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Talisa Apartments Project

Case Number: ENV-2017-613-MND

Project Location: 9502-9508 N. Van Nuys Boulevard and 14533-14535 W. Plummer Street,
Los Angeles, California, 91402

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

Council District: 6 - Martinez

Project Description: The proposed Project is the construction, use, and maintenance of a 4-story, 45 feet in height, 51,340 square foot, 49 unit multi-family residential apartment building on a 27,075 square foot lot. The Project is proposed to be 100% affordable (excluding the Manager's Unit) and will be composed of 3 units for Extremely Low Income Households, 45 units for Very Low Income Households, and 1 Manager's Unit at Market Rate. The proposed Project will include 30 automobile parking stalls in a garage podium at ground floor and 47 bicycle parking stalls (6 short-term and 41 long-term). The proposed Project will involve the demolition of one single-family dwelling and two commercial buildings and approximately 3,537 cubic yards of export.


To achieve the proposed Project, the applicant is requesting a Vesting Zone Change from (T)(Q)C2-1VL, [Q]C2-1VL, and RA-1VL to RAS4-1VL pursuant to LAMC Sections 12.32 F and Q, a developer incentive for off-menu parking pursuant to Measure JJJ and LAMC Section 11.5.11(e) to allow 0.5 automobile parking spaces per unit for the 48 affordable units, and removal of the 25 foot building line established under Ordinance No. 99,739.

PREPARED BY:

The City of Los Angeles
Department of City Planning

APPLICANT:

Monique Hastings
Domus Development, LLC
May 2019

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INITIAL STUDY

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INITIAL STUDY

1 INTRODUCTION

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

1.1 PURPOSE OF AN INITIAL STUDY

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

An application for the proposed project has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The Department of City Planning, as Lead Agency, has determined that the project is subject to CEQA, and the preparation of an Initial Study is required.

An Initial Study is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the Project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report should be prepared; otherwise the Lead Agency may adopt a Negative Declaration or a Mitigated Negative Declaration.

This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006).

1.2. ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into four sections as follows:

1 INTRODUCTION

Describes the purpose and content of the Initial Study, and provides an overview of the CEQA process.

2 EXECUTIVE SUMMARY

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

3 PROJECT DESCRIPTION

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

4 EVALUATION OF ENVIRONMENTAL IMPACTS

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

1.3. CEQA PROCESS

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

At the onset of the environmental review process, the City has prepared an Initial Study to identify the preliminary environmental impacts of the project. The Initial Study for the Project determined that the proposed Project could have significant environmental impacts that would require the implementation of mitigation measures, and the Lead Agency has decided to prepare a Mitigated Negative Declaration.

If the Project is approved, then within five days of the action, the City files a Notice of Determination with the County Clerk. The Notice of Determination is posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the project, and to issues that were presented to the Lead Agency by any person, either orally or in writing, during the public comment period.

1.3.1 Initial Study

At the onset of the environmental review process, the City has prepared this Initial Study to determine if the proposed Project may have a significant effect on the environment. This Initial Study determined that the proposed Project could have potentially significant environmental impacts but mitigation measures agreed to by the applicant would avoid or reduce such impacts to a point where clearly no significant impacts would occur.

A Notice of Intent to Adopt a Mitigated Negative Declaration (MND) is provided to inform the general public, responsible agencies, trustee agencies, and the county clerk of the availability of the document and the locations where the document can be reviewed. A 20-day review period (or 30-day review period when the document is submitted to the State Clearinghouse for state agency review) is identified to allow the public and agencies to review the document. The notice is mailed to any interested parties and is noticed to the public through publication in a newspaper of general circulation.

The decision-making body then considers the Mitigated Negative Declaration together with any comments received during the public review process, and may adopt the MND and approve the project. In addition, when approving a project for which an MND has been prepared, the decision-making body must find that there is no substantial evidence that the project will have a significant effect on the environment, and that the MND reflects the lead agency's independent judgement and analysis. When adopting an MND, the lead agency must also adopt a mitigation monitoring program to ensure that all proposed mitigation measures are implemented to mitigate or avoid significant environmental effects.

INITIAL STUDY

2 EXECUTIVE SUMMARY

PROJECT TITLE	TALISA APARTMENTS
ENVIRONMENTAL CASE NO.	ENV-2017-613-MND
RELATED CASES	APCNV-2017-612-VZCJ-BL

PROJECT LOCATION	9502-9508 N. VAN NUYS BOULEVARD AND 14533-14535 W. PLUMMER STREET, LOS ANGELES, CALIFORNIA, 91402
COMMUNITY PLAN AREA	MISSION HILLS-PANORAMA CITY-NORTH HILLS
GENERAL PLAN DESIGNATION	GENERAL COMMERCIAL
ZONING	(T)(Q)C2-1VL, [Q]C2-1VL, RA-1VL
COUNCIL DISTRICT	6 -MARTINEZ

LEAD CITY AGENCY	City of Los Angeles Department of City Planning
STAFF CONTACT	LAURA FRAZIN STEELE
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APPLICANT	MONIQUE HASTINGS, DOMUS DEVELOPMENT LLC
ADDRESS	9 CUSHING, SUITE 200, IRVINE, CA 92618
PHONE NUMBER	949.923.7805

PROJECT DESCRIPTION

Project Description: The proposed Project is the construction, use, and maintenance of a 4-story, 45 feet in height, 51,340 square foot, 49 unit multi-family residential apartment building on a 27,075 square foot lot. The Project is proposed to be 100% affordable (excluding the Manager's Unit) and will be composed of 3 units for Extremely Low Income Households, 45 units for Very Low Income Households, and 1 Manager's Unit at Market Rate. The proposed Project will include 30 automobile parking stalls in a garage podium at ground floor and 47 bicycle parking stalls (6 short-term and 41 long-term). The proposed Project will involve the demolition of one single-family dwelling and two commercial buildings and approximately 3,537 cubic yards of export.

To achieve the proposed Project, the applicant is requesting a Vesting Zone Change from (T)(Q)C2-1VL, [Q]C2-1VL, and RA-1VL to RAS4-1VL pursuant to LAMC Sections 12.32 F and Q, a developer incentive for off-menu parking pursuant to Measure JJJ and LAMC Section 11.5.11(e) to allow 0.5 automobile parking spaces per unit for the 48 affordable units, and removal of the 25 foot building line established under Ordinance No. 99,739.

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

ENVIRONMENTAL SETTING

The proposed Project is located at the northeast corner of Van Nuys Boulevard and Plummer Street in the Mission Hills-Panorama City-North Hills Community Plan area. The relatively flat, rectangular-shaped subject site is zoned (T)(Q)C2-1VL, [Q]C2-1VL, and RA-1VL. The permanent [Q] Condition on the western portion of the site limits residential density to the RE11 Zone and prohibits hotel/motel uses. The subject site is designated General Commercial by the Community Plan, with corresponding zones of C1.5, C2, C4, P, RAS3, RAS4. The subject site is not located within any geographic specific plan area.

The subject site is currently developed with a 1-story single-family dwelling and attached garage and two 1-story commercial buildings used for auto sales and repair, all of which are proposed for demolition. City records show the single-family dwelling to be approximately 912 square feet and constructed in 1946. City records show the two commercial buildings and associated parking used for auto sales and repair to be approximately 1,548 and 1,992 square feet and constructed in 1953 and 1958, respectively. The single-family dwelling and commercial structures front on Plummer Street.

The abutting [Q]C2-1VL and P-1VL Zoned lots to the north of the subject site along Van Nuys Boulevard are developed with a 2-story multi-family residential dwelling. The abutting RD2-1 Zoned lot to the east along Plummer Street is also developed with a 2-story multi-family residential dwelling. To the south, across Plummer Street, the abutting sites are zoned [Q]C2-1VL and RD2-1, and are developed with a 1-story medical use and a 1-story single-family dwelling, respectively. The abutting site at the northwest corner of Van Nuys Boulevard and Plummer Street is zoned [Q]C2-1VL and is improved with a 1-story mini-shopping center with neighborhood commercial uses. The abutting site located at the southwest west corner of Van Nuys Boulevard and Plummer Street is zoned [Q]C2-1VL and is developed with auto repair uses. All of the abutting sites are designated for General Commercial land use under the Community Plan, with the exception of the abutting property to the east, which is designated Low Medium II Residential.

