicable RCMs. Impacts would be **less than significant**.

XVI. Transportation and Traffic

The analysis of the project's impacts related to transportation and traffic is based on a Traffic Impact Study (LLG, 2016) prepared for the project, which is included in its entirety in Appendix G.

It is noted that the Traffic Impact Study analyzed a previous version of the proposed project that included a total of 184 multi-family residential dwelling units and 21,800 s.f. of commercial floor area. Since completion of the Traffic Impact Study, the proposed project has been revised to include fewer multi-family dwelling units (174 units; 10 units [5.4%] fewer than analyzed), less ground floor commercial area (18,400 s.f.; 3,400 s.f. [15.6%] less than analyzed), and reduced soils excavation and export (51,000 c.y.; 10,250 c.y. [16.7%] less than analyzed). The below analysis utilizes the calculations and conclusions from the Traffic Impact Study, which were based on the assumption that the project development would be denser than currently proposed. Accordingly, the estimates in the below analysis are considered conservative.

On September 27, 2017, LLG prepared a supplemental email (see Appendix G) that included revised project trip generation information for the currently proposed project. The email confirmed that the analysis in the 2016 Traffic Impact Study was conservative, and that the current project would generate fewer trips, including a.m. and p.m. peak hour trips, and would not significantly impact the five analyzed intersections.

The City of Los Angeles Department of Transportation (LADOT) reviewed both the 2016 Traffic Impact Study and the 2017 supplemental email and approved both documents. Refer to Appendix G for the LADOT's approval letters.

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

Less than Significant Impact with Project Mitigation. A significant impact may occur if the project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

Construction Traffic

Project demolition and construction would occur over an approximately 15-month period, assuming a five-day work week and 20 work days per month schedule. Demolition and construction would involve the use of on- and off- road heavy equipment, including dump trucks for offsite transport of the demolished existing building, and soil excavated to accommodate the three-level underground parking structure. The existing building demolition would account for approximately 138 truck and worker trips. This phase would generate approximately seven truck and onsite worker trips per day over an approximately one-month period, as presented in Table 19. Approximately 51,000 c.y. of soil would be transported offsite during the approximately three-month grading and excavation phase. This phase would generate approximately 3,660 truck and worker trips, or approximately 61 trips per day over a three-month period. Building construction would be performed over an approximately 12-month period and would generate approximately 3,153 truck and worker trips, or 13 trips per day. Total truck and onsite worker trips combined would be approximately 6,951 over the total 15-month demolition and construction period.

Table 19
Construction Phase Vehicle Trips

Phase	Truck Trips	Worker Trips	Total Trips	Phase Duration (Days)	Trips/Day
Demolition	125	13	138	20	7
Grading and Excavation	3,642	18	3,660	60	61
Construction[1]	2,947	206	3,153	240	13
Total	**6,714**	**237**	**6,951**	**320**	**22**

Source: CalEEMod (Appendix B)

[1] Estimated vehicle trips generated during construction were calculated based on a previous version of the project that included 184 residences and 21,800 s.f. of commercial floor. The current project involves the construction of fewer apartments (174 units) and less retail space (18,400 s.f.); therefore, these estimates are conservative.

The number of combined truck and onsite worker trips generated by the overall construction phase (demolition, grading/excavation, and construction) of the proposed project would be substantially less than the 2,147 vehicle trips generated by the existing onsite commercial uses, as presented in the Traffic Impact Study (LLG, 2016), and proposed project operational traffic levels as presented in Operational Impacts, below. However, large trucks entering and exiting the project site have the potential to disrupt local traffic patterns and increase safety risks to

vehicles and pedestrians. Impacts would be potentially significant unless mitigation is incorporated**.** In order to ensure construction phase transportation nuisance and safety impacts remain less than significant, Mitigation Measures XVI-30 and XVI-80, as contained in the City's Mitigation Monitoring Plan, shall be implemented. Residual impacts would be less than significant.

