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

MITIGATED NEGATIVE DECLARATION

Bell Creek Apartments Project

Case Number: ENV-2019-1268-MND
Related Cases: CPC-2019-1267-ZC-SPR

Project Location: 6940, 6946, 6952, 6958 N. Owensmouth Avenue and 21616 W. Hart Street, Canoga Park, CA 91303

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

Council District: 3 – Bob Blumenfield

Project Description: Meta Housing Corporation (the "Applicant") proposes the demolition of three existing single-family residences and one vacant lot, and the construction, use, and maintenance of a five-story affordable residential development with 80 multi-family apartment units ("Proposed Project"). The Proposed Project would be 100 percent affordable, exclusive of the manager's unit, serving special needs individuals and low-income families earning between 30-80 percent of the area medium income. The Proposed Project would include 40 one-bedroom units, 20 two-bedroom units, and 20 three-bedroom units. The Proposed Project would provide 66 vehicular parking spaces within a one-level at-grade parking structure and 86 bicycle parking spaces with long-term parking located in a one-level at-grade parking structure. Vehicular access to the Project Site would be provided via one full-access driveway along Hart Street. Additionally, the Proposed Project would provide 8,462 square feet of open space within three courtyards, a lounge area, a multi-purpose room, and a roof deck. The Proposed Project's total floor area would consist of 79,240 square feet, resulting in a floor area ratio of 2.78:1. The maximum building height is 55 feet 11 ½ inches above grade.

The Applicant is requesting the following discretionary approvals: (1) Pursuant to LAMC Section 12.32 F, a Zone Change from R1-1VL-RIO to (T)(Q)RAS4-1VL-RIO; (2) Pursuant to LAMC Section 11.5.11(e) and California Government Code 65915(k), in exchange for the provision of on-site Restricted Affordable Units (pursuant to LAMC Section 11.5.11(a)-1(ii) no less than 5% of the total units at rents affordable to Extremely Low Income households, and either 6% of the total units at rents affordable to Very Low Income households or 15% of the total units at rents affordable to Lower Income households), three Developer Incentives to permit: (a) a 20% reduction in open space; (b) a height increase of 6 feet above the 50 foot allowable height limit of the proposed RAS4-1VL-RIO zone; (c) a parking reduction to provide 0.825 parking spaces per unit in lieu of the required one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms and two parking spaces for each dwelling unit of more than three habitable rooms; and (3) Pursuant to LAMC Section 16.05, a Site Plan Review for a project which creates or results in an increase of 50 or more dwelling units. Pursuant to various sections of the LAMC, the Applicant requests various ministerial administrative approvals and permits from the Los Angeles Department of Building and Safety and other municipal agencies for project construction actions, including but not limited to the following: haul route, street tree removal, demolition, grading, foundation, building and tenant improvements.

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

PREPARED BY:
Parker Environmental
Consultants, LLC

APPLICANT:
Meta Housing Corporation

July 2019

MITIGATED NEGATIVE DECLARATION/ INITIAL STUDY CHECKLIST

Table of Contents

List of Figures

List of Tables

APPENDICES

APPENDIX E: GREENHOUSE GAS EMISSIONS CALCULATIONS WORKSHEETS

APPENDIX F: ENVIRONMENTAL SITE ASSESSMENT

EFI Global, Inc., Phase I Environmental Site Assessment Report, 21616 Hart Street and 6940,6946, and 6952 Owensmouth Avenue, Los Angeles, California 91303, dated June 18, 2018.

APPENDIX G: NOISE MONITORING DATA AND CALCULATIONS WORKSHEETS

APPENDIX H: TRANSPORTATION STUDY

Overland Traffic Consultants, Inc., Technical Traffic Evaluation for the Proposed Affordable Housing Project at 6940, 6946, 6952 & 6958 Owensmouth Avenue and 21616 Hart Street, April 2, 2019.

APPENDIX I: ENERGY CONSUMPTION WORKSHEETS

APPENDIX J: WILL SERVE LETTERS

Los Angeles Unified School District (LAUSD), Schools Enrollments and Capacities Report, April 24, 2019.

MITIGATED NEGATIVE DECLARATION/ INITIAL STUDY

Section 1. Introduction

Project Information

Project Title: Bell Creek Apartments Project

Project Location: 6940 N. Owensmouth Avenue, 6946 N. Owensmouth Avenue, 6952-6958 N. Owensmouth Avenue, and 21616 W. Hart Street
Canoga Park, CA 91303

Project Applicant: Meta Housing Corporation
11150 West Olympic Boulevard, #620
Los Angeles, CA 90064

Lead Agency: City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 763
Los Angeles, CA 90012

An application for the proposed Bell Creek Apartments Project ("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 Proposed Project is subject to the California Environmental Quality Act (CEQA), and the preparation of an Initial Study is required.

This Initial Study/Mitigated Negative Declaration (IS/MND) evaluates potential environmental effects resulting from construction, implementation, and operation of the Proposed Project. 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). Based on the analysis provided within this IS/MND, the City has concluded that the Project will not result in significant impacts on the environment with the incorporation of mitigation measures identified herein. 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 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 (EIR) should be prepared; otherwise the Lead Agency may adopt a Negative Declaration (ND) or a Mitigated Negative Declaration (MND).

1.2. Organization of the Initial Study

This Initial Study is organized into six sections as follows:

Section 1. Introduction: This Section provides introductory information such as the Proposed Project title, the Project Applicant, and identifies the lead agency for the Proposed Project.

Section 2. Executive Summary: This Section provides project information, identifies key areas of environmental concern, and includes a determination whether the project may have a significant effect on the environment.

Section 3. Project Description: This Section provides a description of the environmental setting and the Project, including project characteristics, related project information and a list of requested discretionary actions.

Section 4. Evaluation of Environmental Impacts: This Section contains the completed CEQA Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

Section 5. Preparers and Persons Consulted: This Section provides a list of consultant team members and governmental agencies that participated in the preparation of the IS.

Section 6. References, Acronyms and Abbreviations: This Section includes various documents and information used and referenced during the preparation of the IS, along with a list of commonly used acronyms.

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 Proposed Project from various government agencies and the general public, including stakeholders and other interested parties.

1.3.1 Initial Study

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 would not have significant environmental impacts with the incorporation of mitigation measures identified herein.

If this IS/MND and the Proposed Project are approved by the City, then within five days of the action, the City will file 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.

INITIAL STUDY

Section 2. Executive Summary

Project Title: Bell Creek Apartments Project
Environmental Case Number: ENV-2019-1268-MND
Related Cases: CPC-2019-1267-ZCJ-SPR

Project Location: 6940 N. Owensmouth Avenue, 6946 N. Owensmouth Avenue, 6952-6958 N. Owensmouth Avenue, and 21616 W. Hart Street, Canoga Park, CA 91303
Community Plan Area: Canoga Park–Winnetka–Woodland Hills–West Hills
Council District: 3 – Bob Blumenfield

Lead City Agency: City of Los Angeles Department of City Planning

Staff Contact Name and Address: Renata Ooms
200 N. Spring St., Room 763
Los Angeles, CA 90012

Phone Number: (213) 978-1222

Applicant Name and Address: Meta Housing Corporation
11150 West Olympic Boulevard #620
Los Angeles, CA 90064

Phone Number: (310) 575-3543

General Plan Designation: General Commercial
Existing Zoning: R1-1VL-RIO
Proposed Zoning: (T)(Q)RAS4-1VL-RIO

PROJECT DESCRIPTION:

Meta Housing Corporation (the "Applicant") proposes the demolition of three existing single-family residences and one vacant lot, and the construction, use, and maintenance of a five-story affordable residential development with 80 multi-family apartment units ("Proposed Project"). The Proposed Project would be 100 percent affordable, exclusive of the manager's unit, serving special needs individuals and low-income families earning between 30-80 percent of the area medium income. The Proposed Project would include 40 one-bedroom units, 20 two-bedroom units, and 20 three-bedroom units. The Proposed Project would provide 66 vehicular parking spaces within a one-level at-grade parking structure and 86 bicycle parking spaces with long-term parking located in a one-level at-grade parking structure. Vehicular access to the Project Site would be provided via one full-access driveway along Hart Street. Additionally, the Proposed Project would provide 8,462 square feet of open space consisting of three courtyards, a lounge area, a multi-purpose room, and a roof deck. The Proposed Project's total floor area would consist of 79,240 square feet, resulting in a floor area ratio of 2.78:1. The maximum building height is 55 feet 11 ½ inches above grade.

The Applicant is requesting the following discretionary approvals: (1) Zone change from R1-1VL-RIO to (T)(Q)RAS4-1VL-RIO; (2) three development incentives in conjunction with reserving affordable units,

including (a) a 20% reduction in open space; (b) a height increase of 6 feet above the 50 foot allowable height limit of the proposed RAS4-1VL-RIO zone; (c) a parking reduction to provide 0.825 parking spaces per unit in lieu of the required one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms and two parking spaces for each dwelling unit of more than three habitable rooms; and (3) Pursuant to LAMC Section 16.05, a Site Plan Review for a project which creates or results in an increase of 50 or more dwelling units.. In addition, pursuant to various sections of the LAMC, the Applicant will also request various ministerial administrative approvals and permits from the Los Angeles Department of Building and Safety and other municipal agencies for project construction actions, including but not limited to the following: haul route, street tree removal, demolition, grading (excavation of up to 9,000 cubic yards of soil to be hauled off site and 2,000 cubic yards of soil to be imported) , foundation, building and tenant improvements.

ENVIRONMENTAL SETTING:

The Project Site includes four parcels with four Assessor Parcel Numbers (APN Nos. 2138-007-005, 2138-007-004, 2138-007-003, and 2138-007-002) that encompasses 32,081 square feet of lot area (0.74 acres). The Project Site is currently occupied by three single-family residences, and a vacant lot. The surrounding properties are developed with residential, commercial, and institutional land uses (including an early education center, church/community center, and nursing college).

(For additional detail, see "Section 3. Project Description").

Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement.): N/A

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.?

Assembly Bill 52 (AB 52) established a formal consultation process for California Native America Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code Section 21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a Project if the tribe has submitted a written request to be notified. 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. On April 24, 2019, the Department of City Planning mailed notices to local Native American Tribal representatives who are on file with the Department of City Planning as having requested to be notified of future development projects. The City of Los Angeles received responses from the Gabrieleño Band of Mission Indians - Kizh Nation, the Fernandeño Tataviam Band of Mission Indians, and the Torres Martinez Desert Cahuilla Indians. The Torres Martinez Desert Cahuilla Indians have requested to defer the Proposed Project notifications to Tribes close to the vicinity of the Project Site. The Gabrieleño Band of Mission Indians – Kizh Nation has requested to defer review of the Proposed Project to the Fernandeño Tataviam Band of Mission Indians. The Department of City Planning received correspondence from the Fernandeño Tataviam Band of Mission Indians on May 15, 2019, with a request to incorporate Mitigation Measures as part of the Proposed Project's conditions of approval to address any potential discovery of Tribal Cultural Resources.

Based on the Project Site's prior soil disturbance and lack of any known Native American resources or cultural or sacred sites, the probability for the discovery of a known site, feature, place, cultural

landscape, sacred place, or object with cultural value to a California Native American Tribe is considered low. With the Mitigation Measures referenced below in Section XVIII of this MIND, impacts to tribal cultural resources remain less than significant during Project construction. *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.

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

DETERMINATION (to be completed by 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.

Nicholas Hendricks	Sr. City Planner
PRINTED NAME	TITLE
SIGNATURE	July 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 that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described in (5) below, may be cross referenced).

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

    a) Earlier Analysis Used. Identify and state where they are available for review.

    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

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

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

9) The explanation of each issue should identify:

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

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

MITIGATED NEGATIVE DECLARATION/ INITIAL STUDY

Section 3. Project Description

A. Project Summary

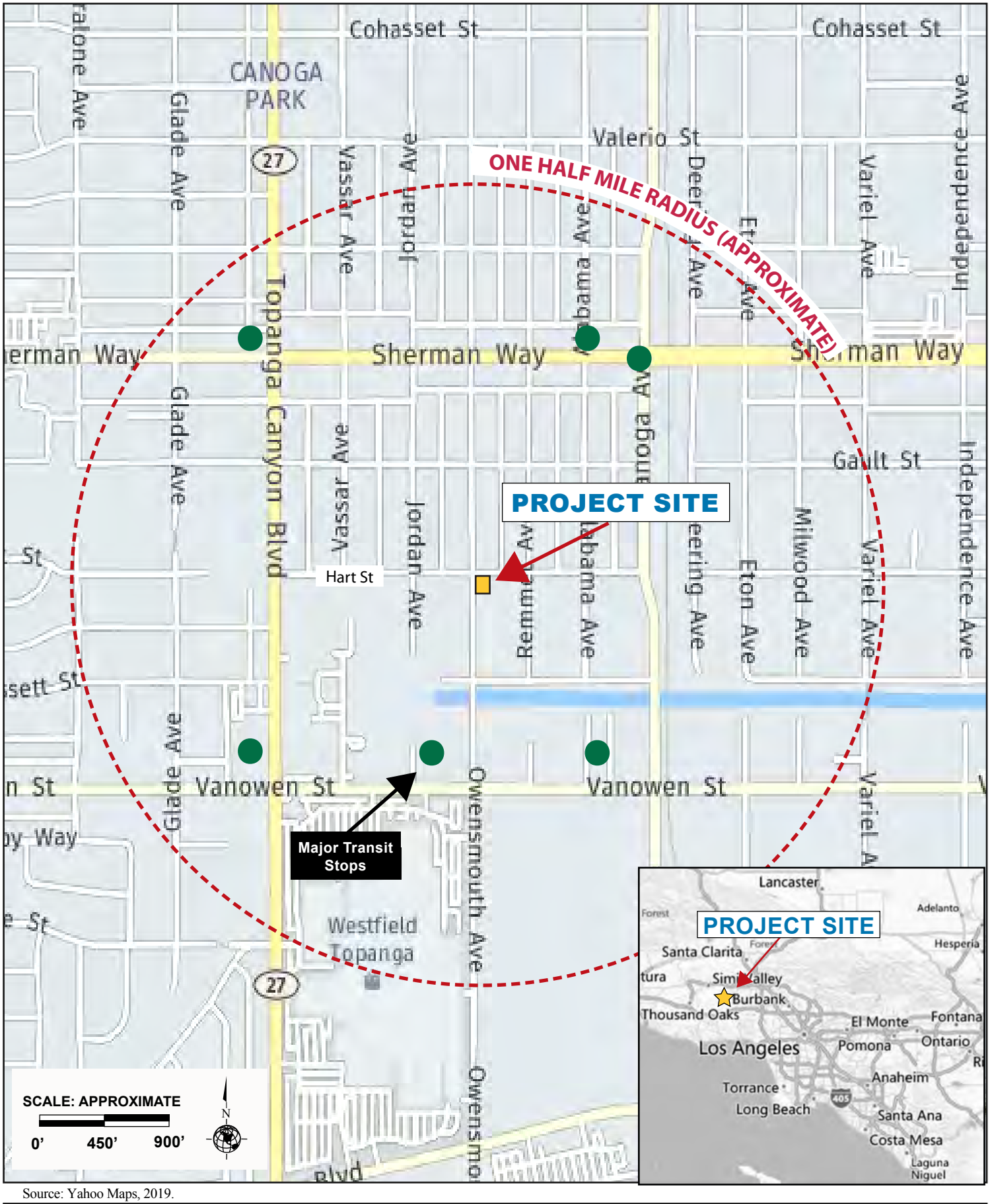
Meta Housing Corporation (the "Applicant") proposes the demolition of three existing single-family residences and one vacant lot, and the construction, use, and maintenance of a five-story affordable residential development with 80 multi-family apartment units ("Proposed Project"). The Proposed Project would be 100 percent affordable, exclusive of the manager's unit, serving special needs individuals and low-income families earning between 30-80 percent of the area medium income. The Proposed Project would include 40 one-bedroom units, 20 two-bedroom units, and 20 three-bedroom units. The Proposed Project would provide 66 vehicular parking spaces within a one-level at-grade parking structure and 86 bicycle parking spaces with long-term parking located in a one-level at-grade parking structure. Vehicular access to the Project Site would be provided via one full-access driveway along Hart Street. Additionally, the Proposed Project would provide 8,462 square feet of open space consisting of three courtyards, a lounge area, a multi-purpose room, and a roof deck.. The Proposed Project's total floor area would consist of 79,240 square feet, resulting in a floor area ratio of 2.78:1. The maximum building height is 55 feet 11 ½ inches above grade.

The Applicant is requesting the following discretionary approval: The Applicant is requesting the following discretionary approvals: (1) Zone change from R1-1VL-RIO to (T)(Q)RAS4-1VL-RIO; (2) three development incentives in conjunction with reserving affordable units, including (a) a 20% reduction in open space; (b) a height increase of 6 feet above the 50 foot allowable height limit of the proposed RAS4-1VL-RIO zone; (c) a parking reduction to provide 0.825 parking spaces per unit in lieu of the required one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms and two parking spaces for each dwelling unit of more than three habitable rooms; and (3) Pursuant to LAMC Section 16.05, a Site Plan Review for a project which creates or results in an increase of 50 or more dwelling units. In addition, pursuant to various sections of the LAMC, the Applicant will also request various ministerial administrative approvals and permits from the Los Angeles Department of Building and Safety and other municipal agencies for project construction actions, including but not limited to the following: haul route, street tree removal, demolition, grading, foundation, building and tenant improvements. (For additional detail, see "Section 3. Project Description").

B. Environmental Setting

1. Project Location

The Project Site is located in the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan area within the City of Los Angeles. The Project Site's location within the City of Los Angeles and the greater Los Angeles region is depicted in Figure 3.1, Project Location Map. The Project Site encompasses four parcels and includes approximately 32,081 square feet of gross lot area (0.74 acres). The Project Site's property addresses, Assessor's Parcel Numbers (APN), land use and lot area are summarized in Table 3.1, Description of the Project Site, below.



Source: Yahoo Maps, 2019.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 3.1
Project Location Map

Table 3.1
Description of Project Site

Address	APN	Existing Land Use	Lot Area (square feet)
6940 N. Owensmouth Avenue	2138-007-005	Single-family residence	32,081 sf
6946 N. Owensmouth Avenue	2138-007-004	Single-family residence	
6954 N. Owensmouth Avenue 6952 N. Owensmouth Avenue 6958 N. Owensmouth Avenue 6956 N. Owensmouth Avenue	2138-007-003	Vacant lot	
21616 W. Hart Street	2138-007-002	Single-family residence	

Sources: City of Los Angeles Department of City Planning, Zone Information and Map Access System, website: http://zimas.lacity.org/, accessed Feb. 2019; and Stockton Architects Inc., 4/23/18.

The Project Site is generally bound by Hart Street to the north; a church/community center to the east; a single-family residence to the south; and Owensmouth Avenue to the west.

Primary vehicular access to the Project Site is provided by the Ventura Freeway (US 101), located approximately two miles south of the Project Site. Topanga Canyon Boulevard (CA-27) also provides access to the Project Site, located approximately 0.3 mile west of the Project Site.

Local street access is provided by the grid roadway system surrounding the Project Site. Owensmouth Avenue, which borders the Project Site to the immediate west, is a two-way street providing one travel lane in the north direction and two travel lanes in the south direction. Owensmouth Boulevard is classified as a Collector Street in the City's Mobility Plan. Hart Street, which borders the Project Site to the north, is a two-way street providing one travel lane in each direction in the vicinity of the Project Site. Hart Street is designated as a Local Street in the City's Mobility Plan. Street parking is provided along Hart Street with some restrictions, and along the eastern side of Owensmouth Avenue, south of the Project Site.

Major arterial roadways that also provide access to the Project Site are Vanowen Street, which is located approximately 0.2 mile south of the Project Site; Sherman Way, which is located approximately immediately 0.3 mile north of the Project Site; and Topanga Canyon Boulevard, which is located approximately 0.3 mile west of the Project Site. Vanowen Street is classified as a Modified Avenue I in the City's Mobility Plan, while Sherman Way and Topanga Canyon Boulevard are both classified as a Boulevard II roadway.

Transit Priority Area

In 2013, the State of California enacted Senate Bill 743 (SB 743), which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a Transit Priority Area shall not be considered significant impacts on the environment." Public Resources Code Section 21099 defines a "Transit Priority Area" as an area within one-half mile of a Major Transit Stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "Major Transit Stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Public Resources Code Section 21061.3 defines an "infill site" as a lot located within an urban area that has been previously developed with qualified urban uses[1], or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses. Public Resources Code Section 21099 defines an employment center project as a project located on property zoned for commercial uses with a floor area ratio of no less than .75 located in a Transit Priority Area. As state law, SB 743 supersedes the aesthetic impact thresholds in the State CEQA Guidelines, including those established for aesthetics, obstruction of views, shading,[2] and nighttime illumination.

The Project Site is designated as a Transit Priority Area per the Department of City Planning's Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA.[3] The Project Site is also designated a Tier 1 Transit Oriented Community (TOC). Bus service in the Project vicinity is operated by the Los Angeles County Metropolitan Transportation Authority ("Metro"). The Project Site is within one half-mile of a major, existing transit stop as defined by CEQA (Public Resource Code Section 21099(a)(7)) and is currently developed with three existing single-family residences and one vacant lot. The Project Site is entirely surrounded by developed properties, is easily accessible and highly connected with the City of Los Angeles and the greater Los Angeles area.

---

1 *"'Qualified urban use' means any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses." Public Resources Code Section 21072.*

2 *CEQA Guidelines Appendix G, which includes a comprehensive list of environmental topics under CEQA, does not expressly list shade and shadow impacts. The City has issued ZI No. 2452, confirming that SB 743 applies to a project's aesthetic impacts, including shade and shadow impacts.*

3 *City of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA, website: http://zimas.lacity.org/, accessed February 2019.*

2. Existing Conditions

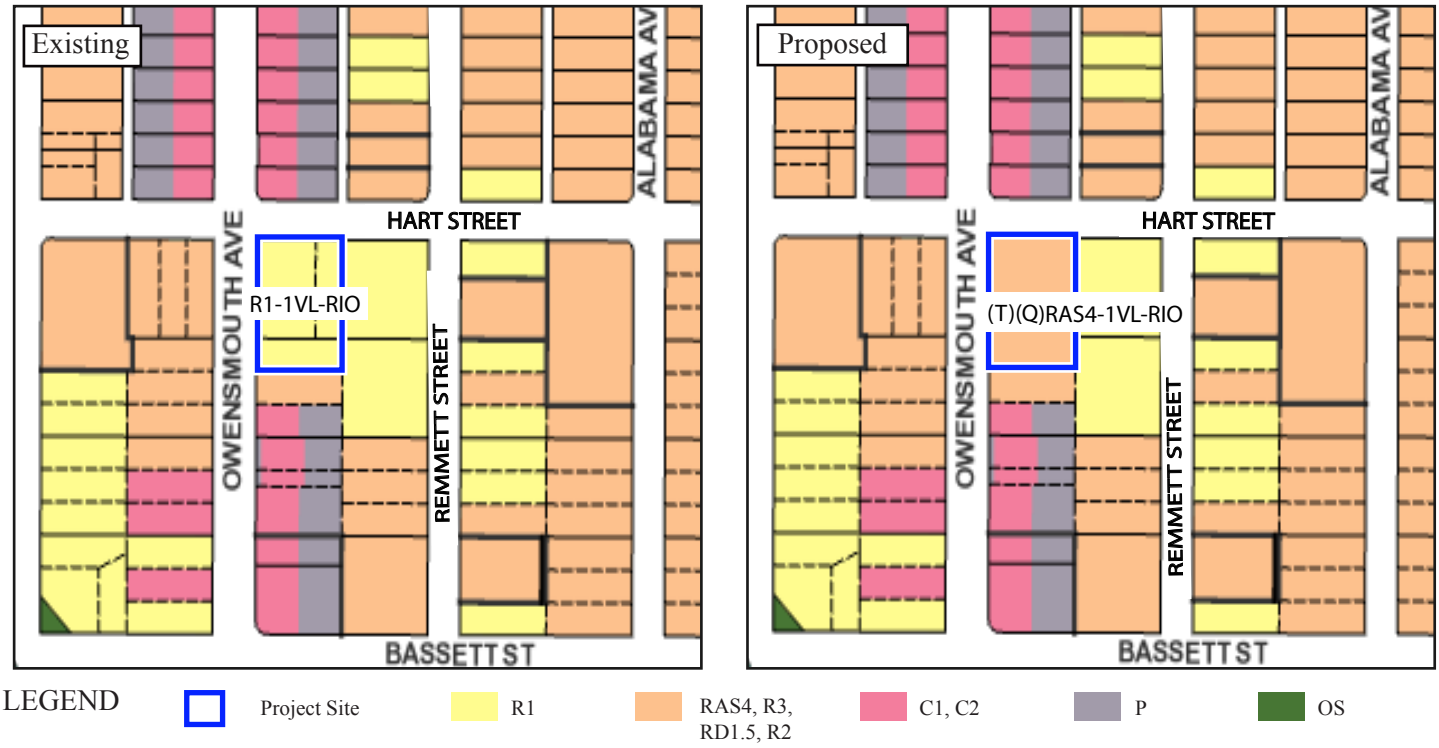
2.1 Zoning and Land Use Designations

Figure 3.2, Zoning and General Plan Designations, shows the existing and proposed zonings and land use designations on the Project Site and in the surrounding area. The zoning designation for the Project Site is R1-1VL-RIO (One-Family Zone) with a General Plan land use designation of General Commercial. The implementing zones corresponding to the General Commercial designation includes the C1.5, C2, C4, RAS3, RAS4 and P zones. The Project Site is located in Height District No. 1VL, which, in the R1 Zone, limits height to 33 feet, and limits development to an allowable FAR of 3:1. The "RIO" designation identifies the Project Site in a River Improvement Overlay District (ZI-2358).

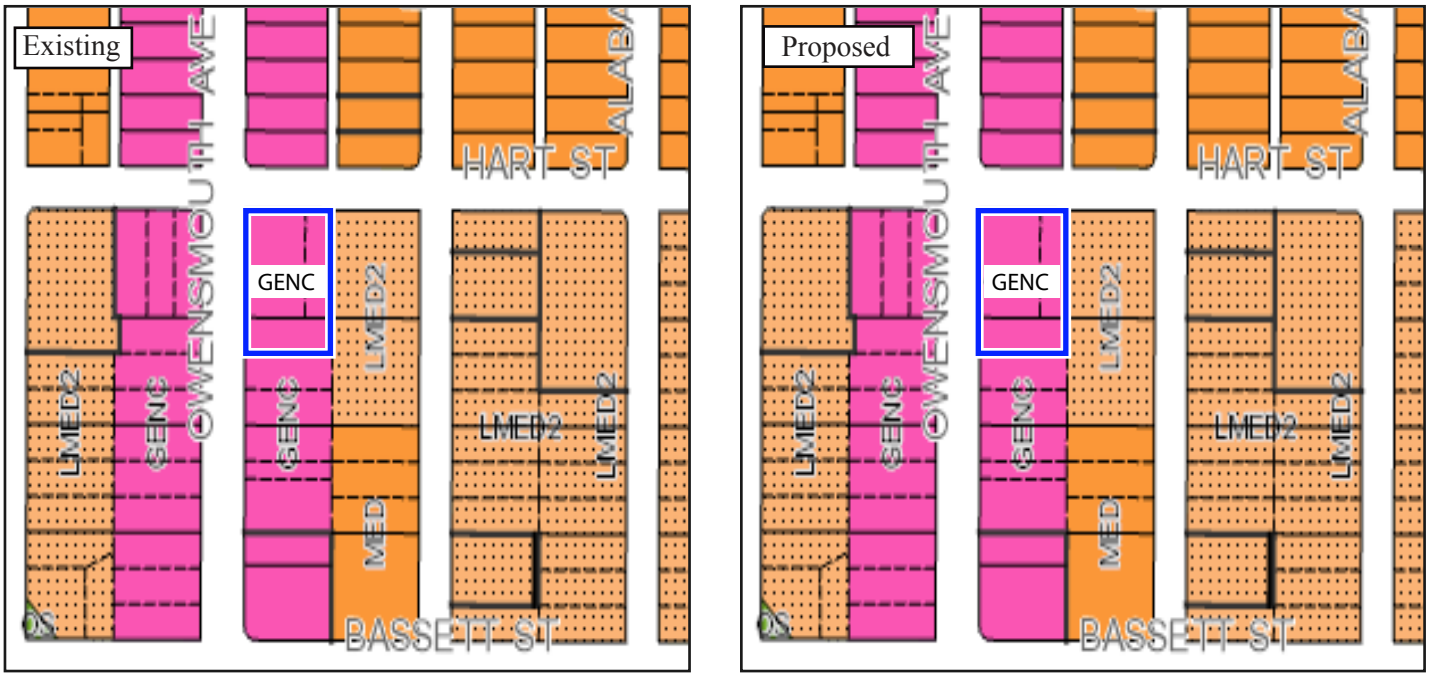
i. Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan

The Project Site is located within the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan area (Canoga Park–Winnetka–Woodland Hills–West Hills CPA). The Canoga Park–Winnetka–Woodland Hills–West Hills CPA is located in the southwest portion of the San Fernando Valley. The Canoga Park–Winnetka–Woodland Hills–West Hills CPA is bounded by the communities of Chatsworth–Porter Ranch, Reseda–West Van Nuys, Encino–Tarzana, the Cities of Hidden Hills and Calabasas, and portions of Los Angeles and Ventura Counties. The majority of the CPA consists of the Simi Hills of West Hills, the hillsides of the Santa Monica Mountains and the Chalk Hills of Woodland Hills, and the valley plain in Canoga Park and Winnetka, and contains approximately 17,887 acres, which is six percent of the land in the City of Los Angeles. The CPA consists of four community subareas: Canoga Park, Woodland Hills, West Hills, and Winnetka. The Project Site is located within the Canoga Park community subarea, which contains a diversity of housing and commercial activity, and is generally bounded by Roscoe Boulevard to the north, Victory Boulevard on the south, Fallbrook Avenue to the west, and De Soto Avenue to the east.