Further north, the east side of Van Nuys Boulevard is developed with multi-family residential uses and the Mid-Valley Multipurpose Center on [Q]C2-1VL and P-1VL Zoned sites designated General Commercial under the Community Plan. The west side of Van Nuys Boulevard to the north of the subject site is developed with medical/nursing/rehabilitation uses on [Q]C2-1VL lots designated Neighborhood and General Commercial under the Community Plan. Further south of the subject site, along the east and west sides of Van Nuys Boulevard, properties are developed with multi-family residential uses, zoned R3, and designated for Medium Residential land use. Further east, along the north and south sides of Plummer Street, sites are improved with multi-family residential uses, zoned RD2, and designated Low Medium II under the Community Plan. Further west, sites along the north side of Plummer Street are developed with single-family residential uses and are zoned RA-1 and designated for Low Residential land use. Further west, along the south side of Plummer Street, sites are zoned QR3-1 and (T)(Q)RD1.5-1 and designated Low Medium II and Medium Residential and improved with multi-family residential uses and LAFD Fire Station 7.

City records show a building line of variable width on both sides of Plummer Street from Woodman Avenue to Valley Circle Boulevard established under Ordinance No. 99,739 effective February 8, 1952 (Case No. 1280). While City records are unclear, the original ordinance shows the building line at 25 feet at the easterly portion of the subject site (22 feet per ZIMAS).

ZIMAS shows that the subject site is located in a geographic area designated under ZI-2438 for Equine Keeping in the City of Los Angeles. ZI-2438 regulates horse keeping on RA, RE20, RE40, A1, and A2 Zoned lots, and as such, does not apply to the subject site or abutting properties. ZIMAS also shows that the subject site is located in an area designated under ZI-2374 for State Enterprise Zones, which allows an applicant to request reduced parking and/or increase height. The proposed Project did not apply for a parking reduction or height increase under ZI-2374.

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

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

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

None

CALIFORNIA NATIVE AMERICAN CONSULTATION

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Yes, consultation held with the Gabrieleno Band of Mission Indians – Kizh Nation, April 30, 2019.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

- ☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Laura Frazin Steele

PRINTED NAME

City Planner

TITLE

Laura Frazin Steele

SIGNATURE

5/16/2019

DATE

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less 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 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
- 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:

- a) The significance criteria or threshold, if any, used to evaluate each question; and
- b) The mitigation measure identified, if any, to reduce the impact to less than significance.

INITIAL STUDY

3 PROJECT DESCRIPTION

3.1 PROJECT SUMMARY

The proposed Project is the construction, use, and maintenance of a 4-story, 45 feet in height, 51,340 square foot, 49 unit multi-family residential apartment building on a 27,075 square foot lot. The Project is proposed to be 100% affordable (excluding the Manager's Unit) and will be composed of 3 units for Extremely Low Income Households, 45 units for Very Low Income Households, and 1 Manager's Unit at Market Rate. The proposed Project will include 30 automobile parking stalls in a garage podium at ground floor and 47 bicycle parking stalls (6 short-term and 41 long-term). The proposed Project will involve the demolition of one single-family dwelling and two commercial buildings and approximately 3,537 cubic yards of export.

To achieve the proposed Project, the applicant is requesting a Vesting Zone Change from (T)(Q)C2-1VL, [Q]C2-1VL, and RA-1VL to RAS4-1VL pursuant to LAMC Sections 12.32 F and Q, a developer incentive for off-menu parking pursuant to Measure JJJ and LAMC Section 11.5.11(e) to allow 0.5 automobile parking spaces per unit for the 48 affordable units, and removal of the 25 foot building line established under Ordinance No. 99,739.

3.2 ENVIRONMENTAL SETTING

3.2.1 Project Location

The proposed Project is located at 9502-9508 Van Nuys Boulevard and 14533-14535 Plummer Street in the Mission Hills-Panorama City-North Hills Community Plan area in the City of Los Angeles. The subject site is at the northeast corner of Van Nuys Boulevard and Plummer Street (See Figures A-1 and A-2).

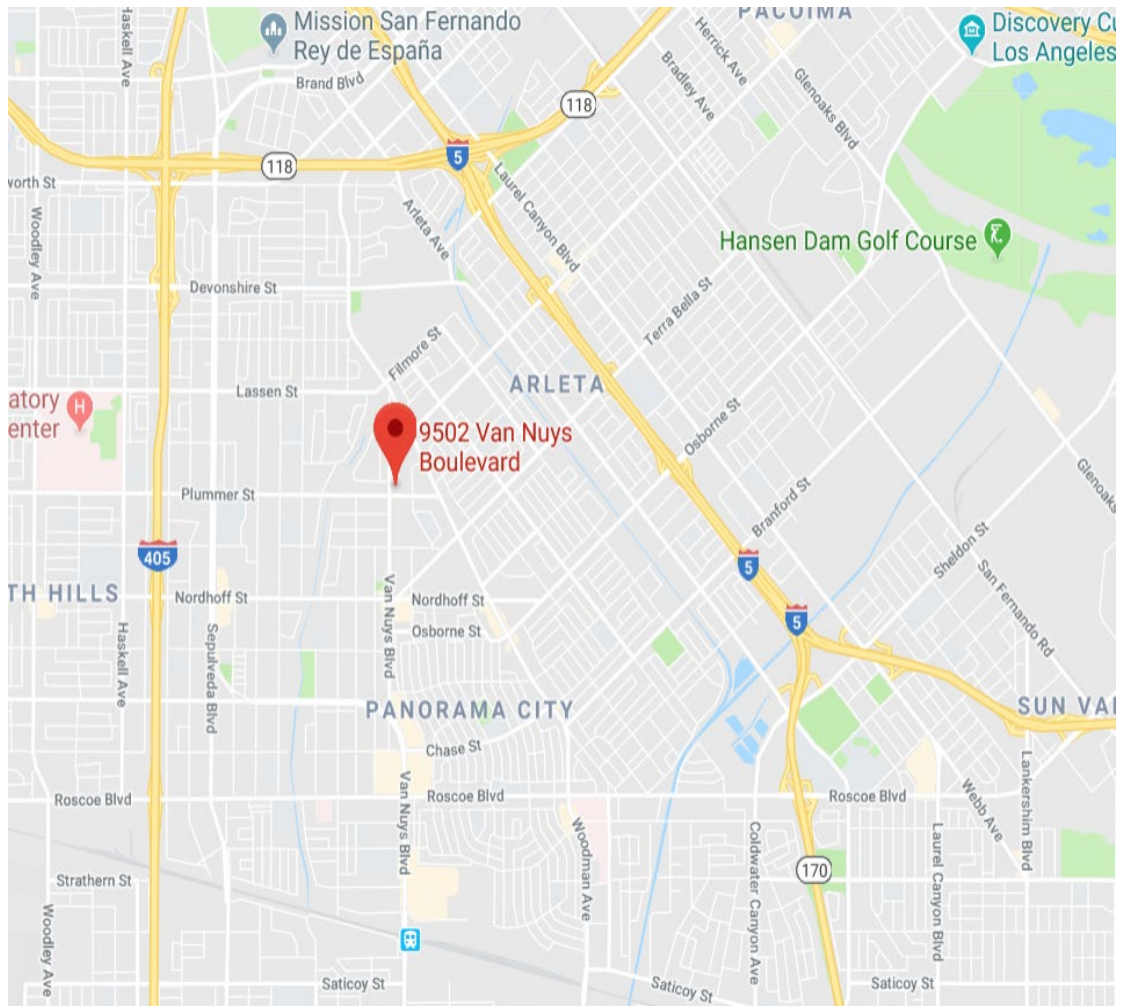


FIGURE A-1. REGIONAL AND SITE LOCATION MAP



FIGURE A-2. AERIAL PHOTOGRAPH OF PROJECT SITE AND VICINITY

3.2.2 Existing Conditions

The approximately 27,075 square foot rectangular-shaped lot is currently developed with a 1-story single-family dwelling and attached garage and two 1-story commercial buildings used for auto sales and repair, all of which are proposed for demolition. City records show the single-family dwelling to be approximately 912 square feet and constructed in 1946. City records show the two commercial buildings and associated parking used for auto sales and repair to be approximately 1,548 and 1,992 square feet and constructed in 1953 and 1958, respectively. The single-family dwelling and commercial structures front on Plummer Street.