XVI-30 Transportation:

The following shall be implemented to minimize traffic disruption during construction:

- The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- There shall be no staging of hauling trucks on any streets adjacent to the project, unless specifically approved as a condition of an approved haul route.
- No hauling shall be done before 9 a.m. or after 3 p.m.
- Trucks shall be spaced so as to discourage a convoy effect.
- A minimum of two flag persons are required. One flag person is required at the entrance to the project site and one flag person at the next intersection along the haul route.
- Truck crossing signs are required within 300 feet of the exit of the project site in each direction.
- The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times shall provide reasonable control of dust caused by wind.
- Loads shall be secured by trimming and watering or may be covered to prevent the spilling or blowing of the earth material.
- Trucks and loads are to be cleaned at the export site to prevent blowing dirt and spilling of loose earth.
- A log documenting the dates of hauling and the number of trips (i.e. trucks) per day shall be available on the job site at all times.
- The applicant shall identify a construction manager and provide a telephone number for any inquiries or complaints from residents regarding construction activities. The telephone number shall be posted at the site readily visible to any interested party during site preparation, grading and construction.

XVI-80 Pedestrian Safety:

The following shall be implemented to ensure pedestrian safety duration construction:

- The applicant shall plan construction and construction staging as to maintain pedestrian access on adjacent sidewalks throughout all construction phases. This requires the applicant to maintain adequate and safe pedestrian protection, including physical separation (including utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic and overhead protection, due to sidewalk closure or blockage, at all times.

- Temporary pedestrian facilities shall be adjacent to the project site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.
- The applicant shall keep sidewalks open during construction unless closure is required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

XVI-90 Construction Work Site Traffic Control Plan:

The following shall be implemented to ensure pedestrian safety duration construction:

A construction work site traffic control plan shall be submitted to DOT for review and approval prior to the start of any construction work. The plan shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. As identified in Mitigation Measure No. XII-20, Heavy-duty trucks shall be prohibited from queuing and/or idling on Kittridge Street, and queuing and/or idling shall be limited to Van Nuys Boulevard. Further, DOT recommends that all construction related traffic be restricted to off-peak hours.

Operational Traffic

As shown in the September 21, 2016 Interdepartmental Correspondence received from the LADOT, and most recently confirmed by LADOT in a subsequent Interdepartmental Correspondence dated November 1`7, 2017, which addressed the current proposed project (i.e., 174 units, 18,400 s.f. of commercial retail, and 51,000 c.y. of soils export), which is reduced in scope from the previous version that included 184 residences, 21,800 s.f. of commercial floor area, and 61,250 c.y. of soils export. The most recent Correspondence from LADOT confirms that the Traffic Impact Study for the project (LLG, 2016) has been reviewed, and that the current proposed project will generate a net increase above existing site-generated trips (after demolishing the existing structure and excavating the subterranean parking), of about 232 daily vehicle trips, including 50 a.m. peak hour trips and 21 p.m. peak hour trips. These trips include a transit reduction factor of 15% based on the proximity of the project to Van Nuys Boulevard / Victory Boulevard Rapid Bus stops, Metro Orange Line Van Nuys station, and other public transit routes in the area. The Traffic Impact Study examined five intersections. These include:

- Kester Avenue / Kittridge Street
- Van Nuys Boulevard / Vanowen Street
- Van Nuys Boulevard / Kittridge Street
- Van Nuys Boulevard / Haynes Street
- Van Nuys Boulevard / Victory Boulevard

To evaluate the effects of the project's traffic on the available transportation infrastructure, the LADOT measured the significance of the impacts in terms of change to the volume-to-capacity ratio for the scenario that includes the proposed project (v/c; refer to Table 20 for intersections

impact threshold criteria). The analysis found that the project would not result in any significant operational impacts to any of the five study intersections. In the Traffic Impact Study, the significance of the potential impacts of project generated traffic was identified using the traffic impact criteria set forth in the LADOT's *Traffic Study Policies and Procedures*, August 2014 (last revised in 2017 and now titled *Transportation Impact Study Guidelines*).