Zoning Designations



General Plan Land Use Designations



Source: ZIMAS, City of Los Angeles, Department of City Planning, 2019.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 3.2
Zoning and General Plan Land Use Designations

The last comprehensive review of the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan was completed in 1999. Since that time, considerable growth has occurred in the community's population. In 2018, a multi-year comprehensive update process for the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan was launched to reflect current conditions and the prevailing visions and objectives of the area's residents, property, and business owners.

The Community Plan sets forth goals and objectives to maintain the community's distinctive character by:

- Developing design guidelines for commercial and industrial areas adjacent to residential neighborhoods.
- Appropriately scaled commercial development in neighborhood commercial centers.
- Inclusion of mixed-use development in commercial areas adjacent to transit station stops.

2.2 Existing Site Conditions

Figure 3.3, Aerial Photograph of the Project Site and Surrounding Land Uses, shows an aerial view of the Project Site and identifies the photograph locations for the Project Site and surrounding land use photographs shown in Figure 3.4, Photographs of the Project Site.

The Project Site is developed with three single-family residential buildings totaling 2,534 square feet of floor area. The northwest portion of the Project Site is currently comprised of an 11,055 square foot vacant lot, as seen in Figure 3.4 below.

There are two vehicular driveways located along the east side of Owensmouth Avenue that provide access to the Project Site. There is one driveway on the south side of Hart Street which also provides access to the Project Site. Vegetation on the Project Site is limited to landscaped ornamental trees, shrubs and grass with invasive weeds. There are no waterbodies, wetlands or native vegetation on-site. The Project Site contains 25 nonnative, non-protected trees (see Appendix B, Tree Report).

Source: Google Earth, Aerial View, 2019.

PARKER
ENVIRONMENTAL CONSULTANTS

Figure 3.3
Aerial Photograph of the Project Site and Surrounding Land Uses

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

View 2: From the west side of Owensmouth Avenue, looking southeast at the Project Site and bordering properties.

View 3: From the west side of Owensmouth Avenue, looking east at the Project Site.

View 4: From the northwest corner of the intersection of Owensmouth Avenue and Hart Street, looking southeast at the Project Site.

View 5: From the north side of Hart Street looking south at the Project Site.

View 6: From the north side of Hart Street looking southeast at the Project Site.

Source: Parker Environmental Consultants, March 13, 2019.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 3.4
Photographs of the Project Site
Views 1-6

3. Surrounding Land Uses

As shown in Figure 3.2, the Project Site is in an area with a mix of residential and commercial zoning. The subject property is zoned R1-1VL-RIO, and properties immediately bordering the Project Site are zoned R1-1 with a Low Medium II Residential General Plan land use designation and are zoned (T)(Q)RAS4-1VL-RIO with a General Commercial General Plan land use designation. Properties west of Owensmouth Avenue are also zoned (T)(Q)RAS4-1VL-RIO with a General Commercial land use designation. Properties north of Hart Street are zoned [Q]C1-1VL-RIO and P-1VL-RIO with a General Commercial land use designation. The properties surrounding the Project Site are developed with a mix of single family residential, multifamily residential, commercial, and institutional uses. These land uses range in height from one- to four-stories above grade. Photographs of the land uses immediately surrounding the Project Site are provided in Figure 3.5, Photographs of Surrounding Uses, Views 7-12. Figure 3.3 shows an aerial photograph of the uses surrounding the Project Site. Below is description of the existing conditions in the surrounding area.

North: The Project Site is immediately bordered Hart Street to the north. A two-story commercial building is located directly north of the Project Site on the northeast corner of Hart Street and Owensmouth Avenue. This property is zoned [Q]C1-1VL-RIO and P-1VL-RIO with a General Commercial General Plan land use designation. The property north of the Project Site east of the alley is developed with a two story apartment building zoned R3-1-RIO and has a land use designation of Low Medium II Residential.

East: The Project Site is immediately bordered by Catholic Charities Church and Community Center to the east. This property is zoned R1-1-RIO with Low Medium II Residential land use designation. The site is developed with two one-story buildings, a grassy field, and an outdoor play yard for children.

South: A single-family residence immediately borders the Project Site to the south. This property is zoned (T)(Q)RAS4-1VL-RIO with General Commercial General Plan land use designation. This property has been granted an entitlement for redevelopment into a 42-foot multi-family residential building. Located further south are two- and three-story commercial office buildings and associated surface parking lots. These commercial properties are zoned [Q]C1-1VL-RIO with a General Commercial land use designation, and the associated surface parking lots are zoned (Q)P-1VL-RIO with a Parking Buffer land use designation.

West: The Project Site is immediately bordered by Owensmouth Avenue to the west. Child Development Consortium of Los Angeles (CDCLA) Early Education Center buildings are located west of the Project Site, across Owensmouth Avenue. This property is zoned (Q)RAS4-1VL-RIO with a General Commercial land use designation. A four-story multi-family residential building is also located west of the Project Site, across Owensmouth Avenue. This property is zoned (Q)RAS4-1VL-RIO with a General Commercial land use designation.

View 7: From the west side of Owensmouth Avenue, looking southeast at the residential and commercial properties south of the Project Site.

View 8: From the northeast corner of the intersection of Hart Street and Remmet Avenue, looking southwest at the property east of the Project Site.

View 9: From the southwest corner of the intersection of Owensmouth Avenue and Hart Street, looking northeast at the commercial buildings north of the Project Site.

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

View 11: From the northeast corner of the intersection of Owensmouth Avenue and Hart Street, looking southwest at the properties west of the Project Site.

View 12: From the south side of Hart Street, looking northwest at properties north of the Project Site.

Source: Parker Environmental Consultants, March 13, 2019.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 3.5
Photographs of Surrounding Land Uses
Views 7-12

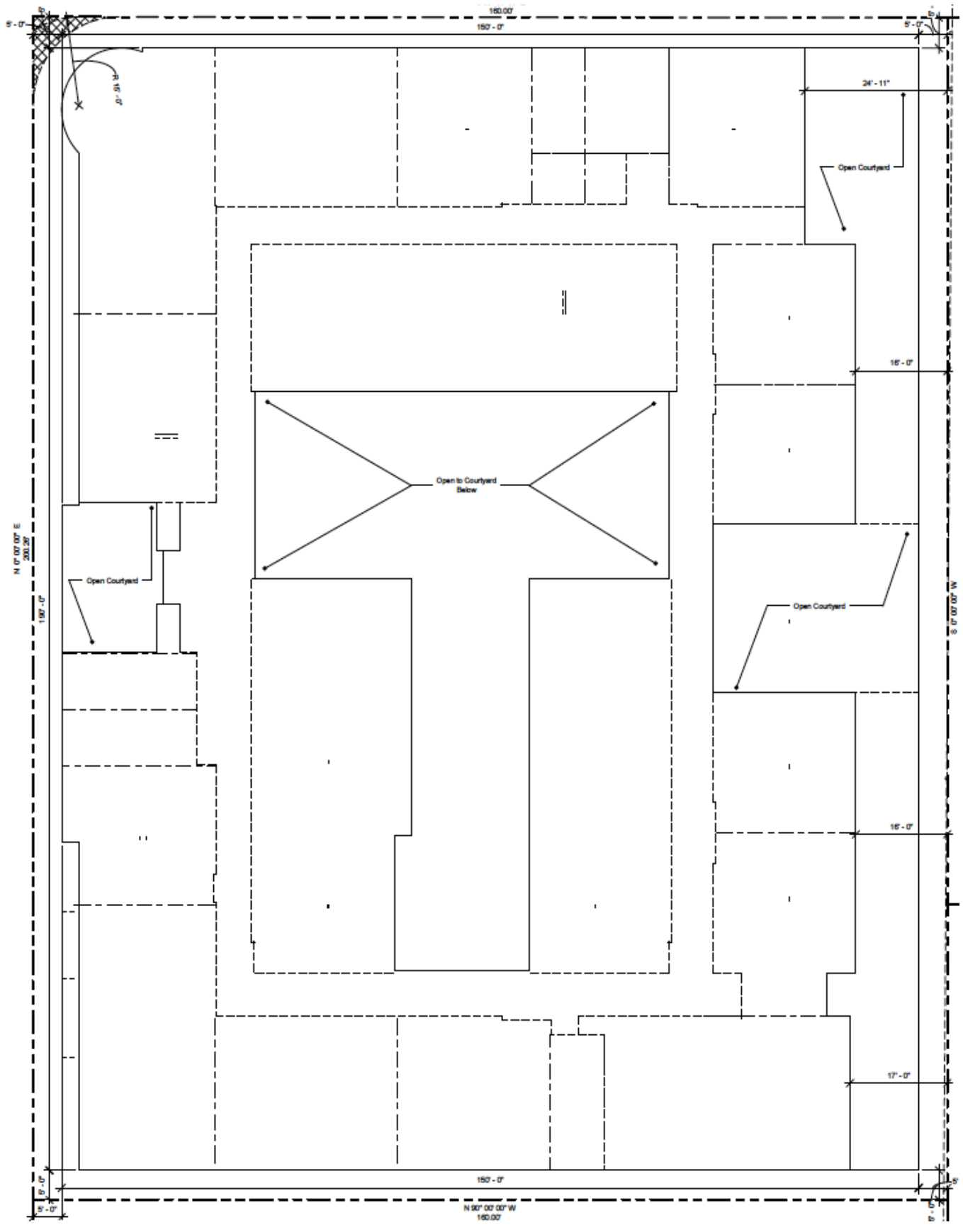
C. Description of Project

1. Project Overview

The Proposed Project includes the demolition of three existing single-family residences and the clearing of one vacant lot, and the construction, use, and maintenance of a five-story affordable residential development with 80 multi-family apartment units ("Proposed Project"). The Proposed Project would be 100 percent affordable, exclusive of the manager's unit, serving special needs individuals and low-income families earning between 30-80 percent of the area medium income. The Proposed Project would include 40 one-bedroom units, 20 two-bedroom units, and 20 three-bedroom units. The Proposed Project would provide 66 vehicular parking spaces within a one-level at-grade parking structure and 86 bicycle parking spaces with long-term parking located within a one-level at-grade parking structure and short-term parking located in front of the Proposed building. Vehicular access to the Project Site would be provided via one full-access driveway along Hart Street. Additionally, the Proposed Project would provide 8,462 square feet of open space consisting of three courtyards, a covered lounge area, a multi-purpose room, and a roof deck. The Proposed Project's total floor area would consist of 79,240 square feet, resulting in a floor area ratio of 2.78:1. The maximum building height is 55 feet 11 ½ inches above grade. A summary of the Proposed Project is provided in Table 3.2, Proposed Development Program, below. The plan layout of the Proposed Project is depicted in Figure 3.6, Site Plan. The floor plans are illustrated in Figures 3.7 through 3.9.

Table 3.2
Proposed Development Program

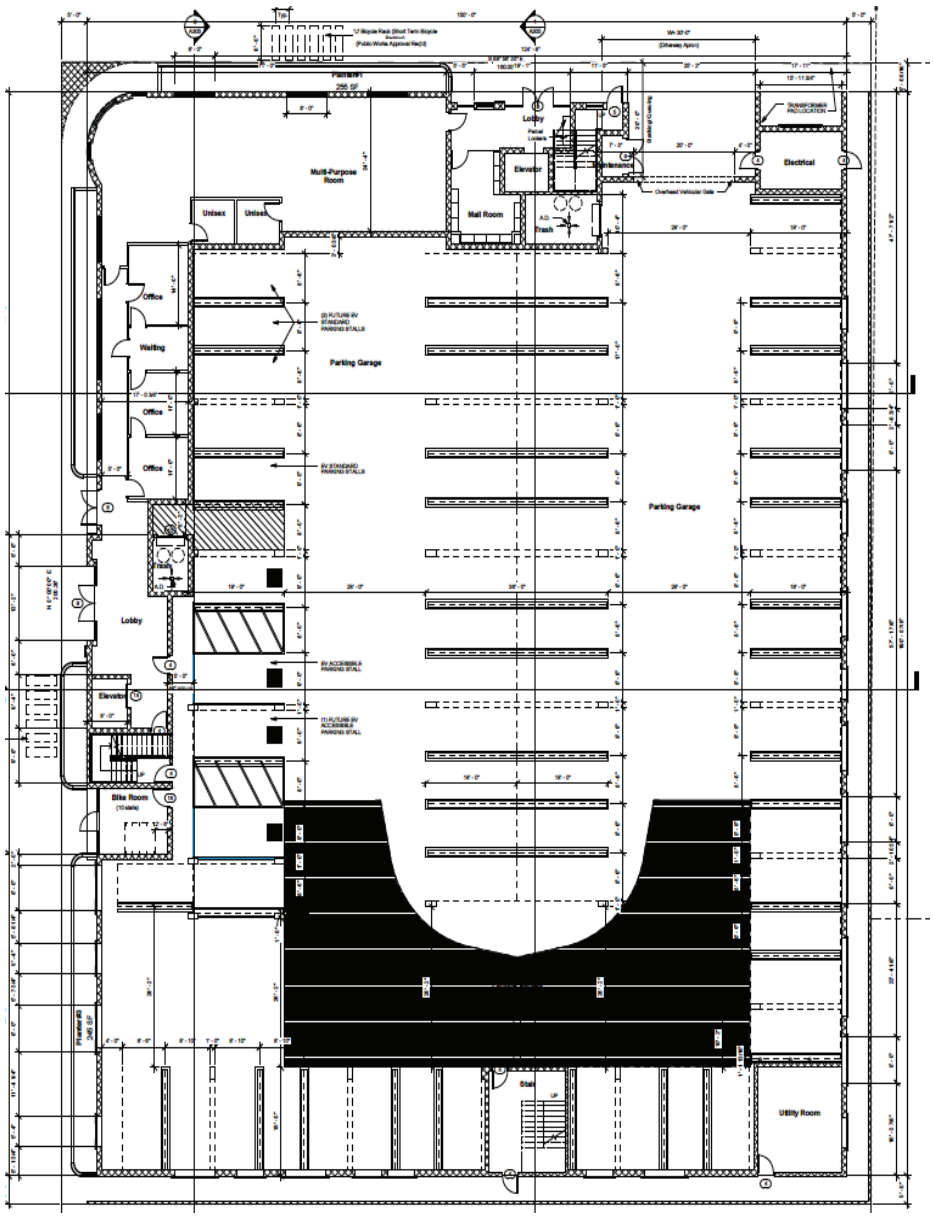
Land Uses	Proposed Floor Area (square feet)
Existing Uses	
6954-6956 N. Owensmouth Avenue	(vacant)
6940 N. Owensmouth Avenue	(849 sf)
6940 N. Owensmouth Avenue	(966 sf)
21616 W. Hart Street	(719 sf)
Subtotal Existing Uses (to be demolished)	(2,534 sf)
Proposed Project	
New Multifamily Building	79,240 sf
TOTAL:	**79,240 sf (2.78:1 FAR)**
Source: Stockton Architects, Inc., April 23, 2018.	



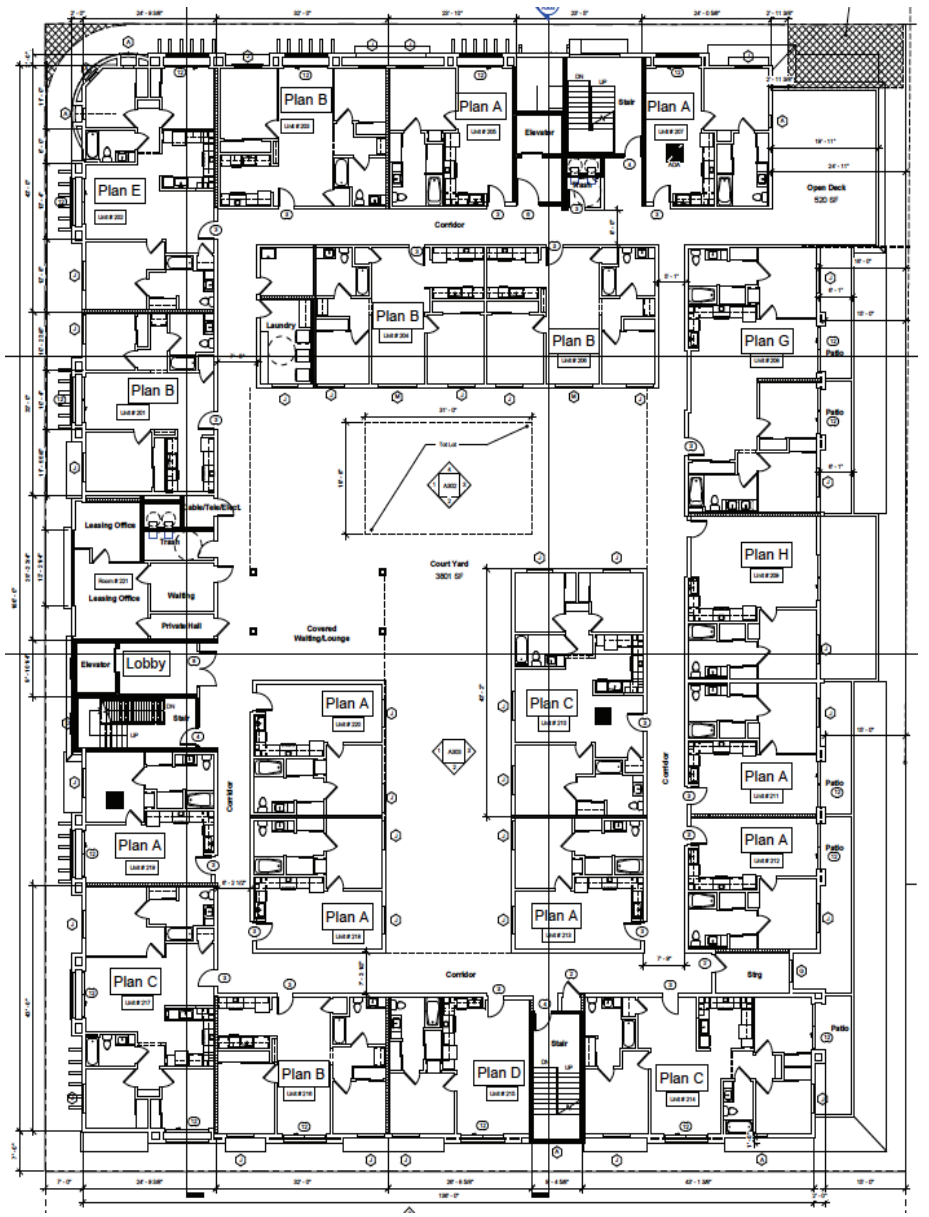
Source: Stockton Architects, Inc., April 23, 2018.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 3.6
Site Plan



Parking Garage Floor Plan

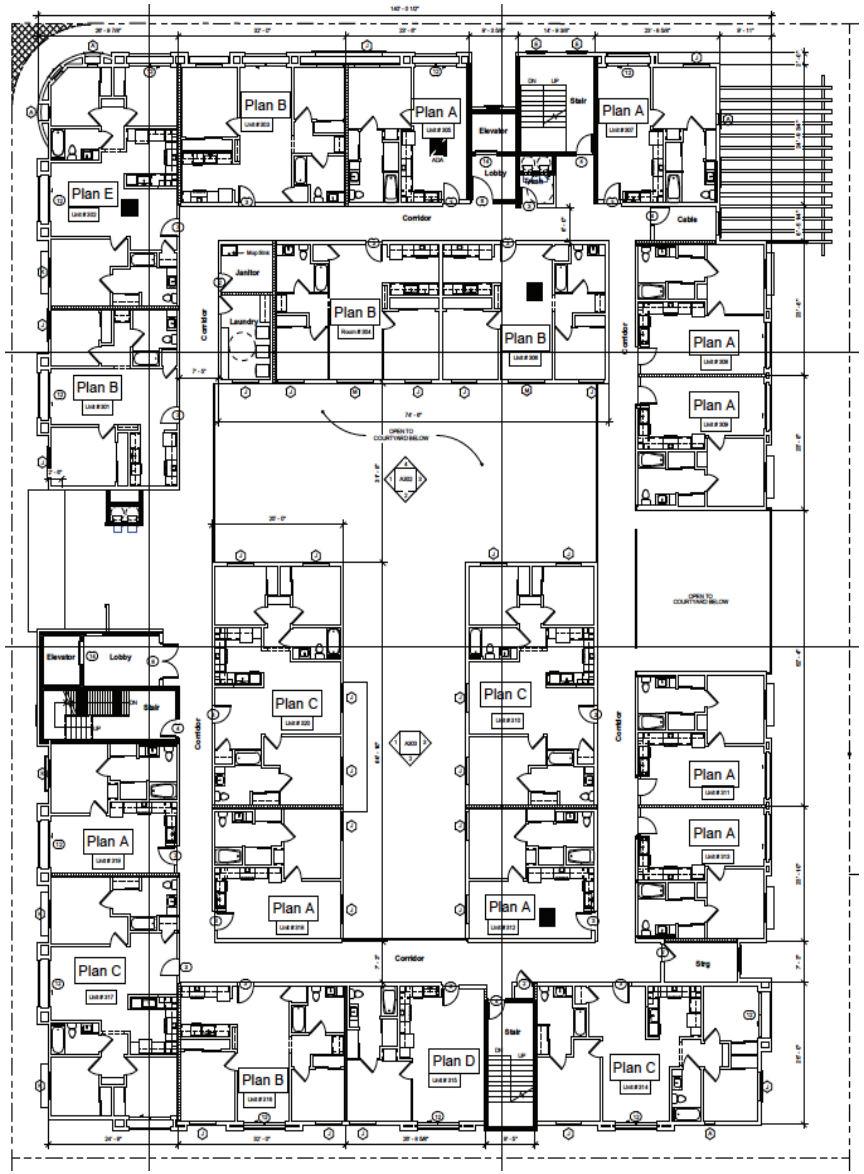


Level 2 Floor Plan

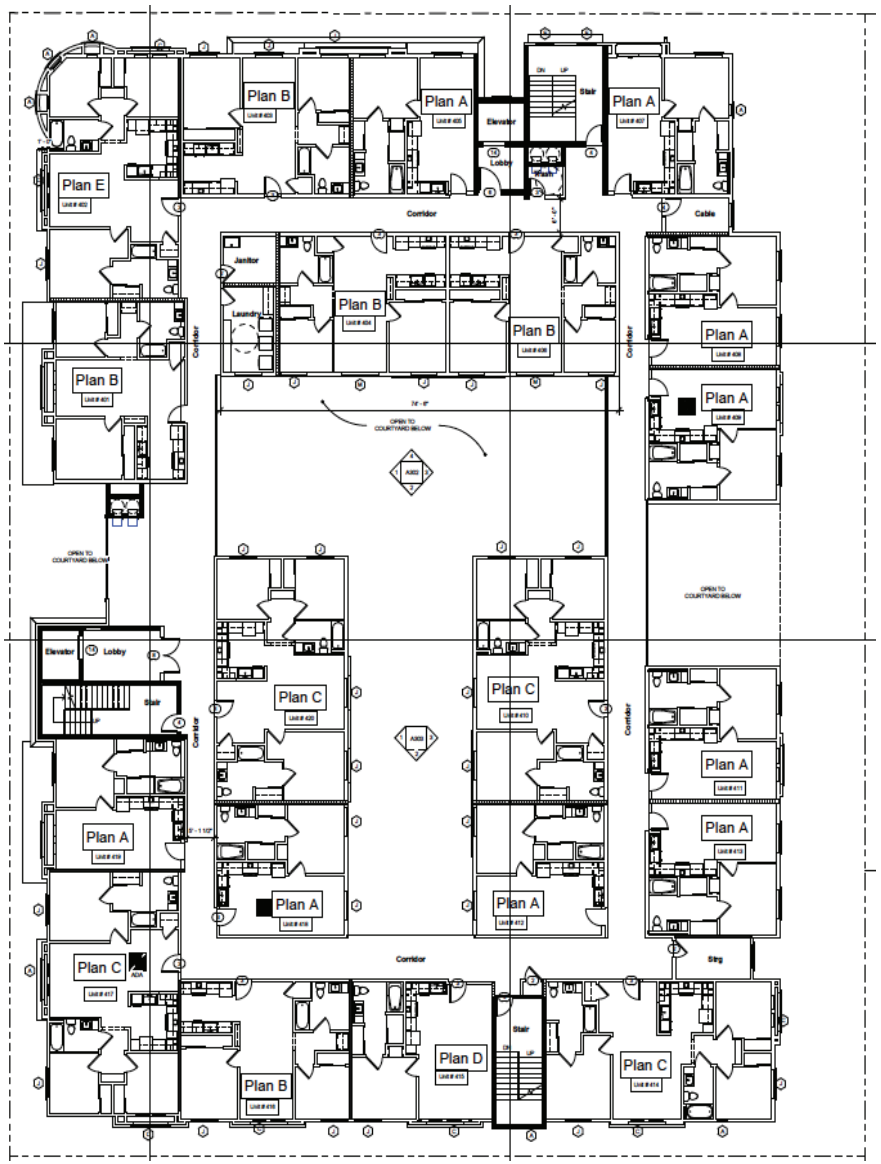
Source: Stockton Architects, Inc., April 23, 2018.