The subject site is zoned (T)(Q)C2-1VL, [Q]C2-1VL, and RA-1VL and designated General Commercial under the Mission Hills-Panorama City-North Hills Community Plan. (See Figure A-3) The permanent [Q] Condition on the western portion of the site limits residential density to the RE11 Zone and prohibits hotel/motel uses.

City records show a building line of variable width on both sides of Plummer Street from Woodman Avenue to Valley Circle Boulevard established under Ordinance No. 99,739 effective February 8, 1952 (Case No. 1280). At the easterly portion of the subject site, the building line is 25 feet (22 feet per ZIMAS).



FIGURE A-3. ZONING MAP

3.2.3 Surrounding Land Uses

The abutting [Q]C2-1VL and P-1VL Zoned lots to the north of the subject site along Van Nuys Boulevard are developed with a 2-story multi-family residential dwelling. The abutting RD2-1 Zoned lot to the east along Plummer Street is also developed with a 2-story multi-family residential dwelling. To the south, across Plummer Street, the abutting sites are zoned [Q]C2-1VL and RD2-1, and are developed with a 1-story medical use and a 1-story single-family dwelling, respectively. The abutting site to the northwest is zoned [Q]C2-1VL and is improved with a 1-story mini-shopping center with neighborhood commercial uses. The abutting site located at the southwest west corner of Van Nuys Boulevard and Plummer Street is zoned [Q]C2-1VL and is development with auto repair uses. All of the abutting sites are designated for General Commercial land use under the Community Plan, with the exception of the abutting property to the east, which is designated Low Medium II Residential.

Further north, the east side of Van Nuys Boulevard is developed with multi-family residential uses and the Mid-Valley Multipurpose Center on [Q]C2-1VL and P-1VL Zoned sites designated General Commercial under the Community Plan. The west side of Van Nuys Boulevard to the north of the subject site is developed with medical/nursing/rehabilitation uses on [Q]C2-1VL lots designated Neighborhood and General Commercial under the Community Plan. Further south of the subject site, along the east and west sides of Van Nuys Boulevard, properties are developed with multi-family residential uses, zoned R3, and designated for Medium Residential land use. Further east, along the north and south sides of Plummer Street, sites are improved with multi-family residential uses, zoned RD2, and designated Low Medium II under the Community Plan. Further west, sites along the north side of Plummer Street are developed with single-family residential uses and are zoned RA-1 and designated for Low Residential land use. Further west, along the south side of Plummer Street, sites are zoned QR3-1 and (T)(Q)RD1.5-1 and designated Low Medium II and Medium Residential and improved with multi-family residential uses and LAFD Fire Station 7 .

ZIMAS shows that the subject site is located in a geographic area designated under ZI-2438 for Equine Keeping in the City of Los Angeles. ZI-2438 regulates horse keeping on RA, RE20, RE40, A1, and A2 Zoned lots, and does not apply to the subject site or abutting properties. ZIMAS also shows that the subject site is located in an area designated under ZI-2374 for State Enterprise Zones, which allows an applicant to request reduced parking and/or increase height. The proposed Project did not apply for a parking reduction or height increase under ZI-2374.

3.3 DESCRIPTION OF PROJECT

3.3.1 Project Overview

The proposed Project is the construction, use, and maintenance of a 4-story, 45 feet in height, 51,340 square foot, 49 unit multi-family residential apartment building on a 27,075 square foot lot. The Project is proposed to be 100% affordable (excluding the Manager's Unit) and will be composed of 3 units for Extremely Low Income Households, 45 units for Very Low Income Households, and 1 Manager's Unit at Market Rate. The proposed Project will include 30 automobile parking stalls in a garage podium at ground floor and 47 bicycle parking stalls (6 short-term and 41 long-term). The proposed Project will involve the demolition of one single-family dwelling and two commercial buildings and approximately 3,537 cubic yards of export.

To achieve the proposed Project, the applicant is requesting a Vesting Zone Change from (T)(Q)C2-1VL, [Q]C2-1VL, and RA-1VL to RAS4-1VL pursuant to LAMC Sections 12.32 F and Q, a developer incentive for off-menu parking pursuant to Measure JJJ and LAMC Section 11.5.11(e) to allow 0.5 automobile parking spaces per unit for the 48 affordable units, and removal of the 25 foot building line established under Ordinance No. 99,739.

3.3.2 Design and Architecture

The proposed Project is designed with courtyard spaces and covered walkways to provide natural light and ventilation for the apartment units. The applicant's plans show a functional arrangement of program elements and organization that will serve the target

population (victims of domestic violence). The proposed Project plans show offices, conference areas, open space (discussed below), laundry facilities, and a staff lounge. The unit mix for the residents is 4 one-bedroom units ranging between 517-570 square feet/unit, and 44 two-bedroom units ranging between 768-857 square feet/unit. The manager's unit is a three-bedroom unit at 1,037 square feet.

3.3.3 Open Space and Landscaping

The proposed Project plans show 6,160 square feet of open space, including an 1,805 square foot ground floor courtyard, 3,086 square foot podium level courtyard, and 1,269 square foot community room. A barbeque area and a children's play area are included in the open space design. The applicant proposes native or drought-tolerant landscaping and a high efficiency irrigation system with smart controls.

3.3.4 Access, Circulation, and Parking

The proposed Project offers two pedestrian access points to the apartment building. Pedestrians enter the building lobby from Van Nuys Boulevard. A second pedestrian access point is located on Plummer Street adjacent to the building stairwell.

Vehicular access is proposed via a Plummer Street driveway that is placed away from the pedestrian entrance and corner at Plummer Street and Van Nuys Boulevard. The applicant is requesting an off-menu incentive pursuant to Measure JJJ to provide a total of 30 automobile parking stalls within a parking garage that is podium at ground floor. Of the 30 parking stalls, 2 stalls are allocated for the Manager's unit, 2 stalls for EV parking, 2 stalls for ADA Accessible parking, and 24 standard/compact stalls.

The applicant's plans show bicycle parking pursuant to LAMC Section 12.21 A.16 including 41 long-term stalls and 6 short-term stalls. The short-term bicycle parking stalls are located adjacent to the Van Nuys Boulevard pedestrian entrance, and the long-term bicycle parking stalls are located adjacent to the automobile parking garage within a weatherproof closet.

3.3.5 Lighting

Exterior lighting will be provided at parking areas, the main entry, exterior exit doors, courtyards, and any at grade areas used by residents to be compliant with crime prevention.

3.3.6 Site Security

The proposed Project will be pre-wired for closed circuit surveillance cameras at main entries, parking areas, courtyards, exterior exit doors, and common areas not directly adjacent to regularly occupied rooms. Emergency response radio coverage will also be provided.

3.3.7 Sustainability Features

The City of Los Angeles Green Building Code and Title 24 regulations will be met.

3.4 REQUESTED PERMITS AND APPROVALS

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

- Pursuant to LAMC Sections 12.32 F and Q, a Vesting Zone Change from (T)(Q)C2-1VL, [Q]C2-1VL, and RA-1VL to RAS4-1VL.
- Pursuant to LAMC Section 12.32 R, removal of the 25 foot building line on Plummer Street established under Ordinance No. 99,739.