Based on the LADOT's traffic impact criteria, the proposed project is not expected to generate significant traffic impacts at any of the five intersections identified for detailed analysis. As shown in Tables 21 and 22, four of the five study intersections operate at a level of service (LOS) C or better for existing conditions (year 2016). One intersection, Van Nuys Boulevard and Vanowen Street currently operates at LOS D during PM peak hour. All five study intersections would operate at a LOS D or better for future year conditions with and without the proposed project.

Table 20
City of Los Angeles Intersection Impact Threshold Criteria

Final v/c	Level of Service	Project Related Increase in v/c
>0.701 – 0.800	C	Equal or greater than 0.040
>0.801 – 0.900	D	Equal or greater than 0.020
>0.901	E or F	Equal or greater than 0.010

Source: LLG, 2016.

The change in v/c ratios shown in Tables 21 and 22 are below the City's significance thresholds presented in Table 19 at all study intersections. Therefore, the project's impact would be **less than significant**.

Table 21
Summary of Existing Volume Capacity Ratios and Level of Service

Location	Peak Hour	Year 2016 (V/C:LOS)	Year 2016 Existing with Project (V/C:LOS)	Change in V/C	Significant Impact
Kester Ave / Kittridge St.	AM PM	0.414:A 0.431:A	0.419:A 0.435:A	0.005 0.004	No No
Van Nuys Blvd / Vanowen St.	AM PM	0.713:C 0.804:D	0.717:C 0.804:D	0.004 0.000	No No
Van Nuys Blvd / Kittridge St.	AM PM	0.489:A 0.521:A	0.523:A 0.512:A	0.034 -0.009	No No
Van Nuys Blvd / Haynes St.	AM PM	0.418:A 0.381:A	0.427:A 0.385:A	0.009 0.004	No No
Van Nuys Blvd / Victory Blvd.	AM PM	0.725:C 0.725:C	0.731:C 0.733:C	0.006 0.008	No No

Source: LLG, 2016.

Estimated vehicle trips were calculated based on a previous version of the project that included 184 residences and 21,800 s.f. of commercial floor. The current project involves the construction of fewer apartments (174 units) and less retail space (18,400 s.f.); therefore, these estimates are conservative.

Table 22
Summary of Future Year Volume Capacity Ratios and Level of Service

Location	Peak Hour	Year 2018 Future Pre-Project (V/C:LOS)	Year 2018 Future with Project (V/C:LOS)	Change in V/C	Significant Impact
Kester Ave / Kittridge St.	AM PM	0.438:A 0.455:A	0.443:A 0.459:A	0.005 0.004	No No
Van Nuys Blvd / Vanowen St.	AM PM	0.783:A 0.889:A	0.786:C 0.889:D	0.003 0.000	No No
Van Nuys Blvd / Kittridge St.	AM PM	0.527:A 0.567:A	0.562:A 0.558:A	0.035 -0.009	No No
Van Nuys Blvd / Haynes St.	AM PM	0.454:A 0.420:A	0.463:A 0.423:A	0.009 0.003	No No
Van Nuys Blvd / Victory Blvd.	AM PM	0.799:A 0.828:A	0.805:D 0.836:D	0.006 0.008	No No

Source: LLG, 2016.

Estimated vehicle trips were calculated based on a previous version of the project that included 184 residences and 21,800 s.f. of commercial floor. The current project involves the construction of fewer apartments (174 units) and less retail space (18,400 s.f.); therefore, these estimates are conservative.

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact. See Section XVI.a. The proposed project would not generate trips that would exceed Congestion Management Program (CMP) thresholds. **No impact** would occur.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. As discussed in Section VIII, *Hazards and Hazardous Materials*, the project site is located about 2.2 miles from the nearest airport (Van Nuys Airport) and is not located within a designated fly zone or airport influence area. **No impact** with respect to air traffic patterns would occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

No Impact. A significant impact may occur if the proposed project:

- Includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area;
- Includes site access or other features designed in such a way as to create hazardous conditions; or
- Would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the project site or adjacent uses.