PARKER
ENVIRONMENTAL CONSULTANTS

Figure 3.7
Parking Garage and Level 2 Floor Plans



Level 3 Floor Plan

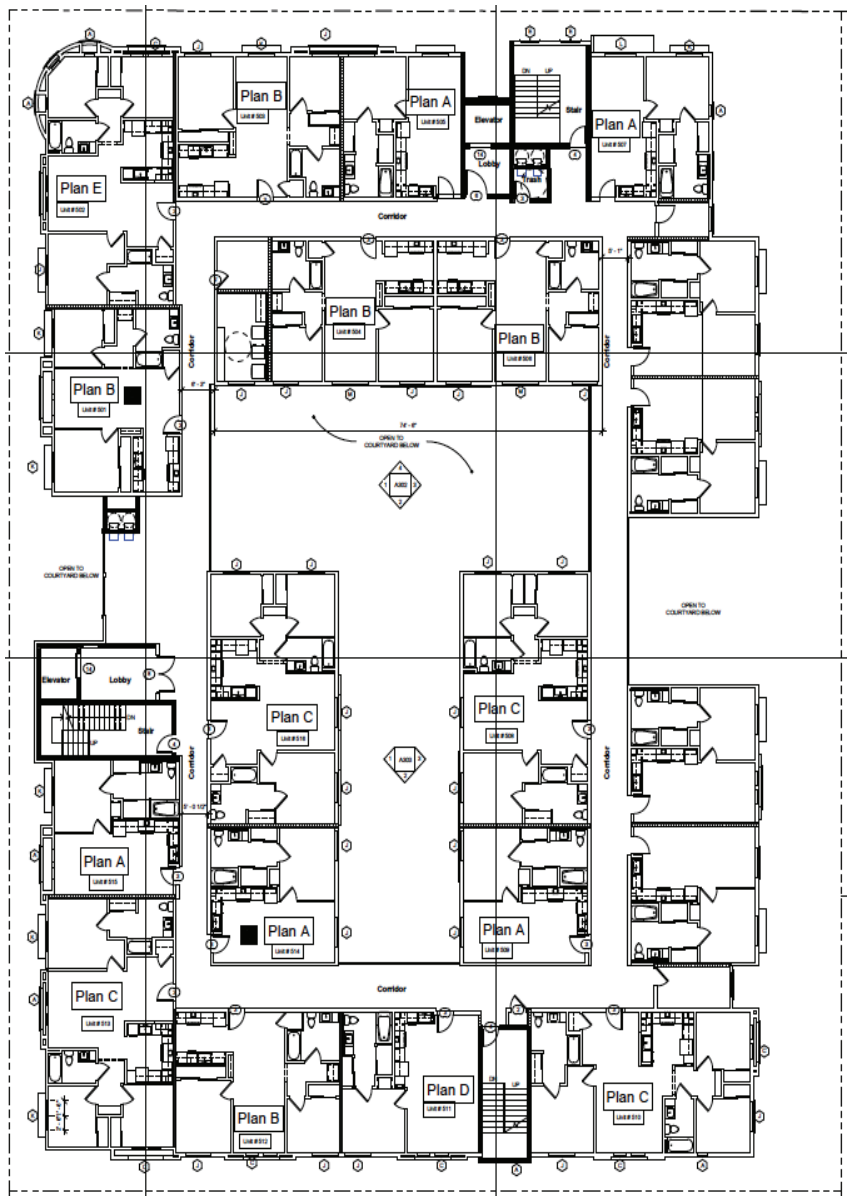


Level 4 Floor Plan

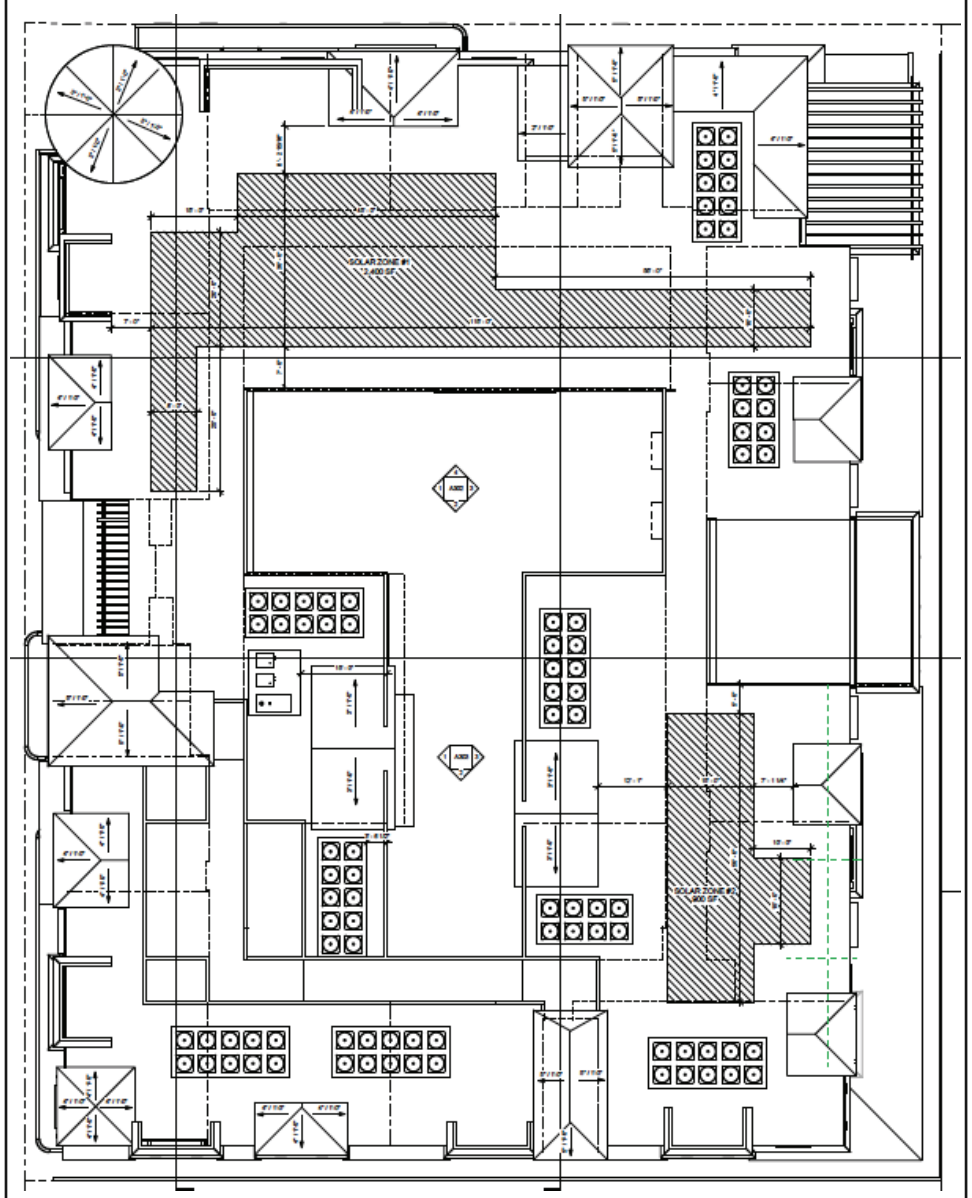
Source: Stockton Architects, Inc., April 23, 2018.

PARKER
ENVIRONMENTAL CONSULTANTS

Figure 3.8
Level 3 and 4 Floor Plans



Level 5 Floor Plan



Roof Penthouse Floor Plan

Source: Stockton Architects, Inc., April 23, 2018.

PARKER
ENVIRONMENTAL CONSULTANTS

Figure 3.9
Level 5 and Roof Penthouse Floor Plans

2. Floor Area

The Project Site includes a gross lot area of 32,081 square feet and 28,500 square feet of lot area after dedications. Development on the Project Site is limited to a floor area ratio of 3:1 based on existing zoning, resulting in an allowable floor area of 85,500 square feet. The Proposed Project is requesting a zone change from the R1-IVL-RIO zone to the (T)(Q)RAS4-1VL-RIO zone. As such, development on the Project Site would continue to be limited to a floor area ratio of 3:1 based on Proposed zoning, resulting in an allowable floor area of 85,500 square feet. The Proposed Project would provide 79,240 square feet of total floor area, which results in a FAR of 2.78:1.

3. Building Height

Under the current zone of R1-1VL-RIO the Project is limited to a maximum height limit of 33 feet above grade. Under the proposed (T)(Q)RAS4-1VL-RIO, zone the allowable building height is 50 feet above grade. The Proposed Project would comply with Measure JJJ (LAMC Section 11.5.11) and would thus qualify for development incentives pursuant to LAMC Section 11.5.11(e) and LAMC Section 12.22.A.25. The Applicant is requesting one development incentive to allow for a six (6) foot increase in height otherwise allowed by the Height District No. 1VL in the proposed (T)(Q)RAS4-1VL-RIO zone.

The proposed five-story multi-family residential building is planned for a height of 55’-11.5” above grade at the top of the parapet and a maximum height of 63 feet above grade to include the roof appurtenances. Refer to Figure 3.10 and Figure 3.11 for the elevations of the proposed buildings. Illustrations depicting the building sections of the Proposed Project are provided in Figure 3.12 and Figure 3.13.

4. Setbacks

Pursuant to LAMC Section 12.11.5(C), the Proposed Project would be required to provide a front, side, and rear yard setbacks of no less than five feet. As such, the Proposed Project would be required to provide setbacks along all property lines. The Proposed Project would provide five foot setbacks on the ground floor along the northern, eastern, southern, and western property lines in conformance with the LAMC. Additionally, the upper floors of the Proposed Project (level two through the roof level) would have a 15-foot stepback along the eastern façade and a five-foot stepback along the southern façade.

5. Design and Architecture

The Proposed Project is a mid-rise (five-story) multifamily residential building designed with modern architectural materials including storefront glazing, metal awnings, wrought iron railings, wood trellises, stone veneer, and tile roofing. Mechanical equipment on the roof level is enclosed with a louvered mechanical screen.

6. Open Space and Landscaping

The open space requirements and amount of open space proposed for the Proposed Project are summarized in Table 3.3, Summary of Required and Proposed Open Space Areas, below. The Proposed Project would be required to provide 10,000 square feet of open space. The Proposed Project complies with Measure JJJ (LAMC Section 11.5.11) and is eligible for up to three development incentives pursuant to LAMC Section 11.5.11(e) and LAMC Section 12.22.A.25. The Applicant is therefore requesting as one development incentive to allow for a twenty (20) percent reduction in required open space. As such, the Proposed Project would be required to provide 8,000 square feet of open space. The Project Site would provide 8,462 square feet of open space through outdoor common open space and indoor common open space on the first level, second level, third level, and roof level (See Figure 3.7, Figure 3.8, and Figure 3.9). Common open space would include, but is not limited to, a multi-purpose room, three outdoor courtyards, lounge area, and a rooftop deck. The Proposed Project would provide landscaped areas on the ground floor, second floor, third floor, and roof level (refer to Figure 3.14, Landscape Plan).

Table 3.3
Summary of Required and Proposed Open Space Areas

LAMC Open Space Requirements	Dwelling Units	Required Open Space (square feet)
Less than 3 Habitable Rooms (100 sf/du)	40	4,000
3 Habitable Rooms (125 sf/du)	20	2,500
More than 3 Habitable Rooms (175 sf/du)	20	3,500
Total:	**80**	**10,000**
-20% open space reduction incentive	-	-2,000
TOTAL REQUIRED:	**80**	**8,000 sf**
Proposed Open Space Area	**Proposed Open Space (square feet)**	
Level 2 Courtyard #1	3,857	
Level 2 Courtyard #2	544	
Level 3 Courtyard #3	737	
Level 2 Lounge	488	
Multipurpose Room	1,738	
Roof Deck	1,097	
TOTAL PROPOSED:	**8,462 sf**	

Notes: du = dwelling unit; sq = square feet
Source: Stockton Architects, Inc., April 23, 2018.

West Elevation

East Elevation

Source: Stockton Architects, Inc., April 23, 2018.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 3.10
West and East Elevations

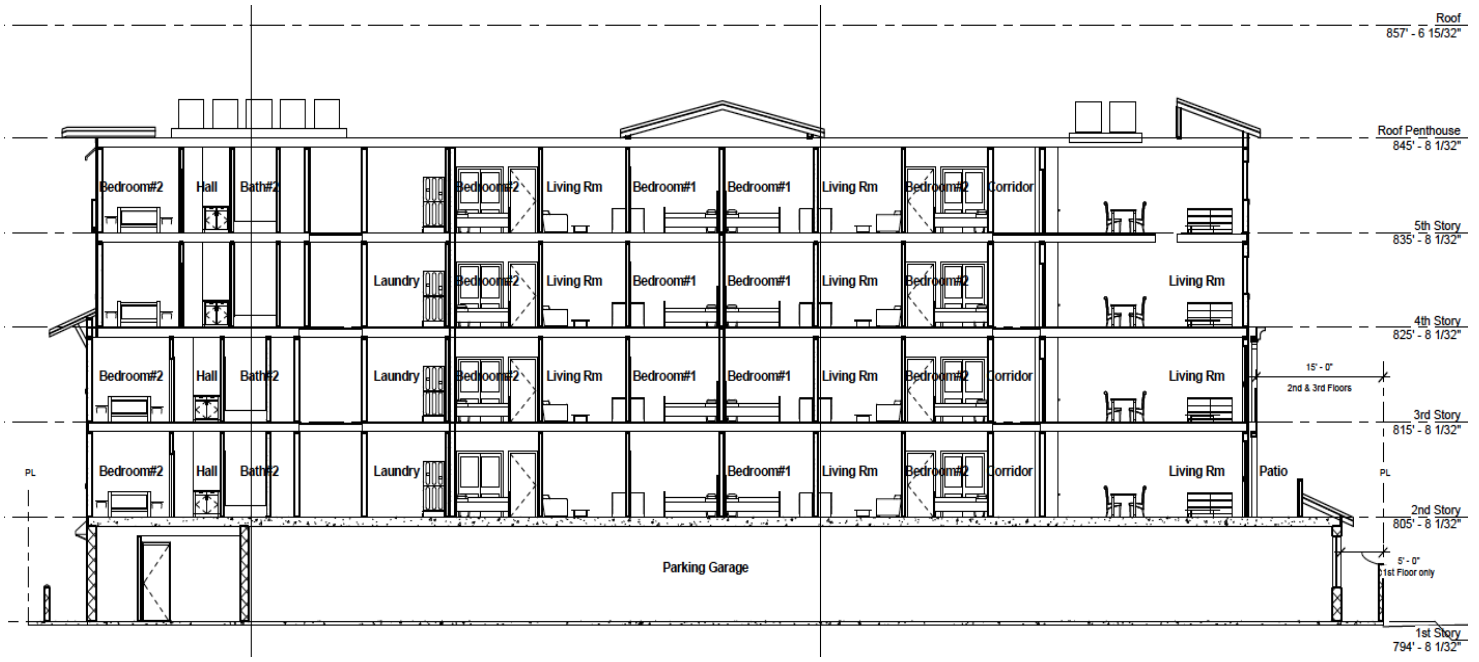
North Elevation

South Elevation

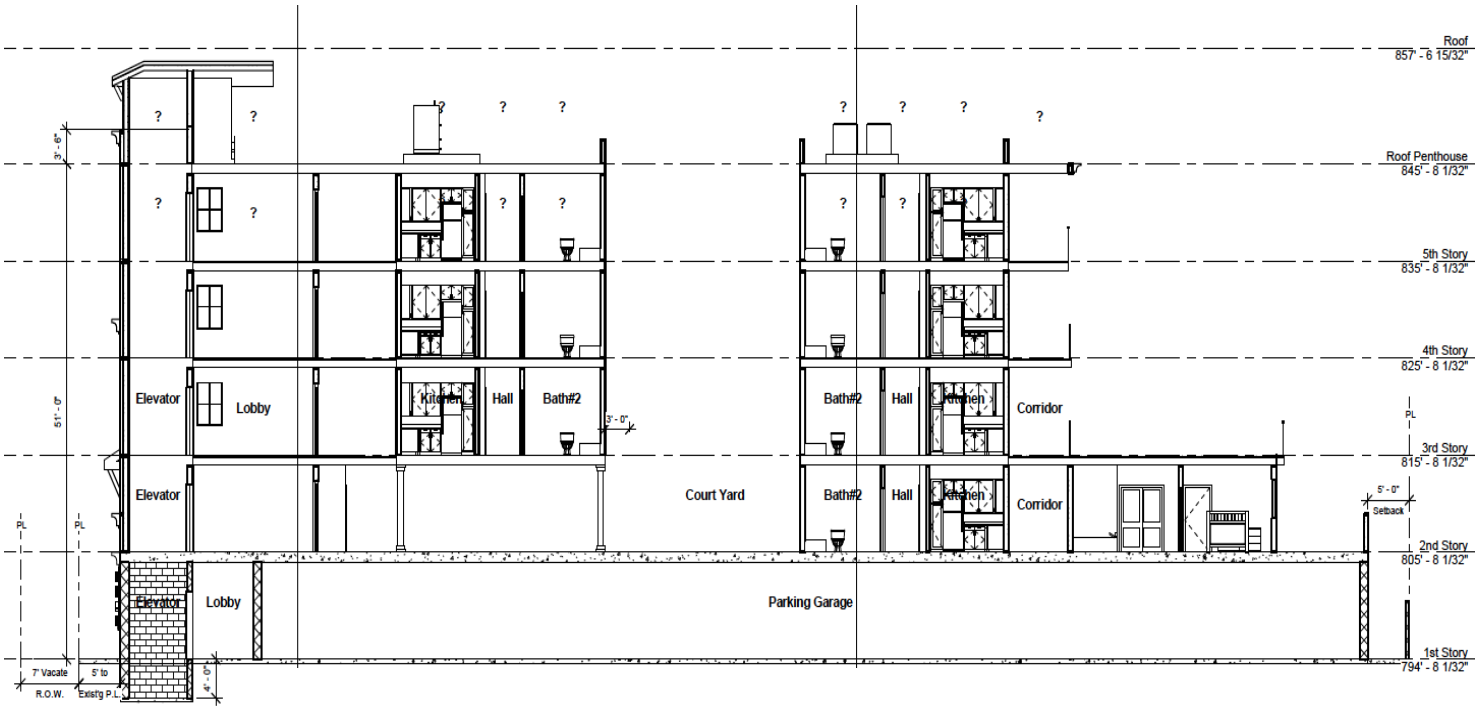
Source: Stockton Architects, Inc., April 23, 2018.

PARKER
ENVIRONMENTAL CONSULTANTS

Figure 3.11
North and South Elevations



Section 1

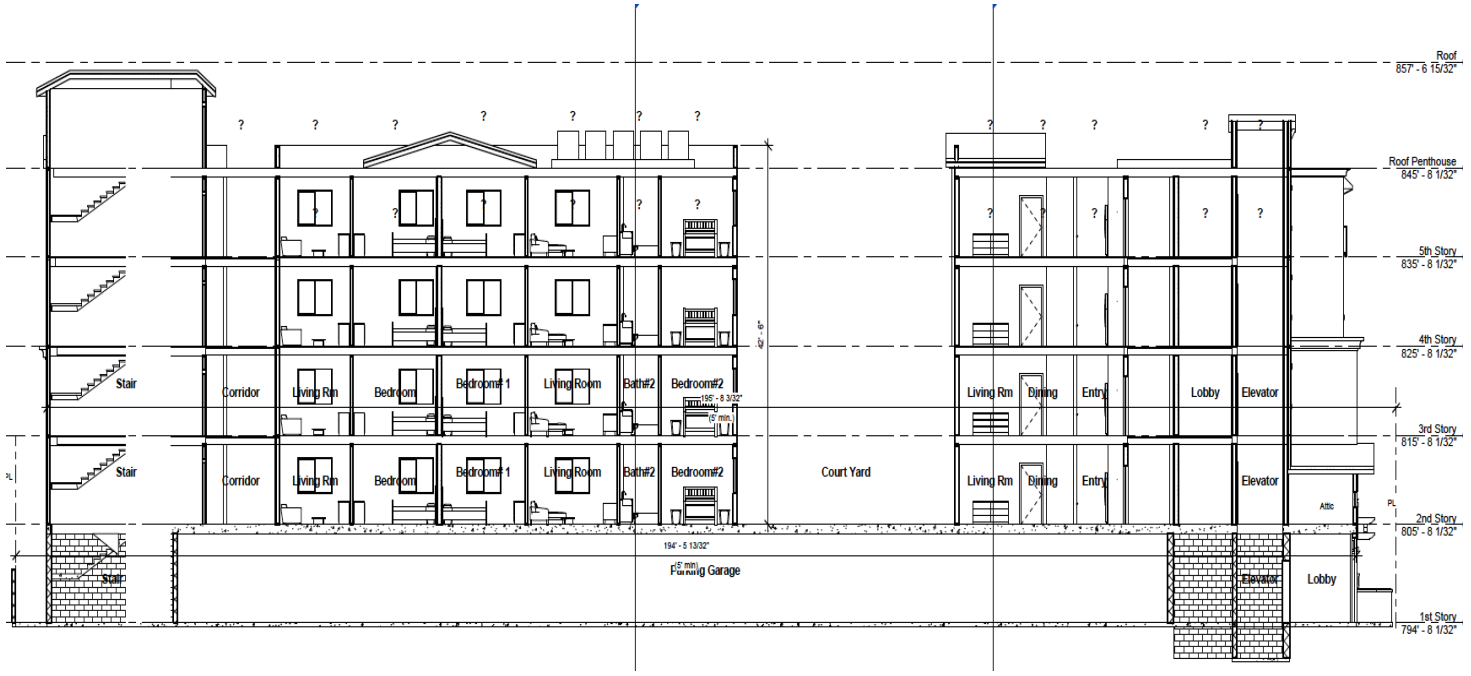


Section 2

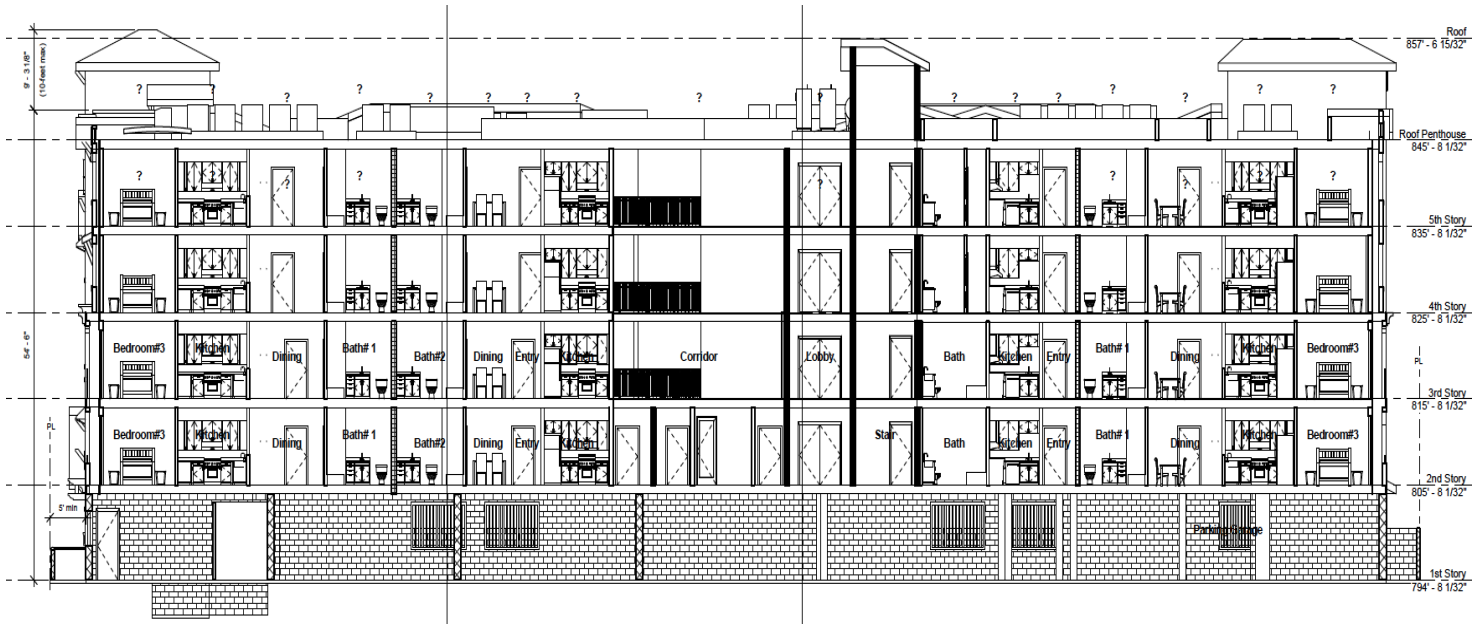
Source: Stockton Architects, Inc., April 23, 2018.

PARKER
ENVIRONMENTAL CONSULTANTS

Figure 3.12
Building Sections 1 and 2



Section 3



Section 4

Source: Stockton Architects, Inc., April 23, 2018.

PARKER
ENVIRONMENTAL CONSULTANTS

Figure 3.13
Building Sections 3 and 4

Source: Stockton Architects, Inc., March 14, 2019.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 3.14
Landscape Plan

7. Access, Circulation, and Parking

Parking for the proposed residential uses on-site would be provided on the ground level beneath the residential floors in a one-level above-grade parking structure. Vehicular access to the Project Site would be provided via one full-access driveway along Hart Street.

The Proposed Project would be required to provide parking pursuant to the General Provisions of the code, LAMC Section 12.21.A.4, which is one parking space for each one-bedroom dwelling unit, two parking spaces for each two-bedroom dwelling unit, and two parking spaces for each three-bedroom dwelling unit. Proposed Project complies with Measure JJJ (LAMC Section 11.5.11) and is eligible for up to three development incentives pursuant to LAMC Section 11.5.11(e) and LAMC Section 12.22.A.25. The Applicant is therefore requesting as one development incentive to allow for a parking reduction to provide 0.825 vehicle parking spaces per dwelling unit. As such, the Proposed Project would be required to provide 66 parking spaces. Therefore, as summarized in Table 3.4, the Proposed Project would be consistent with the applicable parking requirements.

Table 3.4
Summary of Required and Proposed Vehicle Parking Spaces

Description	Quantity	Parking Required		Parking Provided
		Rate	Spaces	
Required [a]				
One Bedroom Units	40	1 per du	40	
Two Bedroom Units	20	2 per du	40	
Three Bedroom Units	20	2 per du	40	
Subtotal Residential	**80 du**		**120**	
Proposed [b]				
Multi-family Dwelling Units	80 du	0.825 per du	**66**	
		TOTAL	**66**	**66**

Notes:
du = dwelling unit
[a] *Required parking rate pursuant to the General Provisions of the code, LAMC Section 12.21.A.4.*
[b] *The Proposed Project complies with Measure JJJ (LAMC Section 11.5.11) and California Government Code 65915(k), and is requesting one development incentive for a parking reduction to provide 0.825 vehicle parking spaces per dwelling unit.*
Source: Stockton Architects, Inc., April 23, 2018.

The Proposed Project provides on-site bicycle parking for short-term and long-term bike storage. As summarized in Table 3.5, below, the Proposed Project would be consistent with the applicable parking requirements of the LAMC and provide 86 bicycle parking spaces including 24 short-term and 62 long-term spaces. Bicycle parking would be provided within the at-grade parking structure.

Table 3.5
Summary of Required and Proposed Bicycle Parking Spaces

Description	Quantity	Parking Required [a]		Total Spaces Required		Total Spaces Provided	
		Short-Term	Long-Term	Short-Term	Long-Term	Short-Term	Long-Term
Residential							
Units 1-25	25 du	1 space/10 du	1 space / du	2	25	24	62
Units 25-80	55 du	1 space/15 du	1 space / 1.5 du	4	37		
TOTAL:	**80 du**	-	-	**6**	**62**	**24**	**62**

Notes: sf = square feet du= dwelling units
[a] LAMC 12.21 A.16. Bicycle Parking and Shower Facilities. Table 12.21 A.16.(a)(1)(i) Required Short-term and Long-term Bicycle Parking Spaces by Residential Dwelling Unit. Pursuant to LAMC Sec. 12.21A.16(b) any fractional space up to and including 0.5 may be disregarded.
Source: LAMC and Stockton Architects, Inc., April 23, 2018.

8. Lighting and Signage

Exterior lighting features within the Proposed Project would consist of low level illuminated pedestrian walkways and lighting within common open space areas and outdoor courtyards in compliance with the RIO Supplement Use District requirements. On site signage would include site identify and wayfinding signs in accordance with the LAMC.

9. Site Security

Security for the Proposed Project would be provided via site planning and secured access points of entry. The Proposed Project includes an on-site leasing office and an on-site manager's unit which will provide continuous on-site presence and services for residents to report security concerns. Entry doors to the main building and public areas will be secured with locks and gates to ensure safe and convenient access for residents.

The plans for the Project will incorporate design guidelines as identified in the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Such design guidelines provide security design measures for semi-public and private spaces, which may include but not be limited to access control to the building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of building entrances in high-foot traffic areas.