Initial Study

4 ENVIRONMENTAL IMPACT ANALYSIS

I. AESTHETICS

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

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

Less Than Significant Impact. A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. An impact on a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. The proposed Project site is surrounded by single- and multi-family residential and commercial uses one and two-stories in height. Therefore, although the proposed Project would increase the height and massing on the subject 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 urbanized area of Los Angeles. Furthermore, development of the project and related projects is expected to occur in accordance with adopted plans and regulations. Therefore, cumulative aesthetic impacts would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a state scenic highway?

No Impact. A significant impact would occur if the proposed 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) as well as the CalTrans website at http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/langeles.htm indicates that no State and/or City-designated scenic highways are located near the project site. Therefore, no impacts related to a State scenic highways would occur.

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

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The proposed Project area is developed with a mix of land uses, including medical, commercial, and single- and multi-family residential. The proposed project would include design features and landscaping improvements to enhance the visual quality of the area. Accordingly, the proposed project would not degrade the existing visual character or quality of the project site and its surroundings. Therefore, the proposed project would result in a less-than-significant impact on visual quality.

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

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

Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The proposed project would include nighttime security lighting primarily along the perimeter of the project site. However, the security lighting would be night-friendly LEDs and would not substantially change existing ambient nighttime lighting conditions. The proposed project does not include any elements or features that would create substantial new sources of glare. Therefore, light and glare impacts would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

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

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

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

No Impact. A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. The project site is developed with two commercial structures and one single-family dwelling and attached garage. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. Due to its urban setting, the project site and surrounding area are not included in the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.

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

No Impact. A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. The project site is not zoned for agricultural use or under a Williamson Contract. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Contract. ZIMAS designates the proposed Project site as an Urban Agriculture Incentive Zone, which is a state program that allows landowners to enter into a voluntary contract with the City to use vacant properties for active agricultural uses. In this instance, the subject site is not vacant, and the Urban Agricultural Incentive Zone is not applicable. Therefore, no impacts would occur.

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

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

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

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

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

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

III. AIR QUALITY

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

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

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

Less Than Significant Impact. The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project is not expected to conflict with or obstruct the implementation of the AQMP and SCAQMD rules. The proposed project is also subject to the City's Green Building Program Ordinance (Ord. No. 179,890), which was adopted to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional and global ecosystems. Therefore, impacts would be less than significant.

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

Less than Significant Impact. The project will produce fugitive dust and mobile source emissions as a result of construction activity. The proposed project and the entire Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. The Basin is currently classified as a federal and State non-attainment area for Ozone (O₃), Respirable Particulate Matter (PM₁₀ and PM_{2.5}), and lead (Pb) and a federal attainment/maintenance area for Carbon Monoxide (CO). It is classified as a State attainment area for CO, and it currently meets the federal and State standards for Nitrogen Dioxide (NO₂), Sulfur Oxides (SO_x), and lead (Pb). Because the Basin is designated as a State and/or federal nonattainment air basin for O₃, PM₁₀, PM_{2.5}, and NO₂, there is an on-going regional cumulative impact associated with these pollutants. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. The project would be subject to regulatory compliance measures, which reduce the impacts of operational and construction regional emissions. A project of this size (49 units), would not likely exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants, and the impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, child care centers, and athletic facilities. The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of maximum daily localized construction emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These apply to projects that are less than or equal to five acres in size and are only applicable to Respirable Particulate Matter (PM₁₀ and PM_{2.5}), Carbon Monoxide (CO), and Nitrogen Oxides (NO_x).

An Air Quality Assessment for the project site was prepared by Giroux & Associates on December 3, 2018 (see Appendix A). The Assessment quantifies and analyzes the localized air quality impacts associated with project construction, and states that peak daily construction activity emissions are estimated to be below SCAQMD CEQA thresholds without the need for added mitigation. According to the Assessment, the proposed project would not exceed the appropriate significance threshold for localized emissions of Particulate Matter (PM10 and PM2.5), Carbon Monoxide (CO), Nitrogen Oxides (NOx), Reactive Organic Gasses (ROG), and Sulfur Dioxide (SO₂). Therefore, localized emission impacts for the proposed project would be less than significant for all construction phases and the proposed project would not expose sensitive receptors to substantial localized criteria pollutant emissions during construction.

The Air Quality Assessment prepared by Giroux and Associates quantifies and analyzes air quality impacts associated with project operations, and states that daily operations impacts are estimated to be below the significance threshold for localized emissions of Particulate Matter (PM10 and PM2.5), Carbon Monoxide (CO), and Nitrogen Oxides (NOx), Reactive Organic Gasses (ROG), and Sulfur Dioxide (SO₂). Therefore, operational emissions are judged to be less than significant, and no impact mitigation for operational activity emission is considered necessary.

The California Air Resources Board (CARB) has published guidance for locating new sensitive receptors (e.g., residences) away from nearby sources of air pollution. Relevant recommendations include avoiding siting new sensitive land uses within 500 feet of a freeway or 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). The location of the proposed project would be consistent with the CARB recommendations for locating new sensitive receptors. Therefore, the proposed project would result in a less-than-significant impact.

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

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

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

IV. BIOLOGICAL RESOURCES

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

Less Than Significant with Mitigation Incorporated. A project would have a significant biological impact through the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The project site is located in a highly urbanized area at the intersection of Van Nuys Boulevard and Plummer Street. According to the Tree Protection Report submitted by Class One Arboriculture Inc. dated July 16, 2017 (see Appendix B), vegetation on the project site is limited to nine trees: one *Ficus benjamina*, one *Magnolia grandiflora*, one *Juniperus chinensis*, one *Pinus pinea*, one *Citrus* species, one *Cupressus* species, and three *Washingtonia robusta*. All of the trees will be removed to construct the proposed Project. The three *Washingtonia robusta* trees are volunteer trees (trees producing large amounts of seeds with a high germination rate) growing in the parkway strip between the sidewalk and Plummer Street. The proposed Project is mitigated herein for tree replacement, including trees in the public right-of-way. With mitigation, the loss of trees on the subject site will be less than significant. **(MM IV-70 and MM IV-90)**

Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10) and Section 3503 of the California Department of Fish and Wildlife Code. Thus, the project applicant shall comply with the mitigation measures to ensure that no significant impacts to nesting birds or sensitive biological species or habitat would occur. Therefore, with mitigation, the impacts would be reduced to less than significant. **(MM IV-20)**

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

No Impact. A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The project site does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Therefore, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS), and no impacts would occur.

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

No Impact. A significant impact would occur if federally protected wetlands would be modified or removed by a project. The project site does not contain any federally protected wetlands, 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/previously developed with residential, office, and commercial uses. Therefore, the proposed 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 impacts would occur.

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

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

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

No Impact. A significant impact would occur if the proposed project would be inconsistent with local regulations pertaining to biological resources. The proposed project would not conflict with any policies or ordinances protecting biological resources, such as the City of Los Angeles Protected Tree Ordinance (No. 177,404). The project site does not contain locally-protected biological resources, such as oak trees, Southern California black walnut, western sycamore, and California bay trees. The proposed project would be required to comply with the provisions of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGF). Both the MBTA and CFGF protect migratory birds that may use trees on or adjacent to the project site for nesting, and may be disturbed during construction of the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands), and no impacts would occur.

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

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

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Less Than Significant Impact. A significant impact would occur if the proposed Project would substantially alter the environmental context of, or remove historical resources. The project includes the demolition of one single-family dwelling and attached garage constructed in 1946 and two commercial buildings constructed in the 1950s. However, none of these structures have been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. In addition, the site was not found to be a potential historic resource based on SurveyLA, the citywide survey of Los Angeles or the City's HistoricPlacesLA website. Therefore, the impact would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories.

If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in

accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Per regulatory compliance measures, personnel of the proposed 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. Therefore, the impact would be less than significant.