The project site is directly accessible from Van Nuys Boulevard, which is accessible from the east and west from Victory Boulevard and Vanowen Boulevard and multiple collector streets.

The project would not involve any new roadways, would not alter site access, or result in levels of traffic congestion that would impede emergency access. There would be **no impact**.

e) Would the project result in inadequate emergency access?

No Impact. See Section XVI.d. There would be **no impact**.

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?

No Impact. A significant impact may occur if the project would conflict with adopted polices or involve modifications of existing alternative transportation facilities located on- or off-site. No changes to public transportation systems are proposed and project residents, employees, and patrons would have access to various transit lines that operate along Van Nuys and Victory Boulevards, the Metro Orange Line Van Nuys station, and other public transit routes in the area. The project site is in a transit priority area; therefore, the proposed mixed use development would implement City and SCAG policies related to encouraging compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure. The proposed project would have **no impact** with respect to public transportation or alternative transportation plans, policies, or programs.

XVII. Tribal Cultural Resources

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

Less than Significant Impact. Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The Native American Heritage Commission (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 via USPS Certified Mail to a total of nine Tribes known to have resources in this area, on August 18, 2016, describing the project and requesting any information regarding resources that may exist on or near the project site. On August 26, 2016, one tribal response was received from Gabrieleño Band of Mission Indians who requested consultation. However, in subsequent email exchanges concluding on September 2, 2016, a Tribe representative confirmed that no consultation is needed. Therefore, impacts 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 Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant Impact. See Section XVII.a. above. Impacts would be **less than significant**.

XVIII. Utilities and Service Systems

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact. A significant impact may occur if a project:

- Would discharge wastewater, whose content exceeds the regulatory limits established by the governing agency;
- Would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded; or
- Would increase wastewater flows such that a sewer or treatment plant is constrained or would become constrained.

The Los Angeles Bureau of Sanitation (BOS) operates and maintains the City's wastewater infrastructure. The City's wastewater collection system serves over four million residential and business customers within a 600-square mile service area that includes Los Angeles and 29 contracting cities and agencies. Over 6,500 miles of public sewers connect to the City's four wastewater treatment and water reclamation plants that process an average of 550 million gallons of wastewater each day (City, n.d.).

The Hyperion Treatment Plant (HTP) serves the project site and is located in Playa del Rey. According to BOS, the HTP is designed to treat up to 450 million gallons per day (mgd) per day and currently treats an average of 275 mgd, with a remaining capacity of 175 mgd (City, n.d.).

The proposed 174-unit mixed-use project would include two- and one-bedroom apartments and studio units. In addition, there would be 18,400 square feet of commercial floor area. The average daily generation sewer rates for each unit type are shown in Table 23. The proposed project would produce an estimated 24,192 gallons of wastewater per day. The existing land use on the project site consists of two retail commercial businesses comprising 24,860 square feet. With a generation rate of 80/1,000 square feet for commercial buildings the existing land use produces an estimated 1,989 gallons per day (City, 2006a). Therefore, the net increase is approximately 22,203 gallons per day. This is about 0.013% of the available capacity at the HTP. All wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, impacts would be **less than significant**.

Table 23
Average Daily Wastewater Generation

Unit Type	Number of Proposed Units	Wastewater Generation Rate (gallons/unit)	Total Sewage Generation (gallons per day)
Studio	21	80	1,680
1-Bedroom	86	120	10,320
2-Bedroom	67	160	10,720
Commercial	18,400	80 gallons/1,000 gsf	1,472
		Total Proposed Project	***24,192***
		Less Existing Wastewater Generation	***1,989***
		Proposed Project Net Increase	***22,203***

Source: City, 2006a, Exhibit M.2-12.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The addition of 174 units as a result of the project would be consistent with Citywide growth, and, therefore, demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan (UWMP). Prior to any future construction activities, project applicants would be required to coordinate with the City of Los Angeles BOS to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve proposed project would be undertaken as part of the project. Therefore, the proposed project would have a **less than significant impact** related to water and wastewater infrastructure.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. A significant impact may occur if the volume of storm water runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new storm water drainage facilities. As discussed in Section IX, *Hydrology and Water Quality*, the proposed project would comply with current regulations pertaining to retention/detention of site runoff as well as applicable Low Impact Development (LID) requirements, thereby reducing stormwater runoff from existing levels and eliminating the potential to adversely affect the local storm drain system. Thus, the impact would be **less than significant**.