10. Sustainability Features

The Proposed Project would also be required to comply with the L.A. Green Building Code. The L.A. Green Building Code, effective January 1, 2017, requires the use of numerous conservation

measures, beyond those required by Title 24 of the California Administrative Code. The L.A. Green Building Code contains both mandatory and voluntary green building measures to conserve energy. Among many requirements, the L.A. Green Building Code requires projects to achieve a 20 percent reduction in wastewater generation. As further described in the Energy Use Analysis below compliance with Title 24 of the California Administrative Code and the L.A. Green Building Code would reduce the Proposed Project's energy consumption.

11. Anticipated Construction Schedule

The Proposed Project is anticipated to be constructed over an approximately 20 month time period with final buildout occurring in 2021. Construction activities associated with the Project would be undertaken in four main steps: (1) demolition/site preparation; (2) grading and foundations; (3) building construction; and (4) finishing and architectural coatings. All construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies with respect to building construction and activities. As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 A.M. to 9:00 P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on any Saturday or national holiday. No construction activities are permitted on Sundays. The Proposed Project would comply with these restrictions.

Demolition/Site Preparation Phase

This phase would include the demolition of three single-family residential buildings. In addition, this phase may include the removal of walls, fences, and associated debris, as well as the removal of trees. The demolition/site preparation phase would be completed in approximately one and a half months.

Grading and Foundation Phase

After the completion of the demolition phase, the grading phase for the Proposed Project would occur for approximately one month and would involve grading to ensure the proper base and slope for the building foundations. The Project proposes the excavation of up to 9,000 cubic yards of soil to be hauled off site and 2,000 cubic yards of soil to be imported.

Building Construction Phase

The building construction phase consists of above grade structures and is expected to occur for approximately 14 months. The building construction phase includes the construction of the proposed building, connection of utilities to the building, building foundations, laying irrigation for landscaping, and landscaping the Project Site.

Finishing/Architectural Coating Phase

The finishing/architectural coating phase is expected to occur over approximately three months. During this phase, interior cabinets and lighting fixtures would be installed, interior and exterior

wall finishings and paint would be applied, and the installation of windows, doors, cabinetry, and appliances within the residential units would take place.

Temporary Right-of-Way Encroachment

Construction activities may necessitate temporary and partial lane or sidewalk closures on Owensmouth Avenue and Hart Street, adjacent to the Project Site on an intermittent basis for utility relocations/hook-ups, delivery of materials, and other construction activities as may be required. However, site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on-site to mitigate any temporary impacts to the neighborhood and surrounding traffic. Any traffic lane and right-of-way closures, including sidewalks, if required, would require approval by the Department of Building and Safety and the Department of Transportation and would conform to City standards.

A Construction Management Plan will be provided to LADOT for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. All construction related traffic shall be restricted to off-peak hours.

Haul Route

All construction and demolition debris would be recycled to the maximum extent feasible. For recycling efforts, North Hills Recycling facility, located at 11700 Blucher Avenue in Granada Hills, accepts construction and demolition waste for recycling and is located approximately 15 miles (driving distance) northeast of the Project Site.[4] Demolition debris and soil materials from the Project Site that cannot be recycled or diverted would be hauled to the Sunshine Canyon landfill, which accepts construction and demolition debris and inert waste from areas within the City of Los Angeles. The Sunshine Canyon Landfill is approximately 5 miles northeast of the Project Site (approx. 10 miles round trip).

The local haul route would travel south along Owensmouth Avenue, and west along Vanowen Street. The haul route may be modified in compliance with applicable City policies, provided DOT and/or Street Services approves any such modification.

[4] *Construction and Demolition Debris Recycling Facilities in Los Angeles County, updated November 7, 2018, website: https://dpw.lacounty.gov/epd/CD/cd_attachments/Recycling_Facilities.pdf, accessed March 2019.*

12. Related Projects

In accordance with CEQA Guidelines Section 15064(h), this IS/MND includes an evaluation of the Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

> *"(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*
>
> *(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.*
>
> *(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.*
>
> *(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."*

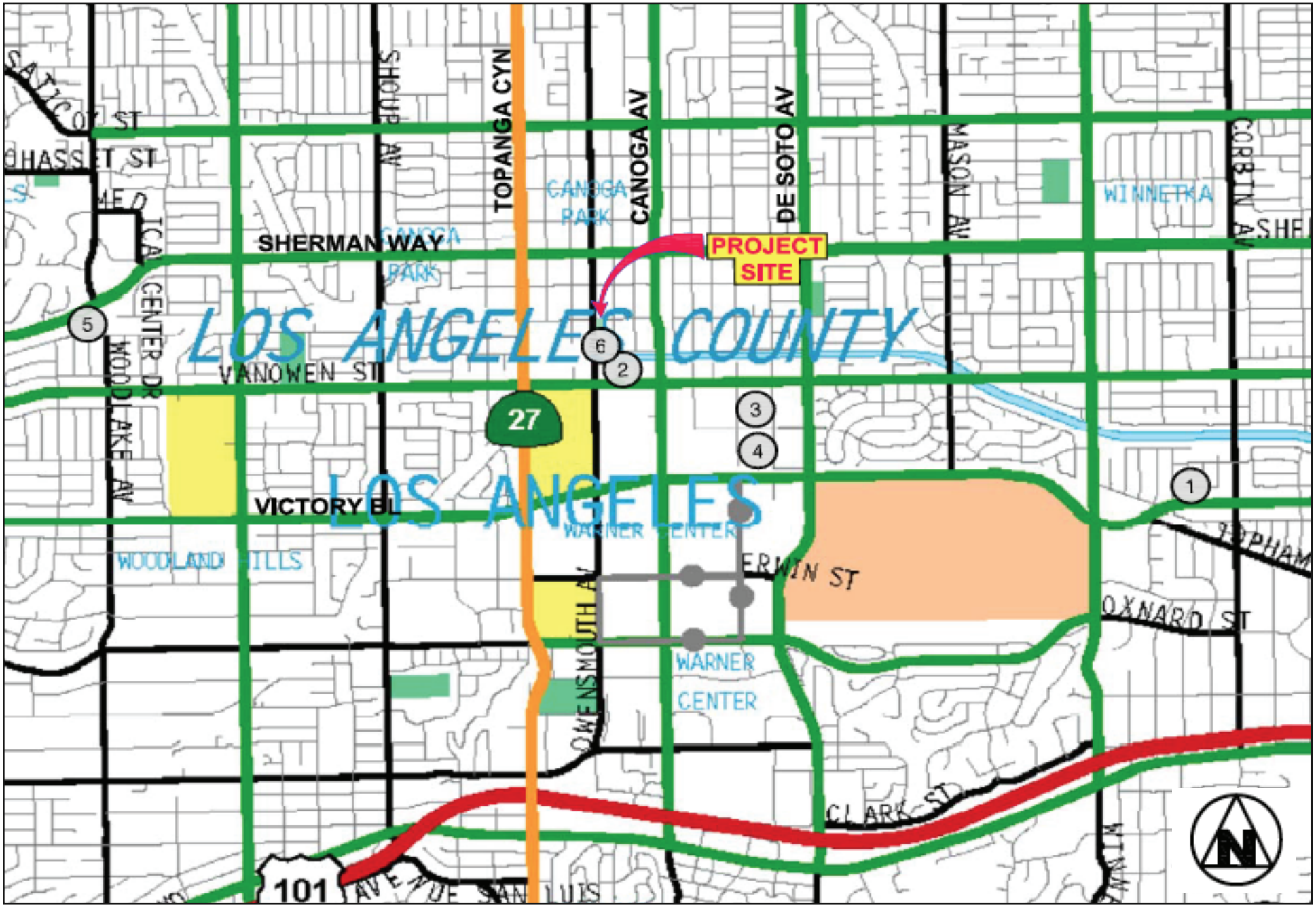
In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect. (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

The related projects identified are included in Table 3.6, Related Projects List, below. A total of six related projects were identified within the vicinity of the Project Site. An analysis of the cumulative impacts associated with these related projects and the Project are provided under each individual environmental impact category in Section 4 of this IS/MND. The locations of the related projects are shown in Figure 3.15, Location of Related Projects.

Table 3.6
Related Projects List

Project Number	Project Name	Location/Address	Size	Units
1	Apartments Retail	21200 Victory Boulevard	621 4,685	du sf
2	Apartments	21515 Vanowen Street	184	du
3	Condominiums	21001 Kittridge Street	270	du
4	Apartments	6622 N. Variel Avenue	394	du
5	Single Family Home	23200 Sherman Way	51	du
6	Apartments	6936 Owensmouth Avenue	12	du

Notes:
du = dwelling unit, sf = square feet
Source: Overland Traffic Consultants, Inc. Technical Traffic Evaluation for the Proposed Affordable Housing Project at 6940, 6946, 6952 & 6958 Owensmouth Avenue, April 2, 2019.



Source: Overland Traffic Consultants, Inc., 2019.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 3.15
Location of Related Projects

D. Requested Permits and Approvals

The list below includes the anticipated requests for approval of the Project. The MND 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:

1. Pursuant to LAMC Section 12.32 F, a Zone Change from R1-1VL-RIO to (T)(Q)RAS4-1VL-RIO; and
2. Pursuant to LAMC Section 11.5.11(e) and California Government Code 65915(k), in exchange for the provision of on-site Restricted Affordable Units (pursuant to LAMC Section 11.5.11(a)-1(ii) no less than 5% of the total units at rents affordable to Extremely Low Income households, and either 6% of the total units at rents affordable to Very Low Income households or 15% of the total units at rents affordable to Lower Income households), three Developer Incentives to permit:
    1. a 20% reduction in open space;
    2. a height increase of 11 feet above the 45 foot allowable height limit of the proposed RAS4-1VL zone; and
    3. a parking reduction to provide 0.825 parking spaces per unit in lieu of the required one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms and two parking spaces for each dwelling unit of more than three habitable rooms; and
3. Pursuant to LAMC Section 16.05, a Site Plan Review for a project which creates or results in an increase of 50 or more dwelling units. In addition, pursuant to various sections of the LAMC, the Applicant will also request various ministerial administrative approvals and permits from the Los Angeles Department of Building and Safety and other municipal agencies for project construction actions, including but not limited to the following: haul route, street tree removal, demolition, grading, foundation, building and tenant improvements.

INITIAL STUDY

Environmental Checklist and Impact Analysis

This section of the Initial Study contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines, (C.C.R. Title 14, Chapter 3, 15000-15387), as amended on January 1, 2018.

I. Aesthetics

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

Senate Bill 743 - Environmental Quality: Transit Oriented Infill Projects

In 2013, the State of California enacted Senate Bill 743 (SB 743),[5] which provides that "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an

[5] *SB 743 is codified as Public Resources Code Section 21099.*

infill site within a transit priority area shall not be considered significant impacts on the environment." The Proposed Project and the Project Site meet these definitions.

As indicated in the Project Description, the Proposed Project provides a multifamily residential building on an infill site and is located in a transit priority area. Public Resources Code Section 21099 defines a "transit priority area" as an area within one-half mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." Public Resources Code Section 21064.3 defines "Major Transit Stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Specifically, with respect to its location in a transit priority area, the bus service in the Project Site vicinity is operated by the Los Angeles County Metropolitan Transportation Authority ("Metro"). The Project Site is located approximately 0.5 mile southwest of the intersection of Sherman Way and Canoga Avenue, which provides access to the Orange Line Busway route. Additionally, Metro Bus Routes 165, 601, 244/245, 150, 163, 162, 161, 169, and Metro Rapid 750 serve the Project Site.

The Project Site is also designated as a transit priority area per the Department of City Planning's Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA.[6] As a result, this state law supersedes the aesthetic impact thresholds of significance that were previously adopted in the State CEQA Guidelines. Accordingly, the Proposed Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. While Section 21099 prohibits aesthetic impacts from being considered significant environmental impacts pursuant to CEQA, it does not affect the ability of the City of Los Angeles to implement design review through its ordinances or other discretionary powers.

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

Less Than Significant Impact. As discussed above, pursuant to SB 743 and the provisions set forth in Public Resources Code Section 21099, the Proposed Project is classified as a residential project on an infill site in a Transit Priority Area. Furthermore, the Project Site does not contain any historic or cultural resources, as discussed in Section V. Cultural Resources of this IS/MND. As such, the Proposed Project meets all criteria specified in Public Resources Code Section 21099. Therefore, the Proposed Project's impact on visual resources, aesthetic character, shade and shadow, light and glare, scenic vistas, State Scenic Highways, and parking are considered less than significant per SB 743.

[6] *City of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA, website: http://zimas.lacity.org/, accessed February 2019.*

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

Less Than Significant Impact. Refer to Response to Checklist Question I (a) above.

c) In non-urbanized areas, substantially degrade the existing visual character or quality 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. Refer to Response to Checklist Question I (a) above.

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. Refer to Response to Checklist Question I (a) above.

Cumulative Impacts

Less Than Significant Impact. Refer to Responses to Checklist Question I (a) above. The application of Public Resources Code Section 21099 provides that the aesthetic impacts of a residential project, such as the Proposed Project, upon an infill site within a transit priority area shall not be considered significant impacts on the environment. Therefore, cumulative aesthetic impacts would be less than significant. Under SB 743 and ZI No. 2452, aesthetic impacts of the Proposed Project shall not be considered a significant impact on the environment.

II. Agriculture and Forestry Resources

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

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

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

No Impact. The Project Site is currently occupied by three single-family residences and a vacant lot. The Project Site is also located in an urbanized area of the City of Los Angeles. No farmland or agricultural activity exists on the Project Site, nor are there any farmland or agricultural activities in the vicinity of the Project Site. According to the "Los Angeles County Important Farmland 2016" map, which was prepared by the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site are not candidate for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[7] Therefore, no impact to agricultural lands would occur.

[7] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2016, Map. ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf, accessed February 2019.*

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

No Impact. The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the Los Angeles Municipal Code (LAMC). The Project Site is currently zoned R1-1VL-RIO with a General Plan land use designation of General Commercial. The Project Site is not zoned for agricultural production, and there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site.[8] Therefore, no impact 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. The Project Site is currently zoned R1-1VL-RIO and has a land use designation of General Commercial in the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan. The Project Site is not zoned as forest land or timberland, and there is no timberland production at the Project Site. Therefore, no impact would occur.

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

No Impact. The Project Site is occupied by three single-family residences and a vacant lot. The Project Site is also located in an urbanized area of the City of Los Angeles. No forested lands or natural vegetation exist on or in the vicinity of the Project Site. 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. Neither the Project Site, nor nearby properties, are currently utilized for agricultural or forestry uses. As discussed above, the Project Site is not classified in any "Farmland" category designated by the State of California. According to the "Los Angeles County Important Farmland 2016" map, which was prepared by the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, no impact would occur.

[8] *Williamson Act Program, California Division of Land Resource Protection, website ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_15_16_WA.pdf, accessed February 2019.*

Cumulative Impacts

No Impact. Development of the Proposed Project in combination with the related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use, nor result in the loss of any forest land or conversion of forest land to non-forest use. The Los Angeles County Important Farmland 2016 Map maintained by the California Division of Land Resource Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category.[9] The Project Site is located in an urbanized area in the Canoga Park–Winnetka–Woodland Hills–West Hills Community within the City of Los Angeles and does not include any State-designated agricultural lands or forest or timberland uses. Therefore, no cumulative impact would occur.

III. Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

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

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

Less Than Significant Impact. A significant air quality impact could occur if the Proposed Project is not consistent with the applicable Air Quality Management Plan (AQMP) or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The most recent AQMP was adopted by the Governing Board of the South Coast Air Quality

[9] *Ibid.*

Management District (SCAQMD) on March 3, 2017 ("2016 AQMP"). The 2016 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gasses and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2016 AQMP recognizes the critical importance of working with other agencies to develop funding and incentives that encourage the accelerated transition to cleaner vehicles, and the modernization of buildings and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy. In addition, the Southern California Association of Governments (SCAG) approved its 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that includes transportation programs, measures, and strategies generally designed to reduce vehicle miles traveled (VMT), which are contained within baseline emissions inventory in the 2016 AQMP. The transportation strategy and transportation control measures (TCMs), included as part of the 2016 AQMP and State Implementation Plan (SIP) for the South Coast Air Basin ("Basin"), are based on SCAG's 2016 RTP/SCS and Federal Transportation Improvement Program (FTIP). For purposes of assessing a project's consistency with the AQMP, projects that are consistent with the growth forecast projections of employment and population forecasts identified in the RTP/SCS are considered consistent with the AQMP, since the growth projections contained in the RTP/SCS form the basis of the land use and transportation control portions of the AQMP.

As discussed in Section XIV(a), Population and Housing, the Proposed Project is consistent with the regional growth projections for the Los Angeles Subregion and is consistent with the smart growth policies of the 2016 RTP/SCS to increase residential uses within close proximity to High-Quality Transit Areas (HQTA). An HQTA is defined as a generally walkable transit village or corridor within one half-mile of a well-serviced transit stop or a transit corridor with 15-minute or less service frequency during peak commute hours. The Proposed Project would concentrate new development within a half of a mile (walking distance) of several Metro Bus lines that connect to regions of the Los Angeles area. Thus, the Project Site's location provides opportunities for residents to use public transit to reduce vehicle trips. The Project Site is also located in a Transit Priority Area as defined by Public Resources Code Sections 21099 and 21064.3. Reports by the California Department of Transportation and SCAG have found that focusing development in areas served by transit can result in local, regional and statewide benefits including reduced air pollution and energy consumption.[10,11] As discussed in the Proposed Project's Transportation Study (See Appendix H of this MND), the Proposed Project's close proximity to shopping/employment land uses and regional transit would result in fewer trips as compared to the base trip rates for similar stand-alone land uses that are not located in close proximity to transit. Thus, because the Proposed Project would be consistent with the growth projections and regional land use planning policies of the 2016 RTP/SCS, as detailed in Section XIII(a), Population and Housing, and Section VII, Greenhouse Gas Emissions, the Proposed Project

[10] *California Department of Transportation, California Transportation Plan 2040, June, 2016, website: http://www.dot.ca.gov/hq/tpp/californiatransportationplan2040/Final%20CTP/FINALCTP2040-Report-WebReady.pdf, accessed February 2019.*

[11] *Southern California Association of Governments, 2016-2040 Regional Transportation Plan / Sustainable Communities Strategy, April 2016.*

would not conflict with or obstruct implementation of the 2016 AQMP, and Project impacts would be less than significant.

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

Less Than Significant Impact. Based on the State CEQA Guidelines, a significant impact may occur if a project adds a considerable cumulative contribution to federal or State non-attainment pollutants. As the Basin is currently in State non-attainment for ozone, PM_{10} and $PM_{2.5}$, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of a project's contribution of emissions, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts. Thus, a project may result in a significant impact in cases where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment.

As discussed below, the Proposed Project would not generate construction or operational emissions that exceed the SCAQMD's recommended regional thresholds of significance. Therefore, the Proposed Project would not generate a cumulatively considerable increase in emissions of the pollutants for which the Basin is in non-attainment, and impacts would be less than significant.

Construction Emissions

For purposes of analyzing impacts associated with air quality, this analysis assumes a construction schedule of approximately 20 months, with a final buildout year in 2021. This construction schedule is conservative and yields the maximum daily impacts. Construction activities associated with the Proposed Project would be undertaken in four main steps: (1) demolition/site clearing; (2) grading; (3) building construction; and (4) architectural coating/finishing. The building construction phase includes the construction of the proposed building, connection of utilities to the building, and landscaping the Project Site. Construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving foundation preparation would primarily generate $PM_{2.5}$ and PM_{10} emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NO_x emissions. The application of architectural coatings would primarily result in the release of Reactive Organic Gases (ROG) emissions. The

amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

The following regulatory compliance measures have been identified as being applicable to the Proposed Project's construction activities:

- Compliance with provisions of the SCAQMD District Rule 403. The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
    - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
    - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
    - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
    - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
    - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
    - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
    - Trucks having no current hauling activity shall not idle but be turned off.
- In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.
- The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

The Proposed Project's construction emissions were quantified utilizing the California Emissions Estimator Model (CalEEMod *Version 2016.3.2*) as recommended by the SCAQMD. Table 4.1, Estimated Peak Daily Construction Emissions, identifies daily emissions that are estimated to occur on peak construction days for each phase of the Proposed Project construction. These

calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development.

As shown in Table 4.1, below, construction-related daily emissions associated with the Proposed Project would be below the peak daily regional SCAQMD significance thresholds for criteria pollutants during the construction phases. Therefore, construction impacts are considered to be less than significant.

Table 4.1
Estimated Peak Daily Construction Emissions

Emission Source	Emissions in Pounds per Day					
	ROG	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Demolition/Site Clearing						
On-Site Fugitive Dust	--	--	--	--	0.09	0.01
On-Site Off-Road Diesel Equipment	2.30	22.68	14.89	0.02	1.29	1.20
Off-Site Hauling/Vendor/Worker	0.07	0.05	0.53	<0.01	0.15	0.04
Total Emissions	***2.37***	***22.73***	***15.42***	***0.03***	***1.53***	***1.25***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Grading/Excavation						
On-Site Fugitive Dust	--	--	--	--	2.10	1.13
On-Site Off-Road Diesel Equipment	1.88	19.62	10.31	0.02	0.97	0.91
Off-Site Hauling/Vendor/Worker	0.72	23.21	5.14	0.06	3.13	0.87
Total Emissions	***2.60***	***42.83***	***15.45***	***0.08***	***6.20***	***2.91***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Building Construction						
On-Site Off-Road Diesel Equipment	2.99	22.58	21.33	0.04	1.24	1.21
Off-Site Hauling/Vendor/Worker	0.39	1.59	2.90	0.01	0.88	0.24
Total Emissions	***3.38***	***24.17***	***24.23***	***0.05***	***2.12***	***1.45***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Architectural Coating						
On-Site Architectural Coating	5.08	--	--	--	0.00	0.00
On-Site Off-Road Diesel Equipment	0.57	4.69	5.09	<0.01	0.30	0.29
Off-Site Hauling/Vendor/Worker	0.06	0.04	0.47	<0.01	0.16	0.04
Total Emissions	***5.71***	***4.73***	***5.56***	***0.02***	***0.46***	***0.33***
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust and Rule 1113 – Architectural Coatings.
Calculation sheets are provided in Appendix A to this IS/MND.
Parker Environmental Consultants, 2019.

Operational Emissions

Existing Emissions

The Project Site is currently developed with three single-family residences, which serves as the existing conditions baseline. The existing uses generate air pollutant emissions from stationary sources, such as space and water heating, architectural coatings (paint), and mobile vehicle traffic traveling to and from the Project Site. The peak daily emissions generated by the existing uses at the Project Site were estimated utilizing the California Emissions Estimator Model (CalEEMod *Version 2016.3.2*). As shown in Table 4.2, area sources are the primary source of air pollutant emissions associated with existing uses at the Project Site.

Table 4.2
Existing Daily Operational Emissions from Project Site

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Area Sources	0.85	0.07	1.77	<0.01	0.23	0.23
Energy Sources	<0.01	0.02	<0.01	<0.01	<0.01	<0.01
Mobile Sources	0.07	0.33	0.88	<0.01	0.22	0.06
Total Emissions	***0.92***	***0.41***	***2.66***	***0.01***	***0.45***	***0.29***
Wintertime (Non-Smog Season) Emissions						
Area Sources	0.85	0.07	1.77	<0.01	0.23	0.23
Energy Sources	<0.01	0.02	<0.01	<0.01	<0.01	<0.01
Mobile Sources	0.06	0.33	0.82	<0.01	0.22	0.06
Total Emissions	***0.91***	***0.42***	***2.61***	***0.01***	***0.45***	***0.29***

Note: Calculation worksheets are provided in Appendix A to this IS/MND.
Parker Environmental Consultants 2019.

Proposed Project Emissions

The Proposed Project would result in the demolition of the existing single-family residences and the development of a five-story, 80-unitmultifamily residential building. Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities of the Proposed Project. Area source emissions would be generated by the consumption of natural gas and landscape maintenance. Mobile emissions would be generated by the motor vehicles traveling to and from the Project Site.

The analysis of daily operational emissions associated with the Proposed Project has been prepared utilizing CalEEMod (*Version 2016.3.2*). The results of these calculations are presented in Table 4.3, Proposed Project Estimated Daily Operational Emissions. As shown, the operational emissions generated by the Proposed Project would not exceed the daily regional thresholds of

significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Proposed Project would be less than significant.

Table 4.3
Proposed Project Estimated Daily Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Summertime (Smog Season) Emissions						
Area Sources	1.92	0.08	6.62	<0.01	0.04	0.04
Energy Sources	0.03	0.22	0.09	<0.01	0.02	0.02
Mobile Sources	0.61	3.08	8.21	0.03	2.39	0.66
Stationary Sources	0.82	3.67	2.09	<0.01	0.12	0.12
Total Project Emissions	***3.37***	***7.05***	***17.02***	***0.04***	***2.57***	***0.83***
Less Existing On-Site Emissions	*(0.92)*	*(0.41)*	*(2.66)*	*(0.01)*	*(0.45)*	*(0.29)*
NET Project Emissions	**2.45**	**6.64**	**19.68**	**0.03**	**2.12**	**0.54**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Wintertime (Non-Smog Season) Emissions						
Area Sources	1.92	0.08	6.62	<0.01	0.04	0.04
Energy Sources	0.03	0.22	0.09	<0.01	0.02	0.02
Mobile Sources	0.58	3.15	7.68	0.03	2.39	0.66
Stationary Sources	0.82	3.67	2.09	<0.01	0.12	0.12
Total Project Emissions	***3.34***	***7.12***	***16.48***	***0.03***	***2.57***	***0.83***
Less Existing On-Site Emissions	*(0.91)*	*(0.42)*	*(2.61)*	*(0.01)*	*(0.45)*	*(0.29)*
NET Project Emissions	**2.43**	**6.70**	**13.87**	**0.02**	**2.12**	**0.54**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Calculation worksheets are provided in Appendix A to this IS/MND.
Parker Environmental Consultants, 2019.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than are the population at large. 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.[12]

Localized Significance Thresholds

The SCAQMD has developed localized significance thresholds (LSTs) that are based on the amount of pounds of emissions per day that can be generated by a project that would cause or

[12] *South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993, page 5-1.*

contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the SCAQMD,[13] apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM_{10}, and $PM_{2.5}$. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards, and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). For PM_{10}, the LSTs were derived based on requirements in SCAQMD Rule 403 − Fugitive Dust. For $PM_{2.5}$, the LSTs were derived based on a general ratio of $PM_{2.5}$ to PM_{10} for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 SRAs at various distances from the source of emissions. The Project Site is located within SRA 6, which covers the West San Fernando Valley area. The mass rate look-up tables provide LSTs for one-acre, two-acre, and five-acre sites. Since the Project Site is approximately 0.74 acres, the one-acre LSTs were applied for the Proposed Project. The following sensitive receptors within 500 feet of the Project Site that could potentially be subject to localized air quality impacts associated with construction of the Proposed Project are: multi-family/single-family residences, Catholic Charities Guadalupe Church and Community Center, California Career College, FPA Women's Health Center, and Owensmouth Continuation High School . Given the proximity of these sensitive receptors to the Project Site, the LSTs for a one-acre site with receptors located within 25 meters was used to address the potential localized air quality impacts associated with the construction-related NO_X, CO, PM_{10}, and $PM_{2.5}$ emissions for each construction phase.

Localized Construction Emissions

Emissions from construction activities have the potential to generate localized emissions that may expose sensitive receptors to harmful pollutant concentrations. However, as shown in Table 4.4, Localized On-Site Peak Daily Construction Emissions, peak daily emissions generated within the Project Site during construction activities for each phase would not exceed the applicable construction LSTs for an approximate one-acre site in SRA 2. These calculations assume that appropriate dust control measures would be implemented as part of the Proposed Project during each phase of development, as required by SCAQMD Rule 403 - Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Therefore, with implementation of the regulatory code compliance measures identified above, localized air quality impacts from construction activities on the off-site sensitive receptors would be less than significant.