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

Less Than Significant Impact. A significant impact would occur if 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 can be encountered during construction. 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. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. As analyzed under Section XVIII, Tribal Cultural Resources, mitigation measures will be implemented should human remains of a Native American origin be discovered during project construction. Therefore, the impact would be less than significant. **(MM XVIII-20)**

VI. ENERGY

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

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

Less Than Significant Impact. The proposed Project will be subject to all applicable regulations implemented by Title 24, the City of Los Angeles Green Building Code, and the City's Department of Water and Power during construction and operations. Furthermore, the applicant's roof plans show a solar zone with a total area equal to or greater than 15% of the building's total roof area (2,748 square feet). As such, any impacts due to wasteful, inefficient, or unnecessary consumption of energy will be less than significant.

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

Less Than Significant Impact. The State of California Energy Commission and the City's Departments of Water and Power and Public Works offer programs to encourage energy efficiency. The proposed Project would not conflict with or obstruct either state or local plans for renewable energy or energy efficiency.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

No Impact. A significant impact would occur if the proposed project would cause personal injury or death or result in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.

ii) Strong seismic ground shaking?

Less Than Significant Impact. A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local Building Codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. This site is not located in the California Department of Conservation's Seismic Hazard Zones Map, and the project site is not located within a liquefaction zone. Furthermore, the applicant submitted a geology and soils report to the Department of Building and Safety for review. The Building and Safety, Grading Department issued a Soils Approval Letter dated February 27, 2019 (Log Reference No. 107060) and their conditions are incorporated herein, by reference. Therefore, no impact related to seismic-related ground failure, including liquefaction, would occur.

iv) Landslides?

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

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

Less Than Significant Impact. A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. Construction of the proposed project would result in ground surface disturbance during site clearance and grading (3,537 cubic yards of grading proposed), which could create the potential for soil erosion to occur. 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 through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan. The Storm Water Pollution Prevention Plan would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process.

In addition, 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 dated February 27, 2019 (Log Reference No. 107060). Therefore, a less than significant impact would occur with respect to erosion or loss of topsoil.

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

Less Than Significant Impact. A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the permanent collapse of the pore space previously occupied by the removed fluid. According to the Safety Element of the City of Los Angeles General Plan Safety Element of the Los Angeles City General Plan, Critical Facilities and Lifeline Systems, Exhibit E and/or the Environmental and Public Facilities Map (1996), the project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code

requirements and the Department of Building and Safety's Soils Report Approval Letter dated February 27, 2019 (Log Reference No. 107060) the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less-than-significant.

d) Be located on expansive soil, as defined in Table 18.1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

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

A Phase I Environmental Site Assessment prepared by AEI Consultants dated August 3, 2018 (see Appendix C) identified a gas station and three-stage clarifier located on the southwest subject site from approximately 1949-1964 as a Recognized Environmental Condition (REC). The Phase I ESA defines a REC as the presence or likely presence of any hazardous substances or petroleum products in, on, or at the property (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a materials threat of a future release to the environment. Based on the findings of the Phase I ESA, AEI recommended a Phase II Subsurface Investigation to determine potential impacts from the former on-site gas station and long term auto repair operations.

A Phase II ESA was conducted by Smith-Emery GeoServices dated October 5, 2018 (see Appendix D). Based on the results of soil data, Smith-Emery concluded that the subsurface soils in the areas including the floor drain, three-stage clarifier, and possible excavation area (former gas station/UST pit) were not significantly impacted and no further environmental investigation is warranted. However, elevated concentrations of lead were found, and Smith-Emery recommended appropriate disposal of impacted soils due to lead. As previously stated, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required, resulting in a less than significant impact.

Smith-Emery Geoservices issued a letter dated March 26, 2019 (see Appendix E), summarizing the Phase I and II ESAs. Smith-Emery Geoservices concluded that no soil remediation is warranted.

A Geotechnical Investigation was prepared by GEOCON WEST, INC. dated August 16, 2018 (see Appendix F). The purpose of the investigation was to evaluate subsurface soil and geologic conditions underlying the site and to provide conclusion and recommendations pertaining to geotechnical design and construction. GEOCON WEST concluded that soils and/or geologic conditions on-site would not preclude the construction of the proposed Project provided that recommendations made within the report are implemented. The report was submitted to the Los

Angeles Department of Building and Safety and a Soils Approval Letter was subsequently issued on February 27, 2019 (Log No. 107060).

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

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

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

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

VIII. GREENHOUSE GAS EMISSIONS

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

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

Less Than Significant Impact. Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and human generated, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 181,480). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs. Furthermore, the Air Quality and GHG Impact Analyses submitted by Giroux & Associates dated December 3, 2018 (see Appendix A), states that the proposed Project would not result in generation of a significant level of greenhouse gasses. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions and impacts would be less than significant.

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

Less Than Significant Impact. The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets,

in downtowns, and commercial corridors, resulting in more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions that reduce vehicle miles traveled, which contribute to GHG emissions, as required by AB 32. The project would provide infill residential development along Van Nuys Boulevard, where Metro is proposing light rail under the East San Fernando Valley Transit Corridor Project. Light rail trains are expected to operate in the Van Nuys Boulevard median for 6.7 miles beginning at the Van Nuys Metro Orange Line station to San Fernando Road. As such, the proposed Project would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. The proposed project, therefore, would be consistent with statewide, regional and local goals and policies aimed at reducing GHG emissions and would result in a less-than-significant impact related to plans that target the reduction of GHG emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS

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

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

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

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

Less Than Significant Impact. A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The existing single-family dwelling on the subject site was constructed in 1946, the two commercial buildings were constructed in the 1950s. Therefore, it is possible that these structures may contain asbestos-containing materials (ACMs) and lead-based paint (LBP). Demolition of these buildings would have the potential to release asbestos fibers into the atmosphere if such materials exist and they are not properly stabilized or removed prior to demolition activities. The removal of asbestos is regulated by SCAQMD Rule 1403; therefore, any asbestos found on-site would be required to be removed in accordance with applicable regulations prior to demolition. Similarly, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required, resulting in a less than significant impact.

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

Less Than Significant With Mitigation. Construction activities have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. Liggett Street Elementary School is located 0.4 miles southeast of the subject site at 9373 Moonbeam Avenue. A significant impact would occur if the proposed 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 hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site.

A Phase I Environmental Site Assessment prepared by AEI Consultants dated August 3, 2018 (see Appendix C) identified a gas station and three-stage clarifier located on the southwest subject site from approximately 1949-1964 as a Recognized Environmental Condition (REC). The Phase I ESA defines a REC as the presence or likely presence of any hazardous substances or petroleum products in, on, or at the property (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a materials threat of a future release to the environment. Based on the findings of the Phase I ESA, AEI recommended a Phase II Subsurface Investigation to determine potential impacts from the former on-site gas station and long term auto repair operations.

A Phase II ESA was conducted by Smith-Emery GeoServices dated October 5, 2018 (see Appendix D). Based on the results of soil data, Smith-Emery concluded that the subsurface soils in the areas including the floor drain, three-stage clarifier, and possible excavation area (former gas station/UST pit) were not significantly impacted and no further environmental investigation is warranted. However, elevated concentrations of lead were found, and Smith-Emery recommended appropriate disposal of impacted soils due to lead. As previously stated, it is likely that lead-based paint is present in buildings constructed prior to 1979. With the implementation of mitigation measures, any hazardous emissions, substances, or waste within one-quarter mile of an existing school will be reduced to a less than significant level. (MM IX-60, MM IX-130)

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

Less Than Significant Impact. A significant impact would occur if the proposed 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 hazardous waste permitted sites and corrective action facilities, as well as existing site cleanup information. EnviroStor also provides information on investigation, cleanup, permitting, and/or corrective actions that are planned, being conducted, or have been completed under DTSC's oversight. A review of EnviroStor did not identify any records of hazardous waste facilities on the project site.

As previously discussed, a Phase I ESA prepared by AEI Consultants dated August 3, 2018 (see Appendix C) identified a gas station and three-stage clarifier located on the southwest subject site from approximately 1949-1964 as a Recognized Environmental Condition (REC). Based on the findings of the Phase I ESA, AEI recommended a Phase II Subsurface Investigation to determine potential impacts from the former on-site gas station and long term auto repair operations.