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less than Significant Impact. See Section XVIII.b. A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. The Los Angeles Department of Water and Power (LADWP) provides water within the City limits. LADWP water sources between 2010 and 2014 included: the Los Angeles Aqueducts (LAA) (average of 29%), local groundwater (average of 12%), the Metropolitan Water District (MWD) (average of 57%) and recycled water (2%) (City, 2015b). Assuming that water use is 120% of wastewater generation (as calculated in Table 23, above), the proposed project would increase net water demand by approximately 29,031 gallons per day or 32.52 acre-feet per year (AFY). Table 24 shows the service area reliability assessment for a potential multiple dry year period 2020-2040 such as was experienced from the years 2010-2015 according to the City's recently updated 2015 Urban Water Management Plan (UWMP).

Table 24
Multiple Dry Years Water Supply and Demand

	2020	2025	2030	2035	2040
Total Demand (AFY)	642,400	676,900	685,500	694,900	709,500
Supply (AFY)					
Existing/Planned	324,770	370,770	381,870	398,070	400,270
MWD Water Purchases	317,630	306,130	303,630	296,830	309,230
Total Supply	642,400	676,900	685,500	694,900	709,500

Source: Exhibit 11G, LADWP, 2015 Urban Water Management Plan (UWMP)

The Governor of California declared a drought state of emergency in 2014 (CA.gov, 2014). In July 2014 and in response to recent drought conditions, the State Water Resources Control Board (SWRCB) adopted new water conservation regulations (Resolution 2014-0038), including select prohibitions for all water users and required actions for all water agencies. Local water agencies have responded with declarations that prohibit water users from filling pools and spas or restrict when or for how long users can irrigate landscaping. The LADWP is required to reduce water consumption by 16% and may be subject to fines from the State Water Resources Control Board if this reduction is not met. Each week LADWP tracks the City's water consumption to determine whether or not water consumption targets are being met.

LADWP projects that through various measures such as conservation and rebalancing the proportions of existing and future water supply sources, adequate water supplies will be available even in the multi-dry year scenario. Total demand in Table 24 was calculated based on LADWP's service area population, which is expected to increase from 3,987,622 in 2015 to 4,351,408 in 2035 (City, 2015b). As discussed above, in Section XIII, *Population and Housing*, the proposed project would not generate population growth exceeding SCAG population forecasts. Therefore, the project's population and associated water demand increase has been accounted

for in the UWMP. Despite the recent drought conditions, adequate water supplies are available to serve the proposed project and water supply impacts would be **less than significant**.

In addition, the project would be required to comply with the RCMs listed below, as referenced in the City's Mitigation Monitoring Plan:

RC-WS-1 (Fire Water Flow):
The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.

RC-WS-2 (Green Building Code):
The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.

RC-WS-4 (Landscape):
The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Also refer to Section XVIII.b. above.

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

Less than Significant Impact. See Section XVIII.b. above. Impacts would be **less than significant.**

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste or if a project would generate solid waste that was not disposed of in accordance with applicable regulations.

The City of Los Angeles has enacted numerous waste reduction and recycling programs in order to comply with AB 939, which required every city in California to divert at least 50% of its annual waste by the year 2000, and be consistent with AB 341, which sets a 75% recycling goal for California by 2020. As of 2012, the City achieved a landfill diversion rate of 76% (City, 2013).