[13] *South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.*

Table 4.4
Localized On-Site Peak Daily Construction Emissions

Construction Phase	Total On-site Emissions (Pounds per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Demolition/Site Clearing	22.68	14.89	1.29	1.20
Grading/Excavation	23.21	10.31	3.13	1.13
Building Construction	22.58	21.33	1.24	1.21
Architectural Coatings	4.69	5.09	0.30	0.29
SCAQMD Localized Thresholds [a]	**103**	**426**	**4**	**3**
Potentially Significant Impact?	*No*	*No*	*No*	*No*

[a] *The localized thresholds for all phases are based on a receptor within a distance of 25 meters in SCAQMD's SRA 6 for a Project Site of one acre.*

[b] *The localized thresholds listed for NO_x takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the SCAQMD's "Final Localized Significance Threshold Methodology" guidance document. The analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.*

Source: CalEEMod 2016.3.2, Calculation sheets are provided in Appendix A to this IS/MND.

Localized Operation Emissions

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The Basin is currently in attainment for CO emissions, and based on existing ambient CO levels within the Basin, the Proposed Project's mobile source emissions would not exceed the 1-hour or 8-hour CO hotspot concentration threshold for creating a significant impact. This finding is consistent with the AQMD's 2003 AQMP, which modeled localized CO emissions at the four highest traffic volume intersections within the Basin and found the localized emissions to be well below the thresholds of significance for both the 1-hour and 8-hour thresholds. Table 4.4, above, shows the net amount of on-site emissions from the operation of the Proposed Project. As shown, the Proposed Project's on-site localized emissions would not exceed any of the localized thresholds for a site of one acre. Therefore, localized on-site operational emissions would be less than significant.

Toxic Air Contaminants (TAC)

Construction Emissions

The Proposed Project's construction activities would generate toxic air contaminants (TAC) in the form of diesel particulate matter (DPM) emissions associated with the use of heavy trucks and construction equipment during construction. DPM has no acute exposure factors (i.e., no short-term effects). Therefore, the SCAQMD Handbook does not recommend an analysis of TACs from short-term construction activities, which result in a limited duration of exposure. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. Specifically, "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based

on the use of standard risk assessment methodology. Given the short-term construction schedule of approximately 20 months, the Proposed Project would not result in a long-term (i.e., 70-year) source of TAC emissions. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period (20 out of 840 months of a 70-year lifetime), health risks associated with DPM emissions during construction would be less than significant. Moreover, the Proposed Project would be required to comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location. In addition, as discussed above, the Proposed Project would not result in a localized significant impact. Therefore, the Proposed Project would result in a less than significant impact related to construction TACs.

Operational Emissions

The Proposed Project consists of a multifamily residential development with 80 dwelling units. The proposed residential land uses would not support any activities that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants in large quantities. As such no significant toxic airborne emissions would result from Proposed Project implementation. In addition, construction activities would be subject to the regulations and laws relating to toxic air pollutants at the regional, State, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. Therefore, impacts associated with the release of toxic air contaminants would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. As the Proposed Project involves no elements related to these types of activities, no odors from these types of uses are anticipated. Garbage collection areas for the Proposed Project would have the potential to generate foul odors if the areas are located in close proximity to habitable areas. Good housekeeping practices would be sufficient to prevent nuisance odors. In addition, SCAQMD Rule 402 (Nuisance) and SCAQMD Best Available Control Technology Guidelines would limit potential objectionable odor impacts during the Proposed Project's long-term operations phase. Therefore, potential operational odor impacts would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the six related projects in the Project Site vicinity would result in an increase in construction and operational emissions in an already urbanized area of the City of Los Angeles.

Cumulative development can affect the implementation of the 2016 AQMP. The 2016 AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth

considered to be consistent with the 2016 AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2016 AQMP will not be obstructed by such growth, and cumulative impacts would be less than significant. Since the Proposed Project is consistent with SCAG's growth projections, it would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, cumulative impacts related to conformance with the 2016 AQMP would be less than significant.

Cumulative air quality impacts from construction and operation of the Proposed Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed in response to Checklist Question III (c) above, because the construction-related and operational daily emissions associated with Proposed Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Proposed Project would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

With respect to cumulative odor impacts, potential sources that may emit odors during construction activities at each related project include the use of architectural coatings, solvents, and asphalt paving. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. Based on mandatory compliance with SCAQMD Rules, construction activities and materials used in the construction of the Proposed Project and related projects would not combine to create objectionable construction odors. With respect to operations, SCAQMD Rules 402 (Nuisance) and Rule 1138 (Odor Reducing Equipment) would regulate any objectionable odor impacts from the related projects and the Proposed Project's long-term operations. Thus, cumulative odor impacts would be less than significant.

IV. Biological Resources

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

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

Less Than Significant Impact. A project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern under state or federal plans, policies or regulations; (b) the loss of

individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is located in an urbanized area in the City of Los Angeles and is improved with three single-family residences and a vacant lot. The Project Site does not contain any critical habitat or support any species identified as an endangered, threatened, rare, protected, 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. Based on the Proposed Project's Tree Report, dated February 21, 2019 (Appendix B to this IS/MND), there are 16 trees on the Project Site and nine street trees in the public right-of-way surrounding the Project Site: eight trees along Owensmouth Avenue and one tree along Hart Street. The Tree Report concluded there are no protected native tree species located on the Project Site or in the public right-of-way. A majority of these existing on-site trees will be removed for the Proposed Project. The removal and placement of street trees would be subject to the review and approval of the Board of Public Works, Urban Forestry Division. Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way. Therefore, the Proposed Project would have a less than significant impact upon removal of protected trees.

The removal of vegetation and disturbances to potential bird habitat would have the potential to result disturb or destroy nesting native bird species depending on the season and time of grading and site clearance activities. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13) and Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit the take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA).[14] The Department of City Planning enforces the MBTA through precautionary and preventative measures to avoid or reduce the potential for disturbances to wildlife during construction. The Project Applicant will be required to ensure compliance with all applicable laws and regulations to ensure that no significant impacts to nesting birds would occur due to the removal of the existing trees located on the Project Site. As a standard practice, the Department of Building and Safety generally imposes conditions that require grading and earthwork activities (including disturbances to native and non-native vegetation, structures and substrates) to take place outside of the breeding bird season which generally runs from March 1-August 31 (as early as February 1 for raptors) to avoid disturbances which would cause abandonment of active nests containing eggs and/or young. If Proposed Project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant would be required to arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. If a protected native bird is found, the applicant would be required

[14] *Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Wildlife Code Section 86).*

to delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. Therefore, with adherence to existing laws and standard conditions of approval the Proposed Project would have not have a significant impact on sensitive biological species or habitat.

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 project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; (c) the alternation of an existing wetland habitat; or (d) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species. The Project Site is occupied by three single-family residences and a vacant lot. No riparian or other sensitive natural community is located on or adjacent to the Project Site. Therefore, implementation of the Proposed Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities.

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 project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat. The Project Site is currently developed with three single-family residences and a vacant lot. The Project Site does not contain any wetlands or natural drainage channels. Therefore, the Project Site does not have the potential to support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act (See Section 4(b), above) and no impacts to riparian or wetland habitats would occur with implementation of the Proposed Project.

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

No Impact. A project would normally have a significant impact on biological resources if it could result in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. The Project Site is improved with three single-family residences and a vacant lot. Vegetation in the vicinity of the Project Site is limited to ornamental landscaping. Due to the highly urbanized surroundings, there are no wildlife corridors or native wildlife nursery sites in the Proposed Project vicinity. Therefore, the Proposed Project would not interfere with the movement of any resident or migratory fish or wildlife species or wildlife corridors or impede native wildlife nursery sites and no impacts would occur with respect to the Proposed Project.

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

Less Than Significant Impact. A project-related significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance, 177,404. There are 16 trees located on the Project Site, almost all of which would be removed during construction and none are protected native tree species.[15] Therefore, the Proposed Project would not have the potential to conflict with the City of Los Angeles Protected Tree Ordinance. Additionally, there are nine street trees in the public right-of-way surrounding the Project Site, all of which are expected to be removed as a result of the Proposed Project. All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees proposed for removal on the Project Site will be replaced at a 2:1 ratio with a minimum 24-inch box tree pursuant to the Department of Urban Forestry's permit conditions. As discussed above, the Proposed Project would be required to comply with the Federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, which prohibits take of all birds and their active nests including raptors and other migratory non-game birds. Thus, any impacts upon the loss of on-site trees would be less than significant levels.

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. A significant impact would occur if the proposed project would be inconsistent with mapping or policies in any conservation plans of the types cited. 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, no impact would occur with implementation of the Proposed Project.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project would have a less than significant impact upon biological resources with regulatory compliance. Development of the Proposed Project in combination with related projects would not significantly impact wildlife corridors or habitat for any endangered, threatened, rare, protected, candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFW or the USFWS as no such habitat occurs in the vicinity of the Project Site due to the existing urban development. Development of any of the related projects would be subject to the City of Los Angeles Protected Tree Ordinance, Federal Migratory Bird Treaty Act, Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, and the City of Los Angeles Protected Tree Ordinance and any other mitigation measures or regulatory compliance measures applicable to each project site. Thus, cumulative impacts to biological resources would be considered less than significant.

[15] *LSA, Arboricultural Assessment Report for the Bell Creek Apartments Project, Canoga Park, California, February 21, 2019.*

V. Cultural Resources

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

The following section summarizes and incorporates by reference information from the Record Search Results for the Bell Creek Apartments Project, dated April 5, 2019, prepared by South Central Coastal Information Center (SCCIC), ("Cultural Records Search"). The Cultural Records Search is included as Appendix C to this IS/MND.

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

No Impact. A significant impact may occur if the Proposed Project would result in a substantial adverse change in the significance of a historic resource. The Project Site is developed with three single-family residences and one vacant lot. According to HistoricPlacesLA.org, the Project Site is not listed as a Historic Resource nor is it located within a Historic District. SurveyLA has identified the property east of the Project Site, the Guadalupe Community Center, as a Historic Resource. The Guadalupe Community Center has the following status codes: 3S – Appears eligible for National Register as an individual property through survey evaluation; 3CS – Appears eligible for California Register as an individual property through survey evaluation; and 5S3 – Appears to be individually eligible for local listing or designation through survey evaluation. The Proposed Project's five stories above grade would not have such a visual impact that it would impair the integrity of the Guadalupe Community Center to the degree that it would no longer be eligible for listing under the California Register or National Register. In addition, the Project Site is not listed within the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan Area Historic Resources Survey Report, the Individual Resources Report, the Non-Parcel Resources Report, nor the Historic District Planning District, and Multi-Property Resources Report. Therefore, the Proposed Project would not result in significant adverse impacts on identified historical resources located on, adjacent to, or in the vicinity of the Project Site.

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 may occur if grading or excavation activities associated with the Proposed Project would disturb archaeological resources, which presently exist within the Project Site, which has been previously graded and developed. The Project Site and immediate surrounding areas do not contain any known archaeological resources.[16] Additionally, a records search was conducted with the South Central Coastal Information Center (SCCIC) to identify whether any known archaeological resources or archaeological survey areas occur on the Project Site or within the Project Site vicinity. The SCCIC records search (dated April 5, 2019 and provided in Appendix C to this IS/MND) identified no archaeological resources within the Project Site boundaries. The archaeological sensitivity of the Project Site is unknown because there are no previous studies for the Project Site. While there are currently no recorded archaeological sites within the Project Site area, buried resources could potentially be unearthed during project activities.[17]

The Proposed Project does not propose any subterranean excavation. However, because the project would involve surface grading the potential exists for the accidental discovery of any unknown archaeological materials that may lie below the surface. Because the presence or absence of such materials cannot be determined until the Project Site is graded, the Department of City Planning requires adherence to regulatory compliance measures for proper handling of any archaeological resources discovered during construction. If archaeological resources are discovered during surface grading or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the Proposed Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project Site proposed to be developed. 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. Adherence to regulatory compliance measures would ensure that if any archaeological resources are encountered during construction, impacts to such resources would remain less than significant.

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

Less Than Significant Impact. A project-related significant adverse effect could occur if grading activities associated with the Proposed Project would disturb previously interred human remains. No known human burials have been identified on the Project Site or its vicinity. However, it is possible that unknown human remains could occur, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur. If human remains

---

[16] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Prehistoric & Historical Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996.*

[17] *See SCCIC Records Search Results for the Bell Creek Apartments Project (April 5, 2019) provided in Appendix C to this MND.*

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 Section 5097.98. Compliance with regulatory compliance measures would ensure any potential impacts related to the disturbance of unknown human remains would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Implementation of the Proposed Project, in combination with the related projects in the Project Site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Proposed Project's impacts to cultural resources concluded that the Proposed Project would have no significant impacts with respect to cultural resources following compliance with regulatory measures. Therefore, the Proposed Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to cultural resources would be less than significant.

VI. Energy

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

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

Less Than Significant Impact. A significant impact would occur if the Proposed Project results in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. The Proposed Project would redevelop existing residential uses with a new multifamily residential building on an infill

site, which would contribute to the revitalization of the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan area. The Proposed Project is required to comply with the energy conservation standards established in Title 24 of the California Administrative Code. California's Energy Efficiency Standards located at Title 24, Part Six of the California Code of Regulations and commonly referred to as "Title 24," which was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2016 Standards will continue to improve upon the 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The effective date of the 2016 Standards is January 1, 2017.[18] The Energy Efficiency Standards are a specific response to the mandates of AB 32, (Health and Safety Code Sections 38500–38599), also known as the California Global Warming Solutions Act of 2006, and to pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs. The Proposed Project includes energy efficiency components to conserve energy, which are detailed below.

Existing Infrastructure

The Project Site is located in a highly urbanized area in Los Angeles. The surrounding area is adequately served with roads, sidewalks, and by underground utilities. Since the Project Site would increase the total residential square footage on the Project Site, the Proposed Project would generate an increase in energy consumption as compared to existing conditions. The analysis below focuses on the change between the existing baseline condition and the condition with the construction and operation of the Proposed Project.

Electricity

The Project Site is located in a highly urbanized area in the Canoga Park–Winnetka–Woodland Hills–West Hills Community. Based on observation, there are overhead circuit lines along Hart Street and along Owensmouth Avenue south of the Project Site. The Proposed Project would require on-site transformation and may require underground line extension on public streets. In the event infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project Site area, and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be short-term, (b) upgrades would be conducted within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate Project Site vicinity. Therefore, potential impacts resulting from energy infrastructure improvements would be less than significant.

---

[18] *California Energy Commission, 2016 Building Energy Efficiency Standards, website: http://www.energy.ca.gov/title24/2016standards/, accessed March 2019.*

The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. The estimated power requirements for the Proposed Project is part of the total load growth forecast for the City of Los Angeles and has been taken into account by SCG in the planned growth of the natural gas system.

Natural Gas

Southern California Gas Company (SCG) provides natural gas resources to the City through existing gas mains located under the streets and public rights-of-way. Natural gas services are provided in accordance with SCG's policies and extension rules on file with the CPUC at the time contractual agreements are made. Natural gas is delivered to the Project Site through natural gas facilities underneath the adjacent public streets. Construction of the Proposed Project would necessitate closing off existing service connections to the Project Site and re-establishing new service connections to the proposed structure. Such infrastructure improvements would be conducted on-site and within the right-of-way easements serving the Project Site area, and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be short-term, (b) upgrades would be localized to the portion of the Project Site proposed to be developed, and (c) any foreseeable off-site improvements would be limited to the right-of-way easements in the immediate Project Site vicinity. Therefore, potential impacts resulting from natural gas infrastructure improvements would be less than significant.

Energy Consumption

Construction

Energy would be consumed during the demolition, excavation, and construction phases of the Proposed Project for grading and materials transfer by heavy-duty equipment, which is usually diesel powered. Construction of the Proposed Project would generate an increased demand for electricity use related to the treatment and conveyance of water for dust suppression activities during the excavation and grading phase, and the consumption of gasoline and diesel fuels associated with haul trucks, deliveries, and worker commute trips. Construction activities typically do not require the consumption of natural gas to power equipment or heavy machinery. Construction of the Proposed Project would require the export of asphalt and building debris from the Project Site during the demolition and site clearing phases. Construction worker travel to and from the Project Site would result in the additional consumption of vehicular unleaded gasoline fuel during the construction period. In addition to diesel fuel and vehicular fuel, an unquantifiable amount of electricity and natural gas would be consumed as a result of the temporary construction process.

The total electricity, gasoline and diesel fuel anticipated to be used during construction is summarized in Table 4.5, Estimated Electricity Consumption by the Proposed Project, below, and in Appendix I, Energy Consumption Worksheets. As shown, construction of the Proposed Project

would consume approximately 85,684 gallons of fuel, including approximately 55,049 gallons of diesel fuel and approximately 30,635 gallons of gasoline during construction.[19]

Table 4.5
Estimated Electricity Consumption by the Proposed Project

Land Use	Size	Generation Rate [a]	Unit	Total (kilowatt hours/year)
Existing Uses				
Residential	3 du	5,626.5	kWh/du/year	16,880
			Total Existing Electricity Consumption:	**16,880**
Proposed Project				
Residential	80 du	5,626.5	kWh/du/year	450,120
			Proposed Project Total Electricity Consumption:	**450,120**
			Less Existing Electricity Consumption:	*-16,880*
			Net Electricity Demand	**433,240**

Notes:
sf = square feet; kWh = kilowatt-hour
[a] SCAQMD CEQA Air Quality Handbook, 1993.
Source: Parker Environmental Consultants, 2019.

Due to the relatively short duration of the construction process, and the fact that the extent of fuel consumption is inherent to construction projects of this size and nature, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel supplies. Further, compliance with regulatory compliance measures, such as restricting haul trucks to off-peak hours and not allowing engines to idle excessively when not in use (AQMD Rule 403), and meeting specified fuel and fuel additive requirements and emission standards (C.C.R. Title 13, Sec. 2485), would further serve to increase energy efficiency and reduce consumption of fossil fuels. The energy demands during construction would be typical of construction projects for projects of this size and would not necessitate additional energy facilities or distribution infrastructure or cause wasteful, inefficient or unnecessary consumption of energy. Accordingly, energy demands during construction would be less than significant.

The energy analysis does not include a full life cycle analysis of energy usage that would occur over the production/transport of materials used during the construction of the Project or used during the operational life of the Project, or the end of life for the materials and processes that would occur as an indirect result of the Project. Estimating the energy usage associated with these processes would be too speculative for meaningful consideration, would require analysis beyond the current state-of-the-art in impact assessment, and may lead to a false or misleading level of precision in reporting. Manufacture and transport of materials related to Project construction and operation is expected to be regulated under regulatory energy efficiency requirements. Therefore, it is assumed that energy usage related to construction and operational materials would be consistent with current regulatory requirements regarding energy usage.

[19] *Refer to Energy Consumption Worksheets included as Appendix I in this IS/MND.*

Operation

Electricity

As shown in Table 4.5, below, the estimated net increase in electricity consumption by the Proposed Project would be approximately 433,240 kWh per year. As discussed above, the Proposed Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code. The Proposed Project would also be required to comply with the *L.A. Green Building Code*. The *L.A. Green Building Code*, effective January 1, 2017, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The *L.A. Green Building Code* contains both mandatory and voluntary green building measures to conserve energy. Among many requirements, the *L.A. Green Building Code* requires projects to achieve a 20 percent reduction in wastewater generation. Therefore, compliance with Title 24 of the California Administrative Code and the *L.A. Green Building Code* would reduce the Proposed Project's energy consumption. Additionally, as discussed above, electric service is available and would be provided to the development. The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. The estimated power requirements for the Proposed Project is part of the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system.

The Proposed Project would include energy conservation features. Specifically, the residential units would include energy efficient lighting fixtures, ENERGY STAR-rated appliances, low-flow water features, and energy efficient mechanical heating and ventilation systems. The Applicant is also proposing to install solar panels on the roof level. Thus, the Proposed Project would incorporate energy conservation features. Additionally, LADWP would confirm the availability of electric service for the Proposed Project. Therefore, the development of the Proposed Project would not cause wasteful, inefficient or unnecessary consumption of electricity.

Natural Gas

Natural gas for the Project Site is provided by Southern California Gas Company ("SCG"). Gas supply available to SCG from California sources averaged 323 million cubic feet (cf)/day in 2017. SCG projects total natural gas demand to decrease at an annual rate of 0.74 percent per year from 2018 to 2035. This decrease is due to modest economic growth, CPUC-mandated energy efficiency (EE) standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI). Thus, with the natural gas consumption becoming more efficient and decreasing, the SCG's projection for natural gas also decreases. Interstate pipeline delivery capability into SCG on any given day is theoretically approximately 6,665 million cf/day based on the Federal Energy Regulatory Commission (FERC) Certificate Capacity or SCG's estimated physical capacity of upstream pipelines. SCG's storage fields attain a combined theoretical storage working inventory capacity of 137.1 billion cubic feet; of that, 112.5 billion cubic feet is allocated to residential, small industrial and commercial

customers.[20] As shown in Table 4.6, below, the natural gas consumption as a result of the operation of the Proposed Project, approximately 309,732 cubic feet per month, would represent a very small fraction of one percent of the SCG's existing natural gas storage capacity and therefore, would be within the SCG's existing natural gas storage capacity of 112.5 billion cubic feet as of 2018.

Table 4.6
Estimated Natural Gas Consumption by the Proposed Project

Land Use	Size	Generation Rate[a]	Unit	Total (cubic feet/month)
Existing Conditions				
Residential	3 du	4,022.5	cf/du/month	12,068
			Total Existing Natural Gas Consumption:	**12,068**
Proposed Project				
Residential	80 du	4,022.5	cf/du/month	321,800
			Proposed Project Total Natural Gas Consumption:	**321,800**
			Less Existing Natural Gas Consumption:	*-12,068*
			Total Net Increase in Natural Gas Consumption	**309,732**

Notes: sf = square feet
[a] *SCAQMD CEQA Air Quality Handbook, 1993.*
Source: Parker Environmental Consultants, 2019.

As discussed above, the Proposed Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code. The Proposed Project would also be required to comply with the *L.A. Green Building Code*. The *L.A. Green Building Code*, effective January 1, 2017, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The *L.A. Green Building Code* contains both mandatory and voluntary green building measures to conserve energy. Therefore, compliance with Title 24 of the California Administrative Code and the *L.A. Green Building Code* would reduce the Proposed Project's energy consumption. Therefore, the development of the Proposed Project would not cause wasteful, inefficient or unnecessary consumption of natural gas.

Fossil Fuels

Operation of the Proposed Project would generate vehicle trips associated with people driving to the Project Site home and driving to and from work and other destinations throughout the region. Based on the trip generation rates provided in the Project Traffic Study, and the vehicle trip lengths calculated in the CalEEMod Air Quality worksheets, it is estimated that operation of the Proposed Project would result in approximately 1,089,974 annual vehicle miles traveled on an annual

[20] *California Gas and Electric Utilities, 2018 California Gas Report, website: https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf, accessed March 2019.*

basis.[21] Based on this data, it is further estimated that the Proposed Project's VMTs would result in the annual consumption of approximately 54,631 gallons of gasoline fuel during operation of the Proposed Project.[22] The Proposed Project would include several conservation measures to decrease reliance on fossil fuels, including coal, natural gas and oil. The Project Site is located in the Canoga Park area, which is highly connected to the regional transit network in the Los Angeles area. The Project Site is in a transit priority area. Public transportation within the vicinity of the Project Site consists primarily of multiple-stop, local-serving bus lines that provide access to shopping, business, and entertainment destinations in the Project vicinity. The bus service in the Project vicinity is operated by the Los Angeles County Metropolitan Transportation Authority ("Metro"). Specifically, the Project Site is located approximately 0.5 mile (walking distance) southwest of the intersection of Sherman Way and Canoga Avenue, which provides access to major bus routes along the Orange Line Busway. Additionally, Metro Bus Routes 165, 601, 244/245, 150, 163, 162, 161, 169, and Metro Rapid 750 serve the Project Site. Due to its proximity to the bus lines aforementioned, the Project Site is easily accessible and highly connected with other areas within the City of Los Angeles and the greater Los Angeles area. The Proposed Project will also include Electric Vehicle (EV) accessible parking and future EV accessible parking spaces to support alternative clean fuel.

The Proposed Project is an infill development, and replaces three existing older single-family residential buildings with a more efficient new multifamily residential building. Because of the Project Site's location near transit service, a number of trips would be expected to be transit or walk trips rather than vehicle trips. Some residents would take transit to their destinations, or would walk to destinations nearby. The reduction in vehicle trips, due to the Proposed Project's location in a transit priority area, would therefore decrease the Proposed Project's reliance on fossil fuels. As such, the development of the Proposed Project would not cause wasteful, inefficient or unnecessary consumption of fossil fuels and would promote walking, biking, and other modes of public transportation.

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

Less Than Significant Impact. A significant impact could occur if the Proposed Project has the potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency. With respect to renewable energy, all of the proposed Project's energy demands will be served by the City of Los Angeles Department of Water and Power (LADWP). Starting in 2017, the City's Power Integrated Resource Plan (IRP) was expanded into the Power Strategic Long-Term Resource Plan (SLTRP), which will increase the planning horizon, from 20 years, ending in 2037, through 2050, in order to better align with Statewide greenhouse gas emissions goals and align with Los Angeles' 100% clean energy initiative. The LADWP's 2017 Power Strategic Long-Term Resource Plan (2017 SLTRP) document serves as a comprehensive 20-year roadmap that guides the LADWP Power System in its efforts to supply reliable electricity in an environmental

[21] *See CalEEMod Worksheets included as Appendix A to this MND.*

[22] *Refer to Fuel Consumption Calculations included as Appendix I in this IS/MND.*

responsible and cost-effective manner. The goal of the 2017 SLTRP is to identify a portfolio of generation resources and Power System assets that meets the City's future energy needs at the lowest cost and risk consistent with LADWP's environmental priorities and reliability standards. The 2017 SLTRP re-examines and expands its analysis on the 2016 IRP resource cases with updates in line with latest regulatory framework, and updates to case scenario assumptions that include a 65 percent Renewable Portfolio Standard (RPS), advanced energy efficiency, and higher levels of local solar, energy storage, and transportation electrification. As the Proposed Project would derive its electricity from the LADWP, the Proposed Project's energy demands will primarily be derived from renewable energy sources and solar panels installed on the roof level.

With respect to energy efficiency, the Project would be required to comply with the L.A. Green Building Code. The L.A. Green Building Code, effective January 1, 2017, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The L.A. Green Building Code contains both mandatory and voluntary green building measures to conserve energy. Among many requirements, the Proposed Project will comply with the L.A. Green Building Code requirement that projects comply with the following requirements related to water efficiency, solid waste reduction, and electric vehicle supply equipment:

> Solid Waste Reduction. California Green Building Code Section 4.408.1, imposes mandatory measures for residential projects that require developers to recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with either Section 4.408.2, 4.408.3 or 4.408.4, or meet a more stringent local construction and demolition waste management ordinance. Diversion efforts would be accomplished through source reduction, recycling, and composting. Finally, the Proposed Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials. As such, a 50 percent reduction of a Project's waste stream to the local landfill would reduce methane emissions and thus lower the Project's contribution to global GHG emissions.
>
> Water Conservation. As mandated by the 2017 Los Angeles Green Building Code, the Proposed Project would be required to provide a schedule of plumbing fixtures and fixture fittings that implement water use reduction by complying with one of the following: (1) a 20% reduction in the building's "water use baseline" as demonstrated in Table 4.303.4.1 of Section 4.303.4 of the Los Angeles Plumbing Code; or (2) comply with the maximum flow rates shown in Table 4.303.4.2 of the Plumbing Code's Section 4.303.4. The Proposed Project's water budget for landscape irrigation use shall conform to the California Department of Water's Resources' Model Water Efficient Landscape Ordinance (MWELO). Such landscape water reduction methods include, but are not limited to, use of captured rainwater, recycled water, graywater, or water treated for irrigation purposes and conveyed by a water district or public entity. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs.