A Phase II ESA was conducted by Smith-Emery GeoServices dated October 5, 2018 (see Appendix D). Based on the results of soil data, Smith-Emery concluded that the subsurface soils in the areas including the floor drain, three-stage clarifier, and possible excavation area (former gas station/UST pit) were not significantly impacted and no further environmental investigation is warranted. However, elevated concentrations of lead were found, and Smith-Emery recommended appropriate disposal of impacted soils due to lead. As previously stated, it is likely that lead-based paint is present in buildings constructed prior to 1979. Compliance with existing State laws regarding removal would be required, resulting in a less than significant impact with the implementation of mitigation measures. (MM IX-60, MM IX-130)

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

Less Than Significant Impact. The project site is not located in an airport land use plan area, or within two miles of any public or public use airports, or private air strips. Whiteman Airport is located at 12653 Osborne Street, approximately 4 miles to the northeast of the subject site. Hollywood/Burbank Airport (Bob Hope Airport) is located at 2627 N. Hollywood Way, approximately 9 miles southeast of the subject site. ZIMAS identifies the subject site as an Airport Hazard with a 350 feet height limit above elevation 790. The topographic survey map submitted by the applicant shows the site elevation at approximate 875 feet. As proposed, the Project will have a maximum height of 45 feet, which is well below the 350 foot height limit. Therefore, the proposed project would not result in a safety hazard for people residing or working in the project area, and impacts would be less than significant.

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

Less Than Significant Impact. Van Nuys Boulevard is designated as an emergency route (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 and would not 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 proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and any impacts to Van Nuys Boulevard during construction or operations of the proposed Project would be less than significant.

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

No Impact. A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The project site is located in a highly urbanized area of the City and the area surrounding the project site is completely developed. Accordingly, the project site and the surrounding area are not subject to wildland fires. Therefore, the proposed project would

not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact would occur.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on- or off-site;				
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;				
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				
iv. Impede or redirect flood flows?				
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially deplete groundwater or interfere with groundwater recharge. The proposed project would not require the use of groundwater at the project site. Potable water would be supplied by LADWP, which draws its water supplies from distant sources for which it conducts its own assessment and mitigation of potential environmental impacts. Therefore, the project would not require direct additions or withdrawals of groundwater. Therefore, the impact on groundwater supplies or groundwater recharge would be less than significant.

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

- i. **Result in substantial erosion or siltation on- or off-site;**
- ii. **Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**
- iii. **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**
- iv. **Impede or redirect flood flows?**

Less Than Significant Impact. A significant impact would occur if the proposed project would substantially alter the drainage pattern of an existing stream or river so that erosion or siltation

would result. There are no streams or rivers located in the project vicinity. Project construction would temporarily expose on-site soils to surface water runoff. However, compliance with construction-related BMPs and/or the Storm Water Pollution Prevention Plan would control and minimize erosion and siltation. During project operation, storm water or any runoff irrigation waters would be directed into existing storm drains that are currently receiving surface water runoff under existing conditions. Significant alterations to existing drainage patterns within the project site and surrounding area would not occur. Impermeable surfaces resulting from the development of the project would not substantially change the volume of stormwater runoff in a manner that would result in flooding on- or off-site. A significant impact would occur if runoff water would exceed the capacity of existing or planned storm drain systems serving the project site, or if the proposed project would substantially increase the probability that polluted runoff would reach the storm drain system. Site-generated surface water runoff would continue to flow to the City's storm drain system. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the Low impact Development (LID) Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan as an LAMC requirement to address water runoff and storm water pollution. Therefore, the proposed project would result in less-than-significant impacts related to existing storm drain capacities or water quality.

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

Less Than Significant Impact. A significant impact would occur if a site would be located in a flood hazard zone. ZIMAS records show that the subject site is not in a flood zone. NavigateLA shows that the site is outside of a flood zone in Zone C. A significant impact would occur if the proposed project would be located within an area susceptible to inundation by seiche, tsunami, or mudflow. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. A tsunami is a great sea wave produced by a significant undersea disturbance. Mudflows result from the down slope movement of soil and/or rock under the influence of gravity. The project site and the surrounding areas are not located near a water body to be inundated by seiche. Similarly, the project site and the surrounding areas are located approximately 20 miles north of the Pacific Ocean. Therefore, the project would have no impact related to flood hazard and/or inundation by seiche, tsunami, or mudflow.

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

Less Than Significant Impact. A significant impact would occur if the proposed project discharges water that does not meet the quality standards of agencies which regulate surface water quality and water discharge into storm water drainage systems, or does not comply with all applicable regulations as governed by the Los Angeles Regional Water Quality Control Board. The proposed project would be required to comply with the National Pollutant Discharge Elimination System standards and the City's Stormwater and Urban Runoff Pollution Control regulations (Ordinance No. 172,176 and No. 173,494) to ensure pollutant loads from the project site are minimized for downstream receiving waters. The ordinances contain requirements for construction activities and operation of projects to integrate low impact development practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all projects consistent with the City's landscape ordinance and other related requirements in

the City's Development BMPs Handbook. Any project that creates, adds, or replaces 500 square feet of impervious surface must comply with the LID Ordinance or alternatively, the City's Standard Urban Stormwater Mitigation Plan, as an LAMC requirement to address water runoff and storm water pollution. Conformance would be ensured during the City's building plan review and approval process. Therefore, the proposed project would result in less than significant impacts.

XI. LAND USE AND PLANNING

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

a) Physically divide an established community?

No Impact. A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, the construction of new 49 unit multi-family residential use, which is an infill development in an urbanized area in Los Angeles, would not divide an established community. Therefore, no impact would occur.

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

No Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Mission Hills-Panorama City-North Hills Community Plan area. The site is zoned (T)(Q)C2-1VL, [Q]C2-1VL, and RA-1VL, with a General Plan land use designation of General Commercial. The applicant is requesting a Zone Change to RAS4-1VL, which is consistent with the General Commercial land use designation. The proposed Project would be comprised of 49 dwelling units (51,340 square feet). The requested 49 units are within the density allowed under the RAS4 Zone, which allows 1 unit per 400 square feet or in this instance, a maximum by-right density of 67 units if approved. Under the RAS4-1 Zone, a floor area ratio of 3:1 is allowed (66,099 square feet); the applicant is proposing a floor area ratio under 3:1 at 51,340 square feet. The proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code. The decision makers will determine whether discretionary requests will conflict with applicable plans/policies. Impacts related to land use have

been mitigated elsewhere, or are addressed through compliance with existing regulations. Therefore, no impact would occur.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

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

XIII. NOISE

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

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

Less Than Significant With Mitigation. The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise-sensitive land uses. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds.

A Construction and Traffic Noise Impact Analysis was prepared for the proposed Project by Giroux & Associates dated December 3, 2018. The analysis of construction impacts indicates that noise levels could be as high as 98 dBA Leq, thereby exceeding the noise levels allowed by LAMC Section 112.05. Giroux & Associates also analyzed on-site traffic noise exposure, and concluded that traffic noise is less than significant for exterior balconies as the expected 66.4 dBA is less than the 70 dBA CNEL compatibility threshold. Additionally, interior recreational space is shielded by the building itself, thereby reducing noise impacts to interior courtyards to a less than significant level. The analysis conducted by Giroux & Associates further states that units exposed to traffic on Van Nuys Boulevard (designated a Boulevard II under the Mobility Plan 2035) and Plummer Street (designated an Avenue II under the Mobility Plan 2035), will experience noise levels slightly lower than 70 dBA CNEL, which exceeds the interior CNEL of 45 dBA as mandated by the State Noise Insulation Standards for multiple-family dwelling units and hotel rooms.

It should be noted that Metro is proposing light rail along Van Nuys Boulevard abutting the subject site under the East San Fernando Valley Transit Corridor Project. Light rail trains are expected to operate in the Van Nuys Boulevard median for 6.7 miles beginning at the Van Nuys Metro Orange Line station to San Fernando Road. The Draft environmental document for the East San Fernando Valley Transit Corridor Project light rail analyzes noise impacts and proposes mitigation where appropriate. The Final environmental document for the light rail is scheduled to be completed in 2019.