AB 939 also requires each county to prepare and administer a Countywide Integrated Waste Management Plan. For Los Angeles County, the County's Department of Public Works is responsible for preparing and administering the Los Angeles County Countywide Integrated Waste Management Summary Plan (Summary Plan) and the Countywide Siting Element (CSE). These documents were approved by the County, a majority of the cities within the County containing a majority of the cities' population, the County Board of Supervisors, and CalRecycle. The Summary Plan, approved by CalRecycle on June 23, 1999, describes the steps to be taken by local agencies, acting independently and in concert, to achieve the mandated state diversion goal by integrating strategies aimed toward reducing, reusing, recycling, diverting, and marketing solid waste generated within the County. The CSE, approved by CalRecycle on June 24, 1998, identifies how, for a 15-year planning period, the county and the cities within would address their long-term disposal capacity demand to safely handle solid waste generated in the county that cannot be reduced, recycled, or composted (County of Los Angeles, 2011). Although the 15-year planning horizon has expired, the CSE is still in the process of being updated.

Various provisions of the LAMC also address solid waste recycling. The City of Los Angeles Space Allocation Ordinance (Ordinance No. 171687, August 6, 1997) sets requirements for the inclusion of recycling areas within individual development projects. In accordance with the Space Allocation Ordinance, all new multi-family residential development projects with four or more units shall provide an adequate recycling area or room for collecting and loading recyclable materials. The proposed project would be subject to the multi-family residential requirement.

The City has adopted a C*onstruction and Demolition (C&D) Waste Recycling Ordinance* to assist in meeting the diversion goals of AB 939 and City of Los Angeles. The proposed project would be required to comply with this ordinance. All construction and demolition waste generated by the proposed project would be required to be taken to a certified C&D waste processor. Many certified waste processors are located within with the City of Los Angeles. The processor closest to the project site is East Valley Diversion / USA Waste of California, located at 11616 Sheldon Street in Sun Valley located approximately 6.6 miles northeast of the project site, which has a recycling rate of 74.94% as of July 1, 2016 (City, n.d.).

The Los Angeles Bureau of Sanitation manages solid waste collection in the City. As the City's own landfills have all been closed and are non-operational, the destination landfills are privately owned and operated. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50% of the solid waste generated by the project from the applicable landfill site. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Table 25 summarizes the permitted daily throughput, estimated average waste quantities disposed, remaining capacity, and closure date for landfills in the vicinity of the project site. As shown, landfills that may serve the project site have a remaining capacity of over 11,000 tons per day.

Table 25
Solid Waste Disposal Facilities

Facility	Permitted Daily Throughput (tons/day)	Average Daily Waste Quantities Disposed (tons/day)	Estimated Remaining Permitted Capacity (million tons)	Estimated Closure Date
Calabasas Landfill	3,500	748	6.53	2025
Sunshine Canyon City/County Landfill	12,100	7,582	64.69	2037
Chiquita Canyon Landfill	6,000	3,558	1.83	2019
Commerce Refuse-to-Energy Facility	1,000	333	N/A	N/A
TOTAL	**22,600**	**11,158**	**73.05**	**--**

Sources: Los Angeles County Countywide Integrated Waste Management Plan, 2014 Annual Report; CalRecycle, Solid Waste Information System Facility/Site Search: http://www.calrecycle.ca.gov/SWFacilities/Directory/search.aspx.
N/A = not available

As shown in Table 26, the estimated solid waste generation rate for a multi-family residence is 12.23 pounds per household per day, and the estimated solid waste generation rate for commercial use is 10.53 pounds per employee per day, according to Section M.3. Solid Waste in the *L.A. CEQA Thresholds Guide*. Thus, the proposed mixed-use building would generate a net increase of 1,994 pounds per day. This estimate is conservative since it does not factor in any recycling or waste diversion programs. The proposed project's solid waste would be handled by private waste collection services. This would not exceed the existing daily capacity of any of the landfills listed in Table 25.