Electric Vehicle Supply Equipment. In 2015, the City of Los Angeles amended the L.A. Green Building Code to incorporate requirements for the installation of electric vehicle charging equipment for new construction. Pursuant to LAMC 99.04.106.4, at least five percent (5%) of the Code-required parking stalls shall be electric vehicle charging spaces (EV spaces) and at least 20 percent (20%) of the total Code-required parking spaces stalls shall be capable of supporting future electric vehicle supply equipment (EVSE). The Proposed Project will include four EV parking spaces and 14 spaces capable of supporting future EVSE. The incorporation of approximately six percent (6%) EV parking and approximately 21 percent (21%) future EVSE capable parking into the Proposed Project is consistent with State and City GHG policies to encourage and support alternative clean fuel supplies for vehicles and would further serve to reduce GHG emissions attributable to the vehicle trips generated by the Project.

On a project specific level, the Proposed Project includes the following features which will further reduce energy demands:

1 *Proximity to mass transit:* The Project Site is an infill site within a Transit Priority Area as defined by CEQA. The Project Site is also located within ½ mile of numerous bus routes and the Orange Line BRT with peak commute service intervals of 15 minutes or less.

2 *In-Fill Smart Growth:* The Proposed Project is located on an existing infill site that is currently developed with residential uses and one vacant lot, which is located in a highly developed area of Canoga Park. The Project Site is also located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development.

3 *Trip Reduction:* In addition to its location in a Transit Priority Area, the Proposed Project would also provide on-site bicycle parking storage spaces pursuant to LAMC Section 12.21 A.16. The provision of bicycle space on site would encourage residents to bike to work, school, or shopping destinations instead of traveling by vehicle which would serve to reduce fuel consumption.

With incorporation of the features identified above, the Proposed Project would not cause wasteful, inefficient or unnecessary consumption of energy and thus would not result in any significant environmental effects with respect to renewable energy.

VII. Geology and Soils

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

The following section summarizes and incorporates by reference information from the *Preliminary Geotechnical Engineering Investigation, Proposed Three Story Residential Development Over At*

Grade Parking, 6940,6946, & 6952 North Owensmouth Avenue and 21616 West Hart Street, Canoga Park, CA prepared by GeoConcepts, Inc., dated July 12, 2018 ("Geotechnical Investigation"). The Geotechnical Investigation is included as Appendix D to this IS/MND.

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.

Less Than Significant Impact. A significant impact may occur if a project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The Geotechnical Investigation concluded that no known active faults or potentially active faults underlie the Project Site. The Project Site is not located within an Alquist-Priolo Earthquake Fault Zone. The Project Site is located 7.8 miles southwest from an Alquist-Priolo Earthquake Fault Zone for the Santa Susana Fault Zone. Therefore, the potential for surface ground rupture due to faulting occurring beneath the Project Site during the design life of the proposed structure is considered low.

The closest surface trace of an active fault to the Project Site is the Santa Susana Fault Zone located approximately 7.8 miles to the northeast. The Project Site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated if the proposed structures are designed and constructed in conformance with current building codes and engineering practices. Based on these considerations, the Project Site is considered suitable for the construction of the Proposed Project provided that the recommendations specified in the Geotechnical Investigation are included in the design and construction of the Proposed Project to the satisfaction of the Department of Building and Safety. Sign off from the Department of Building and Safety would ensure that the Proposed Project meets the applicable performance measures. Accordingly, with the design and construction of the Proposed Project in conformance with the California Building Code seismic standards and approval by the Department of Building and Safety, impacts associated with seismic hazards would be less than significant. Therefore, the Proposed Project would not expose people or structures to substantial adverse effects associated with fault rupture, caused in whole or in part by the Proposed Project's exacerbation of the existing environmental conditions. Thus, Proposed Project impacts would be less than significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact. A significant impact may occur if a project represents an increased risk to public safety or destruction of property by exacerbating existing hazardous environmental conditions by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California. As discussed above, the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone and no known active fault is mapped on the Project Site, as such, there is a low potential for surface rupture beneath the Project Site. However, the nearest earthquake

fault, the Santa Susana Fault Zone is located 7.8 miles to the northeast. Therefore, the Project Site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated if the proposed structures are designed and constructed in conformance with current building codes and engineering practices.

The Geotechnical Investigation concluded that neither soil nor geologic conditions were encountered during the investigation that would preclude the construction of the proposed development provided the recommendations presented in the Geotechnical Investigation are followed and implemented during design and construction. Additionally, the Project would be required to comply with current engineering standards, the seismic safety requirements set forth in the earthquake regulations of the City of Los Angeles Building Code (LABC), the Los Angeles Municipal Code (LAMC), and the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Proposed Project, as it may be subsequently amended or modified. Therefore, with compliance with applicable regulations and implementation of the recommendations in the Geotechnical Investigation and the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Proposed Project, construction and operation of the Proposed Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard with respect to strong seismic ground shaking. As such, the Proposed Project impacts with respect to strong seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. A significant impact may occur if a project site is located within a liquefaction zone. Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

According to the County of Los Angeles Safety Element, the Project Site is located within an area identified as having a potential for liquefaction. Based on the Geotechnical Investigation, the State of California Seismic Hazard Zone Map classifies the Project Site as part of the liquefaction hazard zone. Site liquefaction analysis was performed at the Project Site to quantify the potential for liquefaction. The results of the liquefaction analysis indicate a potential for liquefaction with the design earthquake input parameters. The Geotechnical Investigation concluded that the liquefaction potential at the Project Site is considered moderate, and therefore, mat-type foundation is considered appropriate for the Project development. The Geotechnical Investigation also concluded that based upon the depth to groundwater, surface manifestations of liquefaction should not pose any significant hazard to the Proposed Project provided the recommendations contained within the Geotechnical Investigation are followed and maintained. The Proposed Project will also comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Proposed Project, as it may be

subsequently amended or modified. Therefore, with compliance with the above regulatory compliance measures, impacts associated with the seismic related hazards including liquefaction would be less than significant.

iv) Landslides?

Less Than Significant Impact. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. The Project Site is not located within a Hillside Ordinance Area, but is located within a Modifications to Single-family Zones and Single-family Zone Hillside Area Regulations zone (ZI-2462). However, the Project Site is not within an area identified as having a potential for slope instability according to the City of Los Angeles Safety Element. Furthermore, the Project Site and project area are not within an area identified as having a potential for seismic slope instability as designated by the "State of California Seismic Hazard Zones" map. The Geotechnical Investigation stated the Project Site is relatively flat with very little topography which precludes the potential for landslides and/or other hazards typically associated with hillside properties. Therefore, a less than significant impact would occur. The Proposed Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard with respect to landslides.

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

Less Than Significant Impact. Based upon the criteria established in the State CEQA Guidelines, a project would normally have significant sedimentation or erosion impact if it would: (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site. Although development of the Proposed Project has the potential to result in the erosion of soils during grading and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed by the City of Los Angeles through grading and building permit regulations. Minor amounts of erosion and siltation could occur during grading. The potential for soil erosion during the ongoing operation of the Proposed Project is extremely low due to the generally level topography of the Project Site, and the fact that the Project Site would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills and a Storm Water Pollution Prevention Plan (SWPPP), which would be required to be prepared and implemented for the Project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Further, the Geotechnical Investigation provided recommendations regarding remedial grading and foundation excavations during construction of the Proposed Project. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. The standard conditions imposed by the City of Los Angeles Department of Building and Safety, as specified in the Soils Report Approval Letter, will ensure that impacts to soil erosion or the loss of topsoil are reduced to less than significant levels.

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 project would normally have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if the Proposed Project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. The Geotechnical Investigation concluded that the potential for liquefaction at the Project Site is considered moderate, and recommends mat-type foundation. However, potential hazards associated with liquefaction are low. Lateral spreading and collapse are types of liquefaction-induced ground failures. Based upon the depth to groundwater and relatively flat topography, surface manifestations of liquefaction and lateral spreads should not pose any significant hazard to the Proposed development provided the recommendations within the Geotechnical Investigation are followed. Additionally, as discussed above, the probability of seismically induced landslides occurring on the Project Site is considered low due to the Project Site being relatively flat with very little topography. Based upon the exploration, laboratory testing, and research, the Geotechnical Investigation concluded that construction of the proposed multifamily residential building is considered feasible from a geotechnical engineering standpoint provided the recommendations presented in the Geotechnical Investigation are followed and implemented during design and construction. Fill materials underlying the Project Site consist of Quaternary (Q) earth materials, such as Alluvial deposits, and dense sandy silt and clayey silt of medium to dark brown color. As noted in the Geotechnical Investigation, the Project Site should be excavated down a minimum of five feet below the existing grade or proposed grade, whichever is greater, and replaced as compacted fill. Groundwater was encountered at a depth of 20 feet during explorations. With the implementation of the recommendations contained within the Geotechnical Investigation and the Building Code requirements as discussed above in response to Checklist Question VI (a), the potential for geologic hazards would be reduced to a less than significant level.

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 may occur if the Proposed Project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and which shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result.

As discussed in the Geotechnical Investigation, subsurface exploration involved drilling four boreholes to a maximum depth of approximately 51.5 feet below the existing grade. An expansion index test was performed for the on-site soils and was found to have an expansive potential of 97. The Proposed Project would incorporate the recommended reinforcing noting in the “Grading

and Earthwork" and "Excavations Maintenance – Erosion Control" sections of the Geotechnical Investigation. With incorporation of the recommendations provided in the Geotechnical Investigation and compliance with the Building Code requirements, impacts related to expansive soil would be less than significant.

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

No Impact. This question would apply to the Proposed Project only if it was located in an area not served by an existing sewer system. The Project Site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems neither are necessary, nor are they proposed. Thus, no impact would occur.

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

Less Than Significant Impact. Based upon the criteria established in the State CEQA Guidelines, a significant impact may occur if grading or excavation activities associated with the Proposed Project were to disturb paleontological resources or geologic features which presently exist within the Project Site. The Project Site has been previously graded and developed with residential uses. The Project Site and immediate surrounding areas do not contain any unique geologic features or known vertebrate paleontological resources.[23] This is further supported with correspondence with the Cultural Records Search (dated April 5, 2019) attached as Appendix C. The correspondence with the SCCIC states that there are no recorded archaeological sites within the project area.[24] Refer to Appendix C for the correspondence with SCCIC and for records search results.

While there are no recorded archaeological sites within the project area, buried resources could potentially be unearthed during project activities. Therefore, customary caution and a halt-work condition should be in place for all ground-disturbing activities. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find should stop until a qualified archaeological consultant can assess the find and make recommendations. Excavation of potential cultural resources should not be attempted by project personnel. It is also recommended that the Native American Heritage Commission be consulted to identify if any additional traditional cultural properties or other sacred sites are known to be in the area.

Cumulative Impacts

Less Than Significant Impact. Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Proposed Project and related projects in the

---

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

[24] *SCCIC, Record Search Results for the Bell Creek Apartments Project, April 5, 2019. (Appendix C)*

project area. Similar to the Proposed Project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of the related projects would be required to implement applicable regulatory compliance measures and any required mitigation measures. Furthermore, the analysis of the Proposed Project's geology and soils impacts concluded that, through the implementation of regulatory compliance measures and recommendations in the Geotechnical Investigation, Project impacts would be reduced to less than significant levels. Because the discovery of paleontological resources would be geographically limited to the immediate area of the find, the potential for cumulative impact to occur with respect to paleontological resources would be less than significant. Therefore, the Proposed Project would not make a cumulatively considerable contribution to any potential cumulative impacts, and cumulative geology, soil, and paleontological resources impacts would be less than significant.

VIII. Greenhouse Gas Emissions

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

Greenhouse gas (GHG) emissions refer to a group of emissions that have the potential to trap heat in the atmosphere and consequently affect global climate conditions. Scientific studies have concluded that there is a direct link between increased emission of GHGs and long-term global temperature. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), nitrogen trifluoride (NF_3), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

California Global Warming Solutions Act of 2006

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires the California Air Resources Board (CARB) to develop and enforce regulations for the reporting and

verification of statewide GHG emissions. CARB is directed to set a statewide GHG emission limit, based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020. As previously determined by CARB, California projected it needed to reduce GHG emissions to a level approximately 28.4% below CARB's 2020 "business-as-usual" GHG emission projections (as set forth in the 2008 Scoping Plan) to achieve this goal.[25] The bill requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

Climate Change Scoping Plan

In December 2008, CARB approved a Climate Change Scoping Plan. The Climate Change Scoping Plan calls for a "coordinated set of solutions" to address all major categories of GHG emissions. The Initial Scoping Plan in 2008 presented the first economy-wide approach to reducing emissions and highlighted the value of combining both carbon pricing with other complementary programs to meet California's 2020 GHG emissions cap while ensuring progress in all sectors. The coordinated set of policies in the Initial Scoping Plan employed strategies tailored to specific needs, including market-based compliance mechanisms, performance standards, technology requirements, and voluntary reductions. The Initial Scoping Plan also described a conceptual design for a cap-and-trade program that included eventual linkage to other cap-and-trade programs to form a larger regional trading program.

AB 32 requires CARB to update the scoping plan at least every five years. The First Update to the Scoping Plan (First Update), approved in May 2014, presented an update on the program and its progress toward meeting the 2020 limit. It also developed the first vision for the long-term progress that the State endeavors to achieve. In doing so, the First Update laid the groundwork to transition to the post-2020 goals set forth in Executive Orders S-3-05 and B-16-2012.[26] It also recommended the need for a 2030 mid-term target to establish a continuum of actions to maintain and continue reductions, rather than only focusing on targets for 2020 or 2050.

In December 2017, CARB adopted "California's 2017 Climate Change Scoping Plan" that establishes a proposed framework of action for California to meet a 40 percent reduction in greenhouse gases by 2030 compared to 1990 levels, and substantially advance toward the 2050 climate goal of 80 percent below 1990 levels. The 2017 Climate Change Scoping Plan is part of

---

[25] *CARB has not calculated the percent reduction required to achieve AB 32's mandate of returning to 1990 levels of GHG emissions by 2020. The value of 28.4% as the required reduction to achieve 1990 emissions in 2020 is an approximate value. Based on the Scoping Plan estimates and conservative rounding, the value could be 28.5%.*

[26] *Executive Order S-30-15 established three targets: 1) By 2010, reduce GHG emissions to 2000 levels; 2) By 2020, reduce GHG emissions to 1990 levels; 3) By 2020, reduce GHG emissions to 80 percent below 1990 levels. Executive Order B-16-2012 facilitated the commercialization of zero-emission vehicles and reestablished the 2050 target to reduce GHG emissions to 80 percent below 1990 levels.*

the public process to update the AB 32 Scoping Plan to reflect Governor's Executive Order B-30-15 and SB 32, which establish a mid-term GHG emission reduction target for California of 40 percent below 1990 levels by 2030. All State agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. CARB and other State agencies are identifying the suite of programs, regulations, incentives, and supporting actions needed to continue driving down emissions and ensure we are on a trajectory to meet our mid- and long-term climate goals.

The 2017 Scoping Plan includes input from a range of State agencies and is the result of a two-year development process including extensive public and stakeholder outreach designed to ensure that California's climate and air quality efforts continue to improve public health and drive development of a more sustainable economy. The 2017 Scoping Plan reflects the direction from the legislature on the Cap-and-Trade Program, as described in AB 398, the need to extend the key existing emissions reductions programs, and acknowledges the parallel actions required under AB 617 to strengthen monitoring and reduce air pollution at the community level.

Cap-and-Trade Program

The AB 32 Scoping Plan identifies a cap-and-trade program as one of the strategies California will employ to reduce the greenhouse gas (GHG) emissions that cause climate change. This program will help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by the year 2020, and ultimately achieving an 80% reduction from 1990 levels by 2050. Additionally, SB 32 established a mid-term GHG emission reduction target for California of 40 percent below 1990 levels by 2030. Under cap-and-trade, an overall limit on GHG emissions from capped sectors will be established by the cap-and-trade program and facilities subject to the cap will be able to trade permits (allowances) to emit GHGs.

Cap-and-trade is a market-based regulation that is designed to reduce greenhouse gases (GHGs) from multiple sources. Cap-and-trade sets a firm limit or cap on GHGs and minimizes the compliance costs of achieving AB 32 goals. The cap will decline approximately 3 percent each year beginning in 2013. Trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. With a carbon market, a price on carbon is established for GHGs. Market forces spur technological innovation and investments in clean energy. The Proposed Project would be exempt from the Cap-and-Trade program, since it only proposes residential uses and does not propose any industrial or high-emitting land uses.

On July 2018, CARB recently announced that greenhouse gas pollution in California fell below 1990 levels, which was the 2020 greenhouse gas emissions goal set by AB 32.[27]

[27] *California Air Resources Board, "Climate Pollutants Fall Below 1990 Levels for First Time" https://ww2.arb.ca.gov/news/climate-pollutants-fall-below-1990-levels-first-time, accessed February 2019.*

California Green Building Standards

The California Green Building Standards Code, which is Part 11 of the California Code of Regulations, is commonly referred to as the CALGreen Code. Statewide reductions in GHG emissions from construction is being accomplished through continuous updates to the CALGreen Code and other State- mandated laws and regulations. The CALGreen Code encourages sustainable construction practices in planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The CALGreen Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The CALGreen Code also requires building commissioning which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems are functioning at their maximum efficiency. Originally adopted in 2008, the CALGreen Code included all voluntary standards that went beyond the basic building code requirements and introduced new standards for reducing water use, provisions for reducing and recycling construction and demolition waste, criteria for site development to locate buildings near public transit, and measures for improving indoor air quality to protect the health of building occupants. In 2010, the CALGreen Code became mandatory on a statewide basis. The Proposed Project would implement the 2016 CALGreen Code (effective January 1, 2017) and any future additional construction activities necessary.

City of Los Angeles Green New Deal

On April 29, 2019, Mayor Eric Garcetti released Los Angeles' Green New Deal, which replaces Los Angeles' Sustainable City pLAn released in 2015. The Green New Deal sets aggressive goals for the city's sustainable future, tackles the climate emergency with accelerated targets, strengthens the economy and middle class, and sets LA on course to be carbon neutral by 2050. The Green New Deal's goals and targets include:

- Building a zero carbon electricity grid – reaching 80% renewable energy supply by 2036 and 100% renewables by 2045.
- Creating a Jobs Cabinet to create 300,000 green jobs by 2035 and 400,000 by 2050.
- Mandating that all new municipally owned buildings and major renovations be all-electric and that every building in Los Angeles become emissions free by 2050.
- Achieving zero waste by phasing out styrofoam by 2021, ending the use of plastic straws and single-use takeout containers by 2028, and no longer sending trash to landfills by 2050.
- Recycling 100% of wastewater by 2035; sourcing 70% of water locally; and nearly tripling the maximum amount of stormwater captured.
- Planting and maintaining at least 90,000 trees citywide by 2021 and increasing tree canopy in low-income, severely heat impacted areas by at least 50% by 2028.

LA Green Building Code

The City of Los Angeles *L.A. Green Building Code* (Ordinance No. 181,480), which incorporates applicable provisions of the CALGreen Code, and in many cases outlines more stringent GHG

reduction measures available to development projects in the City of Los Angeles is consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including SB 32 and the corresponding Scoping Plan. Among the many GHG reduction measures outlined later in this Section, the *L.A. Green Building Code* requires new development projects to incorporate infrastructure to support future electric vehicle supply equipment (EVSE), exceed the prescriptive water conservation plumbing fixture requirements of Sections 4.303.1.1 through 4.303.1.4.4 of the California Plumbing Code by 20%, meet the requirements of the California Building Energy Efficiency Standards, and comply with the construction and demolition solid waste handling and diversion requirements mandated in Section 66.32 of the LAMC. New development projects are required to comply with the *L.A. Green Building Code,* and therefore are generally considered consistent with statewide GHG-reduction goals and policies, including SB 32.

2016 RTP/SCS

On April 7, 2016, SCAG adopted the 2016 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life (2016 RTP/SCS). Within the RTP, the SCS demonstrates the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB. The SCS sets forth a regional plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The regional vision of the SCS maximizes current voluntary local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in High-Quality Transit Areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. By analyzing the performance of land use changes and transportation strategies related to GHG emissions reductions, the 2016 RTP/SCS concluded that GHG emissions per capita relative to 2005 emissions would be reduced by 8% in 2020, 18% in 2035, and 21% in 2040 in the SCAG region, which would exceed CARB's required reduction targets. These future GHG goals and conditions would be met in 2040 if investments and strategies detailed in the 2016 RTP/SCS are fully realized.

SCAQMD

In October 2008, SCAQMD staff proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons of CO_2e per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where SCAQMD is lead agency. However, SCAQMD has yet to formally adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects) and has

formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds.

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

Less Than Significant Impact. Neither the SCAQMD nor the State CEQA Guidelines Amendments provide any adopted thresholds of significance for addressing a residential project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for a residential project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines.

CEQA Guidelines Section 15064.4 does not establish a threshold of significance; instead lead agencies are called on to establish significance thresholds for their respective jurisdictions in which a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officer's Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence. The CEQA Guidelines Amendments also clarify that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impact analyses.

Lead agencies must either establish significance thresholds for their respective jurisdictions or determine significance on a case-by-case basis. The lead agency should use its "careful judgment" in making a determination of significance, and should make a "good-faith" effort to "describe, calculate or estimate" the amount of GHGs that will result from a project. The lead agency is given the discretion to select a reasonable model and methodology to quantify GHGs and to rely on a qualitative analysis or performance based standards for its determination. A lead agency should also consider the following factors, among others, when assessing the significance of impacts from GHGs: (1) the extent to which the project may increase or reduce GHGs; (2) whether the GHG emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, local plan for the reduction or mitigation of GHG emissions.

The California Supreme Court's decision published on November 30, 2015, in the Center for Biological Diversity v. California Department of Fish and Wildlife (62 Cal.4th 204) (also known as the Newhall Ranch Case) reviewed the methodology used to analyze GHG emissions in CEQA. The California Supreme Court suggested regulatory consistency as one pathway to compliance, by stating that a lead agency might assess consistency with AB 32's goal in whole or in part by looking to compliance with regulatory programs designed to reduce GHG emissions from particular activities. The Court stated that a lead agency might assess consistency with AB 32's goal in whole or part by looking to compliance with regulatory programs designed to reduce greenhouse gas emissions from particular activities, including statewide programs and local climate action plans or GHG emissions reduction plans. This approach is consistent with CEQA

Guidelines Section 15064, which provides that a determination that an impact is not cumulatively considerable may rest on compliance with previously adopted plans or regulations, including plans or regulations for the reduction of GHG emissions. Importantly, the Court also suggested: "A lead agency may rely on existing numerical thresholds of significance for greenhouse gas emissions" (bright line threshold approach) if supported by substantial evidence."

For the Project, no applicable numeric significance threshold for GHG emissions has been adopted by the State, SCAQMD, or the City of Los Angeles. Although state, regional, and local plans and policies have been adopted to help address climate change (see discussions above), no current law or regulation would regulate all aspects of the Project's GHG emissions.

In the absence of any adopted numeric threshold, the significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. For this Project, as a land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions is the 2016–2040 RTP/SCS, which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the State's long-term climate goals. This analysis also considers consistency with regulations or requirements set forth by the 2008 Scoping Plan and subsequent updates SB 375, SCAG's 2016 RTP/SCS, and the L.A. Green Building Code.

Construction

Construction of the Proposed Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. These impacts would vary day to day over the approximate 20-month duration of construction activities.

Emissions of GHGs were calculated using CalEEMod (*Version 2016.3.2*) for each year of construction of the Proposed Project and the results of this analysis are presented in Table 4.7, Proposed Project Construction-Related Greenhouse Gas Emissions. As shown in Table 4.7, the total GHG emissions from construction activities related to the Proposed Project would be approximately 785.73 metric tons, with the greatest annual emissions occurring in 2020.

Table 4.7
Proposed Project Construction-Related Greenhouse Gas Emissions

Year	CO_2e Emissions (Metric Tons per Year) [a]
2019	71.70
2020	553.21
2021	160.52
Total Construction GHG Emissions	**785.73**

[a] *Construction CO_2 values were derived using CalEEMod Version 2016.3.2 Calculation data and results are provided in Appendix E, Greenhouse Gas Emissions Worksheets.*

Operation

Baseline GHG Emissions

The Project Site is developed with three single-family residences and a vacant lot that serve as the existing conditions baseline. The operation of the residential uses generates GHG emissions as a result of vehicle trips and building operations involving the use of electricity, natural gas, water, and generation of solid waste and wastewater. The average daily GHG emissions generated by the existing development have been estimated utilizing the CalEEMod computer model recommended by the SCAQMD. Table 4.8 Existing Project Site Greenhouse Gas Emissions, presents the GHG emissions associated with operation of the existing residential buildings at the Project Site. As shown in Table 4.8, the existing operations on the Project Site generate approximately 67.41 CO^2e MTY.

Table 4.8
Existing Project Site Greenhouse Gas Emissions

Emissions Source	CO_2e Emissions (Metric Tons per Year)
Area	1.01
Energy	18.76
Mobile	43.33
Waste	1.86
Water	2.45
Total	**67.41**

Greenhouse gas emissions were estimated using CalEEMod Version 2016.3.2 Calculation data and results provided in Appendix E, Greenhouse Gas Emissions Worksheets.

Project GHG Emissions

The GHG emissions resulting from operation of the Proposed Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of solid waste and wastewater, were calculated under two separate scenarios in order to illustrate the effectiveness of the Proposed Project's compliance with the *L.A. Green Building Code* and other mitigating features that would be effective in reducing GHG emissions, such as the Project Site being an infill lot, its proximity to transit and walking distance to a major employment center. The Proposed Project's emissions were calculated using CalEEMod for a base project without the energy conservation measures mandated by the Green Building Code and with GHG reduction measures for purposes of quantifying the net benefit of code compliance measures in terms of a reduction in GHG emissions. As shown in Table 4.9, below, the net increase in GHG emissions generated by the Proposed Project under the Project Without GHG Reduction Measures would be 899.41 CO_2e MTY, and the Proposed Project scenario with GHG reduction measures would result in a net increase of 813.76 CO_2e MTY.

Table 4.9
Proposed Project Operational Greenhouse Gas Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)		
	Base Project Without GHG Reduction Features	Proposed Project	Percent Reduction [a]
Area	1.38	1.38	0%
Energy	314.47	314.47	0%
Mobile (Motor Vehicles)	468.93	468.93	0%
Stationary	4.59	4.59	0%
Waste	18.51	9.25	50%
Water	65.35	56.35	14%
Construction Emissions [b]	26.19	26.19	--
Proposed Project Total:	**899.41**	**881.17**	**2%**
Less Existing Project Site:	-- [c]	*-67.41*	--
Proposed Project Net Total:	**899.41**	**813.76**	**10%**

Notes:
- *The Percent Reduction is not a quantitative threshold of significance, but shows the efficacy of the Project's compliance with the various regulations, plans and policies that have been adopted with the intent of reducing GHG emissions.*
- *The total construction GHG emissions were amortized over 30 years and added to the operation of the Project.*
- *The existing emissions were not deducted from the Project Without GHG Reduction Measures to demonstrate the benefit of developing on an infill lot with active residential uses.*

Calculation data and results provided in Appendix E, Greenhouse Gas Emissions Worksheets.

For purposes of this comparison it should be noted that the Proposed Project's structural and operational features such as installing energy efficient lighting, low flow plumbing fixtures, and implementing an operational recycling program during the life of the Proposed Project would reduce the Project's GHG emissions by approximately 2 percent. When considering the fact that the Proposed Project is an infill development and is redeveloping an underutilized site in an urbanized area and reutilizing existing infrastructure, which is encouraged through the state, regional and local plans and policies (i.e., AB32, SB375, and SCAG's 2016 RTP/SCS growth strategy), the Proposed Project's net GHG emissions would equal 813.76 CO_2e MTY and would realize a 10 percent reduction in GHG emissions as compared to a base project of the same size without replacing an existing land use. The percent reduction calculated above is not a quantitative threshold of significance, but shows the efficacy of the Proposed Project's compliance with the various regulations, plans, and policies that have been adopted with the intent of reducing GHG emissions in furtherance of the State's GHG reduction targets under SB 32. Nevertheless, the Proposed Project would not exceed the SCAQMD proposed non-industrial screening threshold of 3,000 $MTCO_2e$/year. While neither SCAQMD nor the City have adopted this screening threshold, the fact the Proposed Project's GHG emissions are below the threshold provides further substantial evidence that the Proposed Project's GHG impacts are less than significant.