Finally, during construction, the project shall comply with the City of Los Angeles General Plan Noise Element and Ordinance No. 161,574, which prohibits the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. With the implementation of the mitigation measures incorporated herein, construction noise levels would be reduced to a less than significant impact. Interior noise standards could be met with the use of dual-paned windows, as mitigated herein.

Therefore, with mitigation, the noise exposure impact would be less than significant. **(MM XIII-170)**

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

Less Than Significant With Mitigation. Construction activities can generate varying degrees of vibration, depending on the construction procedures and the type of construction equipment

used. The operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. A Construction and Traffic Noise Impact Analysis was prepared for the proposed Project by Giroux & Associates dated December 3, 2018. The analysis of construction impacts indicates that noise levels could be as high as 98 dBA Leq, thereby exceeding the noise levels allowed by LAMC Section 112.05. By complying with regulations and with the implementation of mitigation measures, the project would result in a less than significant impact related to construction vibration. **(MM XIII-20)**

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

No Impact. A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport. The project site is outside of the Los Angeles International Airport Land Use Plan. Whiteman Airport is located at 12653 Osborne Street, approximately 4 miles to the northeast of the subject site. Hollywood/Burbank Airport (Bob Hope Airport) is located at 2627 N. Hollywood Way, approximately 9 miles southeast of the subject site. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a public airport, public use airport and/or private airstrip. Therefore, no impact would occur.

XIV. POPULATION AND HOUSING

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

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

Less Than Significant Impact. A potentially significant impact would occur if the proposed project would induce substantial population growth that would not have otherwise occurred as rapidly or in as great a magnitude. The proposed project would result in the development of 49 residential units. The increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth for the Mission Hills-Panorama City-North Hills Community Plan, and is within the Southern California Association of Governments' (SCAG) 2020 population projections for the City in their 2012-2035 Regional Transportation Plan. The project would meet a growing demand for housing near jobs and transportation centers, consistent with State, regional and local regulations designed to reduce trips and greenhouse gas emissions. Operation of the proposed project would not induce substantial population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately mitigated in other portions of this document. Therefore, the impact would be less than significant.

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

Less Than Significant Impact. A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed Project would result in the displacement of one-single family residence and two commercial structures. However, the proposed Project would be subject to the tenant

relocation and displacement requirements of the City, if applicable. Compliance with these requirements, including the provision of notice and payment of relocation fees, if applicable, would reduce displacement impacts to less than significant.

XV. PUBLIC SERVICES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Fire protection?

Less Than Significant Impact. A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed Project, necessitating a new or physically altered station. The project site and the surrounding area is currently served by Fire Station 7 located at 14630 Plummer Street, 0.1 mile west of the subject site.

The proposed project would result in a net increase of 48 residential dwelling units, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that there is an existing fire station in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios,

response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less-than-significant impact.

b) Police protection?

Less Than Significant Impact. A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project would result in the loss of two commercial structures and a net increase of 48 residential dwelling units, which could increase demand for police service. The project site and the surrounding area are currently served by LAPD's Mission Station located at 11121 Sepulveda Boulevard, approximately 3 miles northwest of the subject site. Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Regarding operations, in the event a situation should arise requiring increased staffing or patrol units, additional resources can be called. Therefore, the proposed project would result in a less-than-significant impact related to police protection services.

c) Schools?

Less Than Significant Impact. A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would result in the net addition of 48 residential units, which could increase enrollment at schools that serve the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less than significant impact to public schools.

d) Parks?

Less Than Significant Impact. A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 48 units, which could result in increased demand for parks and recreation facilities. Pursuant to Section 12.33 of the LAMC, the applicant shall pay the applicable fees for construction of dwelling units. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with

the provision of new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.

e) Other public facilities?

Less than Significant Impact. A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project would result in a net increase of 48 dwelling units, which could result in increased demand for library services and resources of the Los Angeles Public Library System. However, the proposed project would not create substantial capacity or service level problems that would require the provision of new or expanded public facilities in order to maintain an acceptable level of service for libraries and other public facilities. Therefore, the proposed project would result in a less-than-significant impact on other public facilities.

XVI. RECREATION

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

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

Less Than Significant Impact. A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 48 units, which could result in increased demand for parks and recreation facilities. Pursuant to Section 12.33 of the LAMC, the applicant shall pay the applicable fees for construction of dwelling units. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.

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

Less Than Significant Impact. A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 48 units, which could result in increased demand for parks and recreation facilities. Pursuant to Section 12.33 of the LAMC, the applicant shall pay

the applicable fees for construction of dwelling units. Therefore, the proposed project would not create capacity or service level problems, or result in substantial physical impacts associated with the provision of new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.

XVII. TRANSPORTATION¹

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹ Until the City has adopted new Transportation thresholds (or July 1, 2020, whichever is sooner), question b will remain unchanged. Once new thresholds have been adopted, the Initial Study will be updated to reflect the 2019 Appendix G for question b.

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

Less Than Significant Impact. A significant impact may occur if the project conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The applicant submitted a Referral Form to the Los Angeles Department of Transportation (LADOT), and it has been determined by LADOT that no traffic study is required for the proposed Project. As such, the proposed Project is not expected to generate significant traffic impacts and would not conflict with the Mobility Plan 2035 or any other program, plan, ordinance or policy addressing the circulation system.

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?

Less Than Significant Impact. A significant impact may occur if the proposed project individually or cumulatively exceeded the service standards of the Los Angeles County Metropolitan Transportation Authority (Metro) Congestion Management Program (CMP). This program was created Statewide as a result of Proposition 111 and has been implemented locally by Metro. The CMP for Los Angeles County requires that the traffic impacts of individual development projects of potential regional significance be analyzed. Specific arterial roadways and all State highways comprise the CMP system, and a total of 164 intersections are identified for monitoring throughout Los Angeles County. The local CMP requires that all CMP monitoring intersections be analyzed where a project would likely add more than 50 trips during either the a.m. or p.m. peak hours. LADOT has reviewed the project and determined that there would be a net increase of 17 trips during a.m. peak hours and a net increase of 20 trips during p.m. peak hours. Therefore, although the new project will result in an increase in trips, the increase would not add more than 50 trips during a.m. or p.m. peak hours, and impacts would be less than significant.

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

Less Than Significant With Mitigation Incorporated. A significant impact would occur if the proposed project would substantially increase an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. The proposed project will include a vehicular access driveway on Plummer Street, which, is placed away from the pedestrian egress points on Van Nuys Boulevard and Plummer Street. However, the project may have potentially significant impacts on pedestrians on the street during construction phases. With implementation of the referenced mitigation measure, the potential impacts related to hazards due to a design feature would be reduced to less-than-significant. **(MM XVII-80)**

d) Result in inadequate emergency access?

No Impact. A significant impact may occur if the project design threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. Van Nuys Boulevard is an emergency/disaster route (City of Los Angeles, General Plan Safety Element Exhibit H, Critical Facilities & Lifeline Systems, 1996). The proposed project would not require the closure

of any public or private streets and would not 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 proposed project would not result in inadequate emergency access, and no impact would occur.