Table 26
Solid Waste Generation Rates

Land Use Type	Number of Proposed Units / Employees	Solid Waste Generation Rate (pounds per day)	Total Solid Waste Generation (pounds per day)
Multi-Family Residence	174 units	12.23	2,128
Commercial	37 employees[1]	10.53	390
Total Project Solid Waste Generation			***2,518***
Less Existing Commercial[2]			***524***
Proposed Project Net Total:			***1,994***

[1] Number of employees was projected based on approximately 1 employee per every 500 square feet of retail area.
[2] Estimated 50 employees in existing 24,860 square foot facility.

The proposed project would comply with federal, state, and local statutes and regulations related to solid waste, such as AB 939, the County Integrated Waste Management Summary Plan, and the City's recycling program. There is adequate landfill capacity in the region to accommodate project-generated waste; therefore, with compliance with the RCMs listed below, as contained in the City's Mitigation Monitoring Plan, impacts would be **less than significant**.

RC-SW-1 (Designated Recycling Area):

In compliance with Los Angeles Municipal Code, the proposed project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals

RC-SW-2 (Construction Waste Recycling):

In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70% by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70% of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished though the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70%. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

RC-SW-3 (Commercial/Multifamily Mandatory Recycling):

In compliance with AB 341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the proposed project's regular solid waste disposal program. The project applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant Impact. See Section XVIII.f. Impacts would be **less than significant**.

XVIX. Mandatory Findings of Significance

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

Less than Significant with Project Mitigation. Based on the analysis in this Initial Study, the proposed project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Implementation of mitigation measures identified in Section IV, *Biological Resources*, and Section V, *Cultural Resources*, and compliance with existing regulations would ensure impacts from this project would be **less than significant**.

b) Would 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. Cumulative impacts are defined as two or more individual (and potentially less than significant) project effects that, when considered together or in concert with other projects, combine to result in a significant impact within an identified geographic area. There are two other projects within the immediate vicinity (within 1.2 miles) of the project site: DIR-2016-2062-DB-SPR-CDO located at 6600 N. Van Nuys Boulevard and approved on December 15, 2017 (4-story mixed-use building with 54 units and 3,160 sq. ft. of ground floor commercial), and ; CPC-2015-2597-ZC-SPR located at 14557 W. Haynes Street, which has not been approved (multi-story mixed-use building with 68 units and 7,800 sq. ft. of ground floor commercial). In addition, 13 planned or under construction projects are located between 1.2 and 2.7 miles from the project site (LLG, 2016; refer to Appendix G). These projects are in addition to projects on the City's Major Projects list, which include the NoHo West commercial development approximately 3.9 miles to the east of the project site, ICON Sherman Oaks mixed-use development approximately 2.8 miles to the south, and ICON Panorama City approximately 2.4 miles to the north (City, 2016d). In order for a project to contribute to cumulative impacts, it must result in some level of impact on a project-specific level. As described in some detail above, several of the proposed project effects are identified as "No Impact," including all of the checklist questions under agricultural and forestry resources and mineral resources. For the remaining topics, project effects were either determined to be either "Less than Significant Impact", or "Less than Significant with Project Mitigation". Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be reduced to less-than-significant with the implementation of mitigation measures and compliance with existing regulations.

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

Less than Significant with Project Mitigation. A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. In general, impacts to human beings are associated with such issues as air quality, hazards and hazardous materials, and noise impacts. As detailed in Section III, *Air Quality*, and Section VIII, *Hazards and Hazardous Materials*, the proposed project would not result, either directly or indirectly, in adverse hazards related to air quality or hazardous materials. As discussed in Section VI, *Geology and Soils*, Section XII, *Noise,* and Section XVI, *Transportation and Traffic*, construction activity would create potentially significant impacts. However, such impacts would be reduced to less than significant levels through implementation of the mitigation measures identified in Sections VI, XII, and XVI, as well as compliance with RCMs. Therefore, impacts to human beings would be **less than significant with project mitigation** and regulatory compliance measures incorporated in other sections of this document.

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