Through required implementation of the Green Building Code, the Project Site's location on an infill site, the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's SB 32 Scoping Plan aimed at achieving a 40 percent reduction of 1990 GHG emission levels by 2030. The following describes the benefits and applicability of the Proposed Project's compliance measures and design features that serve to reduce the carbon footprint of the development:

Infill Development. The Proposed Project is located on an infill site that is currently developed with residential land uses and is located within a Transit Priority Area. The Proposed Project would include the demolition of the existing structures, which would off-set some of the Proposed Project's operational emissions. The Project Site is also located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development.

Transit Priority Area. The Proposed Project is also located in a Transit Priority Area as defined by CEQA Sections 21099 and 21064.3. Studies by the California Department of Transportation, the U.S. Environmental Protection Agency and the Metropolitan Transportation Commission have found that focusing development in areas served by transit can result in local, regional and statewide benefits including reduced air pollution and energy consumption. The Proposed Project's close proximity to neighborhood-serving commercial/retail land uses and regional transit would result in fewer trips and a reduction to the Proposed Project's vehicle miles traveled (VMTs) as compared to the base trip rates for similar stand-alone residential uses that are not located in close proximity to transit.

Energy Conservation. The Project would include the development of a new residential building or structure, with fewer than six stories, consisting of at least 50 dwelling units, which has at least 50,000 gross square feet or more of floor area, in which at least 80 percent of the building's floor area is dedicated to residential uses. Pursuant to LAMC Section 16.10.D, the Applicant shall demonstrate that the Project meets the intent of the criteria for certification at the LEED® certified level. The Project may be submitted for compliance in whichever LEED® rating system the applicant deems most suitable to the Project type. The Project shall use the version of the rating system in effect on the date that plans are submitted to the Department of Building and Safety and a fee is paid, unless the applicant has elected to register the Project with the USGBC, in which case the Project may use the rating system's version which was in effect at the time the Project registered. Formal certification by the USGBC is not required.

Solid Waste Reduction Efforts. California Green Building Code Section 4.408.1, imposes mandatory measures for residential projects that require developers to recycle and/or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition waste in accordance with either Section 4.408.2, 4.408.3 or 4.408.4, or meet a more stringent local construction and demolition waste management ordinance. Diversion efforts would be accomplished through source reduction, recycling, and composting. Finally, the Proposed Project is required by the California Solid Waste Reuse and

Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials. As such, a 50 percent reduction of a Project's waste stream to the local landfill would reduce methane emissions and thus lower the Project's contribution to global GHG emissions.

Water Conservation. As mandated by the 2017 Los Angeles Green Building Code, the Proposed Project would be required to provide a schedule of plumbing fixtures and fixture fittings that implement water use reduction by complying with one of the following: (1) a 20% reduction in the building's "water use baseline" as demonstrated in Table 4.303.4.1 of Section 4.303.4 of the Los Angeles Plumbing Code; or (2) comply with the maximum flow rates shown in Table 4.303.4.2 of the Plumbing Code's Section 4.303.4. The Proposed Project's water budget for landscape irrigation use shall conform to the California Department of Water's Resources' Model Water Efficient Landscape Ordinance (MWELO). Such landscape water reduction methods include, but are not limited to, use of captured rainwater, recycled water, graywater, or water treated for irrigation purposes and conveyed by a water district or public entity. It must also provide irrigation design and controllers that are weather- or soil moisture-based and automatically adjust in response to weather conditions and plants' needs. In addition, the Proposed Project would be required to prepare a LID Plan and demonstrate compliance with the LID requirements and standards and retain or treat the first ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. The Proposed Project shall be designed to manage and capture stormwater runoff to the maximum extent practicable utilizing various LID techniques, including but not limited to infiltration, evapotranspiration, capture for use, and treated through high removal efficiency bio-filtration / bio-treatment systems of all runoff on-site (listed in priority order).

Electric Vehicle Supply Equipment. In 2015, the City of Los Angeles amended the L.A. Green Building Code to incorporate requirements for the installation of electric vehicle charging equipment for new construction. Pursuant to LAMC 99.04.106.4, of the Code-required parking stalls shall be electric vehicle charging spaces (EV spaces) and at least 20 percent (20%) of the total Code-required parking spaces stalls shall be capable of supporting future electric vehicle supply equipment (EVSE). The Proposed Project will include four EV parking spaces and 14 spaces capable of supporting future EVSE. The incorporation of approximately six percent (6%) EV parking and approximately 21 percent (21%) future EVSE capable parking into the Proposed Project is consistent with State and City GHG policies to encourage and support alternative clean fuel supplies for vehicles and would further serve to reduce GHG emissions attributable to the vehicle trips generated by the Proposed Project.

In addition to the GHG emission reductions described above, it is important to note that the CO_2e estimates from mobile sources (particularly CO_2, CH_4, and N_2O emissions) are likely much greater than the emissions that would actually occur. The methodology used assumes that all emissions sources are new sources and that emissions from these sources are 100 percent additive to existing environment. This is a standard approach taken for air quality and greenhouse gas

emissions analyses. In many cases, such an assumption is appropriate because it is impossible to determine whether emissions sources associated with a project move from outside the South Coast Air Basin and are new emissions sources, or whether they are sources that were already occurring within the Basin and merely shifted to a new location. Because the effects of GHGs are global in nature, a project that shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels.

For example, if a substantial portion of California's population migrated from the South Coast Air Basin to the San Joaquin Valley Air Basin, this would likely decrease GHG emissions in the South Coast Air Basin and increase emissions in the San Joaquin Valley Air Basin, but little change in overall global GHG emissions. However, if a person moves from one location where the land use pattern requires auto use (for commuting, shopping, etc.) to a new development that promotes shorter and fewer vehicle trips, more walking, and overall less energy usage, then the new development would result in a potential net reduction in global GHG emissions.

Plan Consistency

Consistency with SB 32 Scoping Plan

While the Scoping Plan provided several broad goals and policies aimed at reducing greenhouse gasses on a statewide level, some of the policies are applicable or interrelated to the development of specific land use projects at the local level. Provided below is a consistency analysis of the Scoping Plan's policies that are applicable or indirectly applicable to the Proposed Project.

Energy Efficiency. The Proposed Project would be consistent with the Scoping Plan's policy to (a) maximize energy efficiency building and appliance standards and pursue additional efficiency efforts including new technologies, and new policy and mechanisms, and (b) to pursue comparable investment in energy efficiency from all retail providers of electricity in California. The Proposed Project would be designed and constructed to meet L.A. Green Building Code standards by including several measures designed to reduce energy consumption, including, but not limited to, installing efficient lighting fixtures, low flow plumbing fixtures, and ENERGY STAR-rated appliances.

Renewables Portfolio Standard. The Proposed Project would not impede the Scoping Plan's policy to achieve 33 percent renewable energy mix statewide. While this policy is not directly applicable to the Proposed Project, the Project would use energy from the Los Angeles Department of Water and Power (LADWP), which has goals to diversify its portfolio of energy sources to increase the use of renewable energy to 35%. The Proposed Project would include the installation of solar panels on the roof level as well as EV parking spaces to promote the City's goal of increasing renewable energy.

Green Building Strategy. The Proposed Project would be consistent with the Scoping Plan's policy to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The Proposed Project would be designed and constructed

to meet L.A. Green Building Code standards by including several measures designed to reduce energy consumption including but not limited to installing efficient lighting fixtures, low-flow plumbing fixtures, and ENERGY STAR-rated appliances.

Recycling and Waste. The Proposed Project would be consistent with the Scoping Plan's policy to reduce methane emissions at landfills, increase waste diversion, composting and other beneficial uses of organic materials and mandate commercial recycling, and to move toward zero waste. The Proposed Project would result in a less than significant impact on landfill capacity. (see response to Checklist Question XVIII, below). It would meet the City's 70 percent waste diversion rate goal and comply with the City's Zero Waste Plan, which will reduce solid waste, increase recycling, and manage trash in the City through the year 2030.

Water. The Proposed Project would be consistent with the Scoping Plan's policy to continue efficiency programs and use cleaner energy sources to move and treat water. The Proposed Project would use water-efficient low-flow plumbing fixtures that would reduce the demand for potable water on site. As such, the Proposed Project's conservation efforts would be achieved by complying with the Green Building Code and would further reduce the demands for treating potable water and wastewater. The Applicant would also comply with the LID Ordinances (City Ordinance No. 181,899 and No. 183,833) and would implement Best Management Practices that have stormwater recharge or reuse benefits for the Proposed Project as feasible, pending final determination.

Consistency with SB 375

California SB 375 requires integration of planning processes for transportation, land-use and housing. Under the bill, each Metropolitan Planning Organization would be required to adopt a Sustainable Community Strategy (SCS) to encourage compact development that reduces passenger vehicle miles traveled and trips so that the region will meet the target provided in the Scoping Plan, created by CARB, for reducing GHG emissions. SB 375 requires SCAG to direct the development of the SCS for the region. A discussion of the Proposed Project's consistency with the SCS is provided further below.

Consistency with 2016 RTP/SCS

The Proposed Project would be consistent with the following key GHG reduction strategies in SCAG's 2016 RTP/SCS, which are based on changing the region's land use and travel patterns:

(1) Provide compact growth in areas accessible to transit;

(2) Provide jobs and housing closer to transit;

(3) Focus new housing and job growth in High Quality Transit Areas (HQTA); and

(4) Provide biking and walking infrastructure to improve active transportation options, transit access.

The Proposed Project represents an infill development within an existing urbanized area that would concentrate new residential uses within a High Quality Transit Area (HQTA). The Proposed

Project would provide residents with convenient access to public transit and opportunities for walking and biking, which would facilitate a reduction in vehicle miles traveled and related vehicular GHG emissions. These and other measures would further promote a reduction in vehicle miles traveled and subsequent reduction in GHG emissions, which would be consistent with the goals of SCAG's 2016 RTP/SCS.

Consistency with L.A. Green Building Code

The L.A. Green Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. Among many requirements, the L.A. Green Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission, meet 50 percent construction waste recycling levels, provide on-site storage for short- and long-term bicycle parking areas, and provide Energy-Star rated appliances were applicable. The Project would comply with these mandatory measures. Therefore, the Project is consistent with the L.A. Green Building Code.

As demonstrated above, the Proposed Project's design features and compliance with regulatory measures would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including SB 32, SB 375, the LA Green Building Code, and CARB's 2017 Scoping Plan aimed at achieving 40 percent below 1990 GHG emission levels by 2030. Therefore, the Proposed Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to conflicting with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gases, and the Proposed Project's impact 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. As described above and in response to Checklist Question VIII(a), the Proposed Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including AB 32, SB 375, SCAG's 2016 RTP/SCS, the L.A. Green Building Code, and CARB's 2017 Scoping Plan aimed at achieving 40 percent below 1990 GHG emission levels by 2030. Therefore, the Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to conflicting with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gases, and the Proposed Project's impact would be less than significant.

Cumulative Impacts

Less Than Significant Impact. The GHG emissions from a residential project with 79,240 square feet is relatively very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. Rather, it is the increased accumulation of GHG emissions from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions

determines whether a project's contribution to global climate change is "cumulatively considerable." Many regulatory agencies, including the SCAQMD, concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project direct impact. Accordingly, the GHG analysis presented above analyzes whether the Proposed Project's impact would be cumulatively considerable using a plan-based approach (and quantitative and qualitative analysis) to determine the Proposed Project's contributing effect on climate change. As concluded above, the Proposed Project's generation of GHG emissions would represent a 10 percent reduction in GHG emissions with GHG reduction measures in place as compared to the Proposed Project's emissions in the absence of all of the GHG reducing measures and project design features. Furthermore, the Proposed Project would be consistent with all applicable local ordinances, regulations and policies that have been adopted in furtherance of the state and City's goals of reducing GHG emissions. Thus, the Proposed Project would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

IX. Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The following section summarizes and incorporates the reference information from the following: *Phase I Environmental Site Assessment Report, 21616 Hart Street and 6940, 6946,and 6952 Owensmouth Avenue, Los Angeles, California 91303* ("Phase I ESA"), prepared by EFI Global, Inc., dated June 18, 2018. The Phase I ESA is included as Appendix F to this IS/MND.

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. Based upon the criteria established in the State CEQA Guidelines, a significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations, or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The Proposed Project includes the construction of a multifamily residential development with 79,240 square feet of floor area. During the operation of the Proposed Project, no hazardous materials other than modest amounts of typical cleaning supplies and solvents used for janitorial purposes would routinely be transported to the Project Site. The acquisition, use, handling, storage, and disposal of these substances would comply with all applicable federal, state, and local requirements.

Construction could involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which include requirements for disposal of hazardous materials at a facility licensed to accept such waste based on its waste classification and the waste acceptance criteria of the permitted disposal facilities. Therefore, the Proposed Project would not create a significant hazard to the public or the environment 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 project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or (b) the project involved the creation of any health hazard or potential health hazard. According to the State CEQA Guidelines, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the regulatory framework for the health hazard; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance; (c) the degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance; (d) the probable frequency and severity of consequences to people from exposure to the health hazard; and (e) the degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

The Project Site is developed with three single-family residential buildings and one vacant lot. The purpose of the Phase I ESA was to identify any (1) recognized environmental conditions (Recs); (2) historic recognized environmental conditions (HRECs), (3) controlled recognized environmental conditions (CRECs), and/or (4) *de minimis conditions* associated with the subject property.

Site Reconnaissance

Based on the Site reconnaissance performed by EFI Global, Inc. staff, there were no significant hazardous material storage and no recognized environmental conditions. Materials observed on the Project Site included various one-gallon containers of paint and motor oil. Based on the small quantities of chemicals observed and residential nature of the property, the chemicals are not expected to represent a significant environmental concern for the Project Site. As such, based on the site reconnaissance, there are no observed RECs in relation to the Project Site.

Database Search

EFI Global, Inc. reviewed selected federal, state, and local regulatory information in an attempt to identify recorded information concerning environmental impacts or conditions or concerns associated with the Project Site. EFI Global, Inc. reviewed the regulatory report included in the Phase I ESA as obtained from Environmental Data Resources (EDR). Based on information provided from EDR, the subject property and adjoing/immediately surrounding properties are not listed on any of the regulatory databases researched. EFI Global, Inc. states that none of the other sites listed on the regulatory database report pose a significant threat to the Project Site.

Asbestos-Containing Materials (ACMs) and Lead Based Paint

The Project Site is currently developed with three single-family residential buildings. Based on the age of the onsite structures, there is potential for asbestos-containing building materials and lead-based paint at the Project Site; however, no testing was completed as part of the Phase I ESA. During the area reconnaissance, EFI Global, Inc. noted that building materials were in good condition and all painted surfaces appeared in good condition.

Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACM are present in the building. If ACM are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as other state and federal regulations. Asbestos removal is stringently controlled by Federal Regulations and SCAQMD Rule 1403. Removal of asbestos in a building is not unusual and can be readily accomplished. In accordance with the EPA's NESHAP regulation and SCAQMD's Rule 1403, all materials that are identified as ACMs would be removed by a trained and licensed asbestos abatement contractor. The asbestos removal operations would be conducted in accordance with CAL-OSHA Asbestos for the Construction Industry Standard, SCAQMD and EPA rules and regulations and industry standards. The contractor selected for the removal process would be chosen based on experience, reputation, and relationship with local agencies such as SCAQMD and OSHA regional offices. Generally, asbestos removal operations are low risk. When following asbestos-related regulations, the possibility of exposure to airborne asbestos fibers from asbestos removal projects is limited. The SCAQMD has very specific regulations for asbestos emissions. Provided the removal and disposal of ACMs from the Project Site follows the various guidelines required by SCAQMD Rule 1403, as well as all other applicable state and federal rules and regulations, hazardous materials impacts relative to exposure to asbestos would be less than significant.

Prior to the issuance of any permit for demolition of the existing structure(s), a lead-based paint survey shall be performed to the satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations. If the survey finds lead-based paint, a qualified lead-based paint abatement consultant would be required to comply with applicable state and federal rules and regulations governing lead paint abatement. Such regulations that would be followed during demolition include Construction Safety Orders 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations, and lead exposure guidelines provided by the U.S. Department of Housing and Urban Development (HUD). Compliance with mandatory state and federal regulations would ensure that the potential lead-based paint on-site would be handled properly, and impacts associated with the exposure to lead-based paint would be less than significant.

In conclusion, based on the information obtained, as reflected in the Phase I ESA, the assessment revealed no evidence of RECs in connection with the Project Site. The Proposed Project's compliance with mandatory state and federal regulatory compliance measures would ensure that

potential impacts associated with the release of a hazardous material would be less than significant.

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

Less Than Significant Impact. Based upon the criteria established in the State CEQA Guidelines, a project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or (b) the project involved the creation of any health hazard or potential health hazard. The determination of significance shall be made on a case-by-case basis considering the following factors: (a) the regulatory framework for the health hazard; (b) the probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance; (c) the degree to which project design would reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance; (d) the probable frequency and severity of consequences to people from exposure to the health hazard; and (e) the degree to which project design would reduce the frequency of exposure or severity of consequences of exposure to the health hazard.

There is one Los Angeles Unified School District school and two private schools within 500 feet of the Project Site: 1) Owensmouth Continuation High School; 2) California Career College; and 3) CDCLA Hart Village Early Education Center.

The Proposed Project has the potential to expose students and staff of the identified schools to potentially hazardous materials, substances, or waste during the construction period. Localized construction impacts associated with noise, dust and localized air quality emissions, and construction traffic/hauling activities generally occur within an area of 500 feet or less of the Project Site. As such, the three schools identified would be affected by the Proposed Project's construction activities due to the relatively close distance. The Proposed Project would provide appropriate regulatory compliance measures, such as adhering to the permissible hours of construction and not idling or staging haul trucks in proximity to school facilities to reduce the Proposed Project's impacts upon the nearby school facilities. The Proposed Project's proposed haul route would pass by two of the identified private schools (CDCLA Hart Village Early Education Center and California Career College), as they are located directly west and northwest of the Project Site. However, hauling impacts to the aforementioned schools would be minimized, to the greatest degree possible, with the implementation of the following regulatory compliance measures listed below. Therefore, construction impacts related to nearby schools would be reduced to less than significant levels.

Regulatory Compliance Measures:

- The Applicant and contractors shall maintain ongoing contact with administrator of Owensmouth Continuation High School; California Career College; and CDCLA Hart

Village Early Education Center. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from the administrators and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.

- The Applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- Due to noise impacts on the schools, there shall be no staging or parking of construction vehicles, including vehicles to transport workers on the west side of Owensmouth Avenue, adjacent to California Career College; and CDCLA Hart Village Early Education Center.

During the operation of the Proposed Project, the proposed residential spaces would not result in the routine transport, use, or disposal of hazardous materials. As such, any operational impacts to nearby schools would be less than significant with regulatory compliance measures incorporated.

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

The Phase I ESA determined that the Project Site was not identified during the regulatory review of databases and agency file reviews. As such, the construction of the Proposed Project would not exacerbate any current hazardous conditions on the Project Site. Therefore, with the Proposed Project's compliance with mandatory state and federal regulatory compliance measures during construction, potential impacts associated with the release of a hazardous material would be less than significant.

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. A significant project-related impact may occur if the Proposed Project were placed within a public airport land use plan area, or within two miles of a public airport and subject to a safety hazard. The closest public airport to the Project Site is the Van Nuys Airport, located approximately 6.4 miles east of the Project Site. The Project Site is not located in an airport hazard zone or within an airport land use plan. The building proposes five stories and would reach a maximum height of approximately 63 feet above grade to include the roof appurtenances. The height of the proposed building is substantially consistent with the

heights of other buildings in the area. As such, the Proposed Project would not negatively impact air navigation or the safety of people residing or working in the Project Site. Therefore, a less than significant impact would occur.

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

Less Than Significant Impact. Based upon the criteria established in the State CEQA Guidelines, a project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved possible interference with an emergency response plan or emergency evacuation plan. According to the State CEQA Guidelines, the determination of significance shall be made on a case-by-case basis considering the degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences. The Project Site is not located in a disaster route according to the Los Angeles Valley Area Disaster Route Map of Los Angeles County.[28] Additionally, based on the City of Los Angeles Safety Element, the Project Site is not located on an identified disaster route or an adopted emergency response or evacuation plan.[29] Development of the Project Site may require temporary and intermittent partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access, or travel upon public rights-of-way. Further, emergency vehicle drivers have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, the Proposed Project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan, and a less than significant impact would occur.

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

No Impact. The Project Site is located in a highly urbanized area of Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).[30] Therefore, no impacts from wildland fires are expected to occur.

Cumulative Impacts

Less Than Significant Impact. The geographical range includes the Project Site and location of related projects listed in Table 3.6. Development of the Proposed Project in combination with the

---

[28] *Los Angeles County Department of Public Works, City of Los Angeles West Area Disaster Route Map, August 13, 2008.*

[29] *City of Los Angeles, Safety Element Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, April 1995.*

[30] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), website: http://zimas.lacity.org, accessed February 2019.*

six related projects has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials in the City of Los Angeles. However, the potential impact associated with the Proposed Project would be reduced to a less than significant with the incorporation of regulatory compliance measures; therefore, not cumulatively considerable. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of those properties. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials, which would further reduce impacts associated with the related projects. Therefore, with compliance with local, state, and federal laws pertaining to hazardous materials, the Proposed Project in conjunction with related projects would be expected to result in less-than-significant cumulative impacts with respect to hazardous materials, and the Proposed Project's incremental contribution to cumulative impacts would not be cumulatively considerable.

X. Hydrology and Water Quality

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

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

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

Less Than Significant Impact. Based upon the criteria established in the State CEQA Guidelines, a project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving body of water. A significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB) through its nine Regional Boards. The Project Site lies within the jurisdiction of the Los Angeles Regional Water Quality Control Board (RWQCB). Applicable regulations include the NPDES permitting system, LAMC Article 4.4, and the low impact development requirements, which reduce potential water quality impacts during the construction and operation of a project.

Construction

Three general sources of potential short-term, construction-related stormwater pollution associated with the Proposed Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment.

Prior to issuance of a grading permit, the Applicant will be required to obtain coverage under the SWRCB's NPDES Construction General Permit. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) would be required to be prepared and implemented for the Proposed Project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

Implementation of the BMPs identified in the SWPPP and compliance with the NPDES and City discharge requirements would ensure that the construction of the Proposed Project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Additionally, City of Los Angeles Ordinance No. 173,494 further sets procedures for stormwater pollution control for the planning and construction of development and redevelopment projects. As such, the implementation of the code-required SWPPP and compliance with Ordinance No. 173,494 would ensure that the Proposed Project's construction-related water quality impacts would be less than significant.

Operation

The Project Site is currently developed with three single-family residences and a vacant lot. The Project Site is covered with impervious surfaces with the exception of landscaping and one vacant lot, which has moderately dense growth of vegetation consisting of grasses, shrubs, and trees. Thus, nearly 66 percent of the surface water runoff from the Project Site is directed to adjacent storm drains located along Owensmouth Avenue, Hart Street, and Canoga Avenue and does not percolate into the groundwater table beneath the Project Site.[31] Following completion of construction, the Proposed Project would continue to generate surface water runoff, and runoff would be directed to existing stormwater inlets. The Project site would be nearly 100 percent impervious upon completion of construction, as such, compliance with the LID requirements would reduce the amount of surface water runoff leaving the Project Site as compared to existing conditions. The Proposed Project's potential impacts to surface water runoff would be reduced to

[31] *City of Los Angeles, Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org/navigatela/, accessed February 2019.*

a less than significant level by incorporating stormwater pollution control measures as set forth below that would regulate the amount and water quality of stormwater leaving the Project Site.

In November 2012, the Los Angeles adopted Order No. R4-2012-0175 the NPDES Stormwater Permit for the County of Los Angeles and cities within (NPDES No. CAS004001). The primary objectives of the stormwater program requirements are to: (1) effectively prohibit non-stormwater discharge; and (2) reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent practicable statutory standard.

The Proposed Project would be required to comply with the City of Los Angeles Stormwater and Urban Runoff Pollution Control Ordinance (Ordinance No. 172,176, effectuated October 1998), which established LAMC Sections 64.70 through 64.70.13 and set the foundation for stormwater management in the City of Los Angeles. Since the adoption of the Stormwater and Urban Runoff Pollution Control Ordinance, many additional ordinances have passed to keep LAMC Article 4.4, Stormwater and Urban Runoff Pollution Control, up to date. Approved in October 2011, the Low Impact Development (LID) Ordinance (Ordinance No. 181,899) expanded LAMC Article 4.4 and expanded the applicability of the existing Standard Urban Stormwater Mitigation Plan (SUSMP) requirements by imposing rainwater low impact development strategies on projects that require building permits. LAMC Article 4.4, including LID requirements, was amended in August 2015 with the approval of Ordinance No. 183,833, which incorporates the requirements of the Municipal Separate Storm Sewer (MS4) Permit. The Proposed Project would be required to prepare a LID Plan and demonstrate compliance with the LID requirements and standards and retain or treat the first ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater.[32]

The Proposed Project falls within the second tier of the LID Ordinance requirements, which state that development projects that involve five or more units intended for residential uses and result in an alteration of at least 50 percent or more of the impervious surfaces on an existing developed site, the entire site must comply with the standards and requirements of Article 4.4 of Chapter VI of the LAMC and with the Development Best Management Practices Handbook. The Proposed Project shall be designed to manage and capture stormwater runoff to the maximum extent practicable utilizing various LID techniques, including but not limited to infiltration, evapotranspiration, capture for use, and treated through high removal efficiency bio-filtration / bio-treatment systems of all runoff on-site (listed in priority order). On-site stormwater management techniques must be designed so that no stormwater runoff leaves the Project Site for at least the volume of water produced by the Stormwater Quality Design Volume (SWQDv). Development and redevelopment projects are required to prepare a LID Plan, which complies with the provisions of the Development Best Management Practices Handbook. If partial or complete on-site compliance of any type is technically infeasible, the Proposed Project and LID Plan shall be required to manage the flow from the SWQDv on-site in order to maximize on-site compliance. For the remaining runoff that cannot feasibly be managed on-site, the Proposed Project would be

[32] *City of Los Angeles, Planning and Land Development Handbook for Low Impact Development (LID), Part B Planning Activities, 5th Edition, May 9, 2016.*

required to implement off-site mitigation on public and/or private land within the same sub-watershed as defined by the MS4 Permit.[33] Compliance with the LID requirements would reduce the amount of surface water runoff leaving the Project Site as compared to existing conditions.[34]

In compliance with the LID ordinance requirements, prior to issuance of grading permits, the Applicant shall submit a LID Plan and design plans to the City of Los Angeles Department of Building and Safety and the Bureau of Sanitation Watershed Protection Division for review and approval. The LID Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook. The BMPs shall be designed to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event (whichever is greater), in accordance with the Planning and Land Development Handbook for Low Impact Development, Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed BMPs meet the numerical threshold standard shall be provided.

To ensure that all stormwater related BMPs are constructed and/or installed in accordance with the approved LID Plan, the City of Los Angeles requires a Stormwater Observation Report to be submitted to the City prior to the issuance of the Certificate of Occupancy. All projects reviewed and approved would require a Stormwater Observation Report and would be prepared, signed, and stamped by the engineer of record responsible for the approved LID Plan. With approval and issuance of a Certificate of Occupancy from LADBS, the Proposed Project would be determined to be in compliance with all applicable codes, ordinances, and other laws.[35]

Full compliance with the LID requirements and implementation of design-related BMPs would ensure that the operation of the Proposed Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Therefore, as the Proposed Project would be subject to the LID requirements and compliance procedures, operational water quality impacts would be less than significant with code compliance.

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 project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to: (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity.