XVIII. TRIBAL CULTURAL RESOURCES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Less Than Significant Impact. A significant impact would occur if the proposed Project would substantially alter the environmental context of, or remove historical resources with cultural value to a Native American Tribe that are 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). The project includes the demolition of one single-family dwelling and attached garage constructed in 1946 and two commercial buildings constructed in the 1950s. However, none of these structures have been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of

Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. In addition, the site was not found to be a potential historic resource based on SurveyLA, the citywide survey of Los Angeles or the City's HistoricPlacesLA website. Therefore, the impact would be less than significant.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant With Mitigation Incorporated. Assembly Bill 52 (AB 52) established a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in 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 to a total of ten (10) Tribes known to have resources in this area, on March 9, 2019, describing the Project and requesting any information regarding resources that may exist on or near the Project site. On April 11, 2019, Planning staff received a request for consultation from Andrew Salas, Tribal Chairperson, Gabrieleno Band of Mission Indians – Kizh Nation. On April 30, 2019, Planning staff held a consultation with Andrew Salas and Matthew R. Teutimez representing the Gabrieleno Band of Mission Indians – Kizh Nation at the Tribal offices located at 910 Citrus Avenue, Covina CA 91722. During the course of the consultation, Mr. Salas and Mr. Teutimez discussed Tribal history, including oral history, Tribal cultural resources, and sacred landscape. Mr. Salas and Mr. Teutimez explained that the project site is within the Tribe's ancestral territory, and the Tribe is affiliated with the subject site through culture and blood line. The subject site was an area of Tribal concentrated human activity over thousands of years, since the site is located where Tribal villages and hamlets were once located. As such, the subject site is part of the Tribal cultural landscape and could include cultural resources. For example, since the Los Angeles area was widely inhabited by coastal Tribes, shells were used for bartering, jewelry, dishes, and ceremonially on burial sites. As such, the presence of scattered shells could be indicative of a Tribal burial site. Mr. Salas and Mr. Teutimez explained that Tribal cultural resources are found daily in the Los Angeles area (human bones, shells, obsidian rocks). Finally, Mr. Salas and Mr. Teutimez provided confidential substantial evidence regarding Tribal cultural resources. While an alternative to the proposed Project was not offered or requested, the Tribal representatives indicated that significant impacts that could occur at the project site could be mitigated to a less than significant level with a Tribal monitor on

site during grading and excavation activity. As such, mitigation is recommended to reduce impacts to a less than significant level. **(MM XVIII-20)**

XIX. UTILITIES AND SERVICE SYSTEMS

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

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

Less than Significant Impact. A significant impact 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 net addition of 48 units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan.

Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Furthermore, the General Plan Framework Element (originally adopted by the City Council in 1996 and readopted in 2001), sets forth a citywide comprehensive long-range growth strategy. Chapter 9 of the Framework Element, Infrastructure and Public Services, identifies the viability of the infrastructure system, including power, as supplied by the Los Angeles Department of Water and Power, and telecommunications, as provided by public and private entities. The goals, objectives, and policies contained in the Framework Element are implemented on a Citywide basis to ensure the adequacy of infill development (in this particular instance, a 48 unit net gain). The Southern California Gas Company provides natural gas to City residents, and the net addition of 48 residential dwelling units would not exceed capacity. Finally, both the Department of Water and Power and the Southern California Gas Company utilize energy efficient policies and programs as regulated by the state and the city so that the capacity of infrastructure systems remain adequate to serve City residents. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater, energy, natural gas, and/or telecommunications infrastructure.

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

Less than Significant Impact. A significant impact would occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. The Los Angeles Department of Water and Power (LADWP) conducts water planning based on forecast population growth. The net addition of 48 units as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2015 Urban Water Management Plan. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water supplies.

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

Less than Significant Impact. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the

proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to wastewater treatment.

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

Less Than Significant Impact. A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills or generated solid waste in excess of State or local standards. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. As the City's own landfills have all been closed and are non-operational, the destinations are private landfills. 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 percent 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. Therefore, the proposed project would have a less-than-significant impact related to solid waste.

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

Less Than Significant Impact. A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills or generated solid waste in excess of State or local standards. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS and private waste haulers, respectively. As the City's own landfills have all been closed and are non-operational, the destinations are private landfills. 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 percent 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. Therefore, the proposed project would have a less-than-significant impact related to solid waste.

XX. WILDFIRE

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Less Than Significant Impact. The City of Los Angeles Emergency Management Department coordinates with City departments, municipalities, and community-based organizations to ensure that the City and its residents have the resources to prepare, respond, and recover from emergencies, disasters and significant events. The City's Emergency Operations Organization comprises all agencies of the City's government, including Fire. The Los Angeles Fire Department actively engages in disaster preparedness and includes fire as one of 13 federally identified threats to the City. Therefore, the net addition of 48 residential dwelling units will not significantly impair any adopted emergency response plan or emergency evacuation plan.

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

No Impact. The proposed project is an infill development located within a highly urbanized area. According to information provided by the applicant, 100% of the site is less than 10% slope. The

subject site is not identified on ZIMAS as being located within a hillside area, Very High Fire Hazard Severity Zone, or Fire District No. 1. The subject site is not located within a High Wind Velocity Area. Additionally, the proposed Project is subject to Fire Department review and regulations. As such, slope, prevailing winds, or other factors will not exacerbate wildfire risks or contribute toward the uncontrolled spread of a wildfire.

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

Less Than Significant Impact. The General Plan Framework Element (originally adopted by the City Council in 1996 and readopted in 2001), sets forth a citywide comprehensive long-range growth strategy. Chapter 9 of the Framework Element, Infrastructure and Public Services, identifies the viability of the infrastructure system, including fire. As development occurs within the City, the Fire Department reviews applications for needed facilities. Where appropriate, construction of new facilities is required as a condition of development.

A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed Project, necessitating a new or physically altered station. The project site and the surrounding area is currently served by Fire Station 7 located at 14630 Plummer Street, 0.1 mile west of the subject site.

The proposed project would result in a net increase of 48 residential dwelling units, which could increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that there is an existing fire station in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. By analyzing data from previous years and continuously monitoring current data regarding response times, types of incidents, and call frequencies, LAFD can shift resources to meet local demands for fire protection and emergency services. The proposed project would neither create capacity or service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, the proposed project would result in a less-than-significant impact to fire risk.

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

No Impact. 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. The California Department of Conservation, Division of Mines and Geology, Seismic Hazard Zones Maps show that the subject site is not located with a landslide hazard zone. The project site and surrounding area are relatively flat. Additionally,

there are no bodies of water, streams, or rivers located in the project vicinity that would expose soil to surface water run-off. The subject site is not located in a flood hazard zone. NavigateLA shows the subject site outside of a flood zone in Zone C. Therefore, there would be no impact due to downslope or downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

Less Than Significant Impact. Based on the analysis 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. Implementation of the mitigation measures identified and compliance with existing regulations would reduce impacts to less-than-significant levels.

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

Less Than Significant With Mitigation. A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. Implementation of the mitigation measures identified would reduce cumulative impacts to less-than-significant levels. **(MM XXI-10)**

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

Less Than Significant With Mitigation. A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. Upon implementation of mitigation measures identified and compliance with existing regulations, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly. **(MM XXI-20)**

5 PREPARERS AND PERSONS CONSULTED

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6 REFERENCES, ACRONYMS AND ABBREVIATIONS

ACM - asbestos-containing materials

AQMP – Air Quality Management Plan

BMP – Best Management Practices

BOS – City of Los Angeles Bureau of Sanitation

CARB – California Air Resources Board

CDFW – California Department of Fish and Wildlife

CEQA – California Environmental Quality Act

CFGF – California Fish and Game Code

CMP – Congestion Management Program

DTSC – California Department of Toxic Substances Control

GHG – greenhouse gasses

LADBS – Los Angeles Department of Building and Safety

LADOT – Los Angeles Department of Transportation

LADWP – Los Angeles Department of Water and Power

LAFD – Los Angeles Fire Department

LAGBC – Los Angeles Green Building Code

LAMC – Los Angeles Municipal Code

LAPD – Los Angeles Police Department

LBP – lead-based paint

LID – low impact development

LST – localized significance thresholds

MBTA – Migratory Bird Treaty Act

Metro – Los Angeles County Metropolitan Transportation Authority

MND – Mitigated Negative Declaration

NAHC – Native American Heritage Commission

PRC – California Public Resources Code

RAP – Los Angeles Department of Recreation and Parks

REC – Recognized Environmental Condition

RTP – Regional Transportation Plan

SCAG – Southern California Association of Governments

SCAQMD – South Coast Air Quality Management District

SCS – Sustainable Communities Strategy

UBC – Uniform Building Code

USFWS – U.S. Fish and Wildlife Services