---

[33] *City of Los Angeles Ordinance No. 183,833, 2015.*

[34] *Ibid.*

[35] *City of Los Angeles, Planning and Land Development Handbook for Low Impact Development (LID), Part B Planning Activities, 5th Edition, May 9, 2016.*

As discussed in response to Checklist Question IX (a) the Project Site is nearly 66 percent impervious, with the exception of on-site landscaping, and grasses, shrubs, and trees located on the vacant lot. As such, almost 66 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site. Groundwater was encountered during exploration, at a depth of 20 feet below the existing grade. The historically highest groundwater level is at a depth of five feet below the ground surface.[36] The Proposed Project would excavate soils beneath the Project Site at approximately five feet below grade to allow for the removal of the existing upper portion of alluvial soils. Because the depth of groundwater is sufficiently lower than the depth of proposed excavation, construction of the Proposed Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Additionally, adherence to Article 4.4 of the LAMC would ensure that the Proposed Project would not interfere with groundwater recharge. Therefore, the Proposed Project would not deplete groundwater supplies, and impacts to the groundwater table 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.

(i) The potential for soil erosion during the ongoing operation of the Proposed Project is extremely low due to the generally level topography of the Project Site, and the fact that the Project Site would comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills and a Storm Water Pollution Prevention Plan (SWPPP), which would be required to be prepared and implemented for the Project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Further, the Geotechnical Investigation provided

[36] *GeoConcepts, Inc., Preliminary Geotechnical Engineering Investigation, Proposed Three Story Residdential Development Over At Grade Parking, 6940, 6946, & 6952 North Owensmouth Avenue and 21616 West Hart Street, Canoga Park, CA, July 12, 2018. (See Appendix D of this IS/MND).*

recommendations regarding temporary excavations during construction of the Proposed Project. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels.

(ii)(iii) A project would normally have a significant impact on surface water hydrology (and the rate and amount of surface water) if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow or would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. The Project Site is located in a highly urbanized area of Los Angeles, and no streams or river course are located on the Project Site. The Los Angeles River is located approximately 0.1 mile south of the Project Site. The Proposed Project is an infill development project. The Proposed Project would comply with LAMC Chapter VI, Article 4.4, Stormwater and Urban Runoff Pollution Control. Therefore, impacts to surface water hydrology or substantial erosion or siltation on- or off-site would be less than significant. Further, the Project Site is approximately 66 percent impervious. Following completion of construction, the Proposed Project would continue to generate surface water runoff, and runoff would be directed to existing stormwater inlets. The Project site would be nearly 100 percent impervious upon completion of construction, however, compliance with the LID requirements would reduce the amount of surface water runoff leaving the Project Site as compared to existing conditions. Implementation of the SWPPP would reduce the amount of surface water runoff after storm events, as the Proposed Project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. Therefore, the project would not increase the rate or amount of flow from the Project Site or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Impacts associated with localized drainage and surface water runoff would therefore be considered less than significant.

(iii) A project would normally have a significant impact on surface water quality if discharges associated with the project would create substantial additional sources of pollution, contamination, or nuisance as defined in Section 13050 of the CWC or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of storm water runoff from the Project Site were to increase to a level which exceeds the capacity of the storm drain system serving the Project Site. A significant adverse effect would also occur if a project substantially increases the probability that polluted runoff would reach the storm drain system.

The Project Site is currently developed, and a majority of the surface water is directed off site to the adjacent storm drain inlets along Owensmouth Avenue, Hart Street, and Canoga Avenue. Storm water retention will be required as part of the LID/SUSMP implementation features. Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and

applicable LID Ordinance. Accordingly, the Proposed Project will be required to demonstrate compliance with the LID Ordinance standards and retain or treat the first ¾ inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater, which will reduce the Proposed Project's impact to the stormwater infrastructure. As discussed above in response to Checklist Question IX (b), the Geotechnical Investigation concluded based on conditions encountered at the time of exploration, groundwater was encountered 20 feet below the ground surface, however, excavations will occur five feet below the ground surface. Therefore, the Proposed Project would not provide substantial additional sources of polluted runoff, and potential impacts to surface water quality would be less than significant.

iv. A significant impact may occur if the Project was located within a 100-year flood zone and would impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area.[37] A review of the NavigateLA Special Flood Hazard Areas, the site is located in an area designated as "Zone C", described as "Outside Flood Zone." The Project Site is located in a highly urbanized area and, as no changes to the local drainage pattern would occur with implementation of the Proposed Project, the Proposed Project would not have the potential to impede or redirect floodwater flows. No impact would occur.

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

No Impact. The Project Site is not located in a flood hazard, tsunami or seiche zone. See response to Checklist Question X (b) (iv) regarding flood hazards. No impact would occur.

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

Less Than Significant Impact. A project would result in a significant impact if it has the potential to conflict with a water quality control plan or sustainable groundwater management plan. As discussed in response to Checklist Question IX (a), above, the Project Site is nearly 66 percent impervious, with the exception of on-site landscaping, and grasses, shrubs, and trees located on the vacant lot. As such, almost 66 percent of the surface water runoff from the Project Site is directed to adjacent storm drains and does not percolate into the groundwater table beneath the Project Site. The Project site would be nearly 100 percent impervious upon completion of construction, as such, compliance with the LID requirements would reduce the amount of surface water runoff leaving the Project Site as compared to existing conditions. The Proposed Project's potential impacts to surface water runoff would be reduced to a less than significant level by incorporating stormwater pollution control measures, as discussed above, that would regulate the amount and water quality of stormwater leaving the Project Site Groundwater was encountered during exploration at a depth of 20 feet below the existing grade. The historically highest groundwater level is at a depth of five feet below the ground surface. The Proposed Project would excavate soils beneath the Project Site at approximately five feet below grade to allow for the removal of the existing upper portion of alluvial soils. Because the depth of groundwater is

[37] *City of Los Angeles, Department of City Planning, General Plan Elements, Safety Element Exhibit F, website: http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed March 2019.*

sufficiently lower than the depth of proposed excavation, construction of the Proposed Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Additionally, adherence to Article 4.4 of the LAMC would ensure that the Proposed Project would not interfere with groundwater recharge. Therefore, the Proposed Project would not deplete groundwater supplies, and impacts to the groundwater table would be less than significant.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in combination with related projects would result in the further infilling of uses in an already dense urbanized area. As discussed above, the Project Site and the surrounding areas are served by the existing City of Los Angeles drain system. Runoff from the Project Site and adjacent urban uses is typically directed into the adjacent streets, where it flows to the nearest drainage improvements. It is likely that most, if not all, of the related projects in the Project vicinity would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Project Site, and the related project sites, since this part of the City is already fully developed with impervious surfaces. Under the requirements of the LID Ordinance, each related project would be required to implement stormwater BMPs to retain or treat the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. Mandatory structural BMPs in accordance with the NPDES water quality program will therefore result in a cumulative reduction to surface water runoff, as the development in the surrounding area is limited to infill developments and redevelopment of existing urbanized areas. Therefore, the Proposed Project would not make a cumulatively considerable contribution to impacting the volume or quality of surface water runoff, and cumulative impacts to the existing or planned stormwater drainage systems would be less than significant. Therefore, cumulative water quality impacts would be less than significant.

XI. Land Use and Planning

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

a) Physically divide an established community?

No Impact. A significant impact may occur if the Proposed Project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. The determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Proposed Project.

The Project Site is located within an urbanized area of the City of Los Angeles and is consistent with the existing physical arrangement of the properties within the vicinity of the Project Site. No separation of uses or disruption of access between land use types would occur as a result of the Proposed Project. The Proposed Project would replace three single-family residences and a vacant lot with a five-story multifamily residential building, which would not change the existing land uses. Accordingly, implementation of the Proposed Project would not disrupt or divide the physical arrangement of the established community, and no impact would occur.

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

Less Than Significant Impact. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the Project Site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. At the regional level, the Project Site is located within the planning area of SCAG, the Southern California region's federally designated metropolitan planning organization. The Proposed Project is also located within the South Coast Air Basin and, therefore, is within the jurisdiction of the SCAQMD. At the local level, development of the Project Site is guided by the General Plan of the City of Los Angeles, the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan, the Modifications to Single-family Zones and Single-family Zone Hillside Area Regulations (ZI-2462), the LAMC, and the River Improvement Overlay District (ZI-2358), all of which are intended to guide local land use decisions and development patterns.

Regional Plans

SCAQMD Air Quality Management Plan

The Proposed Project is located within the South Coast Air Basin (Basin) and, therefore, falls under the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD's most recent Air Quality Management Plan (AQMP) was updated in 2017 to establish a comprehensive air pollution control program leading to the attainment of State and federal air quality standards in the Basin, which is a non-attainment area. The Proposed Project conforms to the zoning and land use designations for the Project Site, as identified in the General Plan, with a zone change from R1-1VL-RIO to (T)(Q)RAS4-1VL-RIO and, as such, would not add emissions to the Basin that

were not already accounted for in the approved AQMP. Furthermore, as noted in Section III, Air Quality, the Proposed Project would not exceed the daily emission thresholds during the construction or operational phases of the Proposed Project. Therefore, the Proposed Project would be consistent with the AQMP.

SCAG Regional Comprehensive Plan and Guide

The Project Site is located within the six-county region that comprises the SCAG planning area. On April 7, 2016, SCAG adopted the 2016 Regional Transportation Plan/Sustainable Communities Strategy: A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life (2016 RTP/SCS). The 2016 RTP/SCS includes the long-term vision of how the SCAG region would address regional transportation and land use challenges and opportunities. The Proposed Project would be consistent with the goals and policies set forth in the 2016 RTP/SCS, as the Proposed Project would redevelop a site that is currently developed with three single-family residences and would include the construction of a five-story multifamily residential building. The Proposed Project would thereby increase the utilization of a property that is easily accessible by mass transit. Consistent with SCAG goals, the Proposed Project would increase residential opportunities within a High Quality Transit Area (HQTA). Furthermore, as the Proposed Project would add approximately 80 affordable residential units to the community, generating approximately 187 residents,[38] the Proposed Project would be consistent with SCAG growth projections.

Congestion Management Plan

The Congestion Management Plan (CMP) for Los Angeles County was developed in accordance with Section 65089 of the California Government Code. The CMP is intended to address vehicular congestion relief by linking land use, transportation and air quality decisions. The Proposed Project's Transportation Study was prepared in accordance with the County CMP and the City of Los Angeles Department of Transportation (LADOT) Guidelines. Project traffic impacts are analyzed in greater detail in Section XVI, Transportation and Traffic. As discussed above, the Proposed Project is substantially consistent with all regional plans that are applicable to the Project Site.

Local Plans

City of Los Angeles General Plan

The Proposed Project would conform to objectives outlined in the City of Los Angeles General Plan (General Plan). The General Plan is a comprehensive, long-range declaration of purposes, policies and programs for the development of the City. The General Plan consists of 11 elements: Framework Element, Air Quality Element, Conservation Element, Housing Element, Noise Element, Open Space Element, Service Systems Element / Public Recreation Plan, Safety

[38] *See Checklist Question XIV a) Population and Housing.*

Element, Mobility Element, a Plan for a Healthy Los Angeles, and the Land Use Element. The Land Use Element is comprised of 35 community plans.

The elements that would be most applicable to the Proposed Project are the Framework Element, the Mobility Plan, and the Land Use Element for the area which is the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan. The Community Plan designates the Project Site with a land use designation of General Commercial which accommodates commercial and residential uses, and which lists the C1.5, C2, C4, RAS3, and RAS4 as corresponding zones. The Project Site is currently zoned R1-1VL-RIO. The Proposed Project is requesting a Zone Change to (T)(Q)RAS4-1VL-RIO, which is consistent with and corresponds to the existing land use designation General Commercial.

Framework Element

The General Plan's Framework Element provides citywide guidelines and a foundation upon which Community Plans and other General Plan Elements can base their more specific goals, objectives, and policies. The General Plan's Framework Element was adopted on December 11, 1996 and re-adopted on August 8, 2001. The Framework Element and the City's community plans discuss population, housing and employment to the year 2010. The Framework Element identifies a projected population of 4.3 million people living in 1,566,108 housing units. The Citywide General Plan Framework and the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan provide growth projections and CPA capacity, respectively, for the year 2010. The General Plan Framework Element provides a 2010 projection of 191,892 persons, 87,187 households, and 142,400 additional jobs for the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan area. The Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan recognizes that population, jobs, and housing could grow more quickly, or slowly, than anticipated depending on economic trends.

Table 4.10, below, includes the consistency analysis with the Framework Element's goals, objectives, and policies relevant to the Proposed Project. The Proposed Project would be consistent with the Framework Element's goals and objectives that focus on Land Use, Housing, Urban Form and Neighborhood Design, and Economic Development. The Proposed Project is in substantial conformity with the purposes, intent and provisions of the General Plan Framework Element, and the applicable Community Plan by providing a smart growth oriented, dense urban project where such growth is best accommodated based on its proximity to mass transit. As shown in Table 4.10, the Proposed Project would be consistent with the objectives and policies set forth in the Framework Element of the General Plan.

Table 4.10
Project Consistency with Applicable Objectives and Policies of the Framework Element

Objective / Policy	Project Consistency Analysis
Land Use Chapter	
Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more livable city.	**Consistent.** The Proposed Project would include a 100 percent affordable multifamily residential development that would front the commercial corridor along Owensmouth Avenue. The Proposed Project would increase the housing stock in the Canoga Park–Winnetka –Woodland Hills–West Hills community, as well as increase the potential customers to the surrounding existing businesses, which helps improve the economic viability of the commercial area. Thus, the Proposed Project would support this objective. Further, compliance with regulatory compliance measures would ensure that the building maintains a safe, clean, attractive and lively environment during the Project's construction and operation.
Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	**Consistent.** The Proposed Project includes construction of a five-story, approximately 79,240 square-foot residential building. This 100 percent affordable residential development would provide 79 low income dwelling units in Los Angeles, as well as new foot traffic for the existing surrounding commercial community.
Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses.	**Consistent.** The Proposed Project is located on an infill lot that is already adequately served by public infrastructure. The Project Site is readily accessed via Owensmouth Avenue and Hart Street and is adequately supported by utilities (including water service, sewer service, electrical, and natural gas), and public services (such as police, fire, schools, and recreation/parks).
Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.	**Consistent.** The Proposed Project would develop new residential uses in walking distance to numerous services, retail, commercial, and residential areas. The Project Site is located in a Transit Priority Area as defined by CEQA. The Project Site is located within ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Proposed Project encourages a variety of transportation options, such as walking and biking. Thus, this diversity of transit options near the Project Site would facilitate a reduction of vehicular trips, vehicle miles traveled, and air pollution.
Policy 3.2.2: Establish, through the Framework Long-Range Land Use Diagram, community plans, and other implementing tools, patterns, and types of development that improve the integration of housing with commercial uses and the integration of public services and various densities of residential development within neighborhoods at appropriate locations.	**Consistent.** The Project Site is located within an urbanized area that includes a mix of uses including commercial, multifamily residential, single family residential, office, and institutional uses. The Proposed Project would place multifamily residential uses within a commercial corridor along Owensmouth Avenue where other multifamily residential uses exist. The Proposed Project would develop a well-designed building that would be visually compatible with the surrounding various land uses.
Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle	**Consistent.** The Proposed Project would develop new residential uses in walking distance to numerous services,

Objective / Policy	Project Consistency Analysis
access and use appropriate locations.	offices, and commercial uses. In addition, the Project Site is located within ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. The Los Angeles River Bike Path is currently being improved within the project vicinity and access to the improved bicycle path will be located one block south of the project site. Additionally, the Proposed Project would provide on-site bicycle parking to further promote the use of biking.
Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.	**Consistent.** As discussed below in response to Checklist Question XIII a) Population and Housing, the Proposed Project's estimated residential growth would be consistent with SCAG's future growth projections for the City of Los Angeles.
Policy 3.3.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.	**Consistent.** The Proposed Project would replace the existing single family residential land uses and a vacant lot with the development of a five-story multifamily residential building. The existing character of the Owensmouth Avenue corridor is commercial with multistory office and multifamily residential buildings. The Proposed Project is requesting a zone change from R1-1VL-RIO to (T)(Q)RAS4-1VL-RIO and has a General Plan land use designation of "General Commercial." The (T)(Q)RAS4-1VL-RIO zone allows for residential and commercial uses, including the Project's proposed residential uses. The 1VL Height District allows a maximum building height of 50 feet in the RAS4 Zone. While the project is requesting additional 6 feet in height for a maximum height of 56 feet, the scale of the project remains compatible with the multistory development in the area. Furthermore, design elements and building materials are compatible with other buildings in the area. The Proposed Project would develop a residential building that would be visually compatible with the surrounding commercial, residential, and institutional uses. Therefore, the Proposed Project would enhance the character of the surrounding commercial, residential, and institutional area and be consistent with this policy.
Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	**Consistent.** As stated above, the Proposed Project includes the redevelopment of existing residential uses with a new 100 percent affordable residential building, which would provide residents in close proximity to commercial and office uses nearby, helping to sustain existing commercial uses along adjoining transit/corridors and boulevards.
Goal 3C: Multi-family Neighborhoods that enhance the quality of life for the City's existing and future residents.	**Consistent.** The Proposed Project would redevelop a site that is currently occupied with three single-family residences and one vacant lot. The Proposed Project would be attractively designed and landscaped with guidance of City Planning Staff, and other necessary City departments. Additionally, the Proposed Project would be

Objective / Policy	Project Consistency Analysis
	designed in accordance with plans and design guidelines that have jurisdiction over the Project Site to protect the architectural compatibility, character, and scale of existing residential developments. In addition, the Proposed Project will provide 79 low income dwelling units for residents, which would promote great individual choice in the type, quality, price and location of housing.
Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.	**Consistent.** The Proposed Project would place residential uses in a transit-rich and pedestrian-oriented area. Additionally, the Project Site is located within numerous bus routes with peak commute service intervals of 15 minutes or less. The Project Site's location near mass transit and in walking distance to services, offices, and commercial uses promotes a pedestrian-friendly environment. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation.
Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.	**Consistent.** The Proposed Project would promote a pedestrian-oriented environment by providing active residential uses that would provide new foot traffic for the surrounding commercial and office uses. The building's design relates to the pedestrian scale, prioritize pedestrian access to the site though prominent placement of entrances and removal of driveway curb cuts along the primary frontage of Owensmouth Avenue thereby enhancing the pedestrian experience in the area.
Policy 3.8.4: Enhance pedestrian activity by the design and siting of structures in accordance with Chapter 5 Urban Form and Neighborhood Design policies of this Element and Pedestrian-Oriented District Policies.	**Consistent.** As discussed above, the Proposed Project would promote a pedestrian-oriented environment by providing active uses that would front Owensmouth Avenue. The project further prioritizes pedestrian activity by closing existing curb cuts along the primary frontage of the site, Owensmouth Avenue, and taking all automobile access from one driveway located along the secondary Hart Street frontage. The Project Site is located within one-half mile from the Orange Line Pedestrian and Bike Path. Coordination with the Department of City Planning would ensure the Proposed Project would be attractively designed and landscaped.
Housing Chapter	
Goal 4A: An equitable distribution of housing opportunities by type and cost accessible to all residents of the City.	**Consistent.** The Proposed Project would increase the housing stock in the Canoga Park–Winnetka –Woodland Hills–West Hills Community Plan area with safe, attractive, and centrally located affordable dwelling units. All dwelling units, exclusive of one manager's unit, would be reserved for low income residents, which would promote greater individual choice in the type, quality, price, and location of housing.
Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-	**Consistent.** The Proposed Project would place residential uses in a transit-rich and pedestrian-oriented area. Additionally, the Project Site is located within numerous bus routes with peak commute service intervals of 15 minutes or less, along the Owensmouth Avenue transit

Objective / Policy	Project Consistency Analysis
density developments and surrounding lower-density residential neighborhoods.	corridor. The Project Site is surrounded by a mix of Low Medium Residential, Low Medium II Residential, and General Commercial land uses. As such, is an appropriate buffer between transit, residential, and commercial uses.
Urban Form and Neighborhood Design Chapter	
Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.	**Consistent.** The Proposed Project is an infill development in a Transit Priority Area (defined by CEQA). The Project Site is directly served by multiple bus lines that are operated by the Metro Bus. This diversity of transit options would be effective in reducing Proposed Project vehicle trips, vehicle miles traveled, and air pollution.
Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.	**Consistent.** As discussed above, the Proposed Project would place residential uses in a transit-rich and pedestrian-oriented area. The building's design relates to the pedestrian scale, prioritize pedestrian access to the site though prominent placement of entrances and removal of driveway curb cuts along the primary frontage of Owensmouth Avenue thereby enhancing the pedestrian experience in the area.
Economic Development Chapter	
Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services, and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.	**Consistent.** The Proposed Project would redevelop a site that is currently occupied by three single-family residences and a vacant lot with the development of a five-story 100 percent affordable multifamily residential building, which would provide new residential space for low income residents in Los Angeles. The Project Site is also directly served by multiple buses (refer to Section II, Project Description for description of public transportation serving the Project Site).
Source: City of Los Angeles Department of City Planning, Framework Element, December 11, 1996.	

Mobility Plan 2035

The Mobility Plan 2035 ("Mobility Plan") of the City of Los Angeles General Plan, adopted September 7, 2016, is designed to provide a policy foundation for the transportation system within the City of Los Angeles. There are five goals of the Mobility Plan that define the City's high-level mobility priorities and include: safety first; world class infrastructure; access for all Angelenos; collaboration, communication and informed choices; and clean environments and healthy communities. The Mobility Plan contains several objectives pertinent to the Proposed Project, which are identified as follows:

[a] Ensure that 80% of street segments do not exceed targeted operating speeds by 2035;

[b] Reduce the average share of household income spent on transportation costs to 10% by 2035 through the provisions of more transportation options;

[c] Increase the combined mode split of persons who travel by walking, bicycling or transit to 50% by 2035.

With respect to the Mobility Plan's stated objectives, the Proposed Project would increase residential uses within 0.4 mile of a Transit Enhanced Network and an existing Orange Line Busway, provide residents within one-half mile to high quality bicycling facilities along the Orange Line Pedestrian and Bike Path as well as the Los Angeles River Greenway Bike Path, and increase the combined mode split of persons who travel by walking, bicycling, or transit. Table 4.11, below, discusses the Proposed Project's consistency with the Mobility Plan. As shown in Table 4.11, the Proposed Project would promote the goals of the Mobility Plan.

Table 4.11
City of Los Angeles Mobility Plan Consistency Analysis

Mobility Plan Key Goals	Project Consistency Analysis
• Safety First: Crashes, speed, protection, security, safety education, and enforcement	**Consistent.** The Proposed Project would not include unusual or hazardous design features. To minimize conflict with pedestrian traffic, primary vehicular access would be provided via one full-access driveway along the secondary project frontage, Hart Street. The Project would close 2 existing curb cuts along Owensmouth Avenue. The Proposed Project does not include any hazardous design features, which could impede emergency access. The Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles and to ensure pedestrian safety. Therefore, the Proposed Project would not substantially increase hazards due to design features, or incompatible uses, and would not hinder this goal.
• World Class Infrastructure: Design, Complete Streets Network (walking, bicycling, transit, vehicles, goods movement), Bridges, Highways, Smart Investments.	**Consistent.** This goal is directed toward City goals and is not specifically applicable to the Proposed Project. Nonetheless, the Project Site's location near mass transit, walking distance to services, offices, and employment opportunities. The Project Site is within one-half mile of the Orange Line Pedestrian and Bike Path, and the availability of bike parking located on the Project Site promotes a variety of transportation options. Thus, the Proposed Project would promote this goal.
• Access for All Angelenos: Affordability, vulnerable users, land use, operations, reliability, demand management, community connections.	**Consistent.** The Project Site is located in a highly urbanized area of Los Angeles within a Transit Priority Area. The Proposed Project would develop new affordable housing in walking distance to numerous services, retail, and commercial uses. Additionally, the Project Site is located within ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less and is within ½ mile of two bicycle paths. The location of the Proposed Project will provide 79 low income households with convenient access to a variety of transit and active options and is therefore consistent with this goal.
• Clean Environments and Healthy Communities Environment, public health, clean air, clean fuels and fleets.	**Consistent.** The Proposed Project is an infill development within a Transit Priority Area. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking and the use of public transportation. As discussed further in Sections III. Air Quality and VII. Greenhouse Gas Emissions, operational emissions

Mobility Plan Key Goals	Project Consistency Analysis
	and greenhouse gas emissions generated by the Proposed Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD and therefore, the Proposed Project would be consistent with this goal.
Sources: City of Los Angeles General Plan, Mobility Plan 2035, September 7, 2016. Parker Environmental Consultants, 2019.	

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

The Project Site is located within the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan area. Therefore, all development activity on-site is subject to the land use goals, objectives and policies of the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan (Community Plan). The Community Plan designates the Project Site with a land use designation of General Commercial which accommodates commercial and residential uses and which lists the C1.5, C2, C4, RAS3, and RAS4 as corresponding zones. The Project Site is currently zoned R1-1VL-RIO. The Proposed Project is requesting a Zone Change to (T)(Q)RAS4-1VL-RIO, which is consistent with and corresponds to the Community Plan land use designation.

The Proposed Project would revitalize the area with the development of a five-story multifamily residential building. The Proposed Project would provide a total of 80 affordable dwelling units, exclusive of one market-rate manager's unit, with a total of 66 automobile parking spaces. A detailed analysis of the consistency of the Proposed Project with the applicable objectives and policies of the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan for Residential Land Uses is presented in Table 4.12, below.

Table 4.12
Project Consistency with Applicable Objectives and Policies of the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan Land Use Element for Residential Land Uses

Objective / Policy	Project Consistency Analysis
Residential	
Objective 1-1: Achieve and maintain a housing supply sufficient to meet the diverse economic needs of current and projected population to the year 2010.	**Consistent.** The Proposed Project is a 100 percent affordable residential development, exclusive of one manager's unit. The Proposed Project would provide 79 low income dwelling units, thus increasing individual choice and accessibility within the housing stock. In addition, as discussed below in response to Checklist Question XIII a) Population and Housing, the Proposed Project's estimated residential growth would be consistent with SCAG's future growth projections for the City of Los Angeles. Thus, the Proposed Project supports this objective.
Policy 1-1.1: Maintain an adequate supply and distribution of multi-family housing opportunities in the Community Plan Area.	**Consistent.** The Proposed Project would consist of a five-story multifamily residential building with 80 dwelling units in the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan Area. Thus, the Proposed Project supports this policy.
Objective 1-2: Reduce automobile trips in residential areas by locating new housing in areas offering proximity to goods, services, and facilities.	**Consistent.** The Project Site is surrounded by residential, commercial, office, and institutional uses. Owensmouth Avenue contain a variety of commercial and office uses. As such, the Proposed Project would be located in an existing commercial area offering proximity to goods, services, and facilities. Thus, the Proposed Project would be consistent with this objective.
Policy 1-2.1: Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities, and topography will accommodate this development.	**Consistent.** The Proposed Project would consist of a five-story multifamily residential building with 80 dwelling units located in a transit-rich and pedestrian-oriented area. The Project Site is located within numerous bus routes with peak commute service intervals of 15 minutes or less and is located within one-half mile of the Orange Line Busway and the Orange Line Pedestrian and Bike Path. The location of the Proposed Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. In addition, the Proposed Project would be located near adequate services and facilities, which would reduce vehicular trips and congestion. Thus, the Proposed Project supports this policy.
Objective 1-3: Preserve and enhance the character and integrity of existing single and multifamily neighborhoods.	**Consistent.** The project is requesting a Zone Change from R1 single family zoning to RAS4 mixed use, multifamily zoning. This Zone Change is compatible with the character and uses of the area and consistent with General Commercial land use designation. The Proposed Project is located on a commercial and mixed use corridor and is not located within an existing single family neighborhood. Coordination with the Department of City Planning would ensure the

	Proposed Project would be attractively designed and landscaped in accordance with applicable design guidelines to enhance the surrounding commercial and multifamily uses. These guidelines and standards are in place to ensure that projects are designed and developed to achieve a high level of quality, have a distinctive character, and are compatible with existing uses and development. Therefore, the proposed Project would be consistent with this objective.
Policy 1-3.2: Approval of proposals to change residential density in any neighborhood shall be based, in part, on consideration of factors such as neighborhood character and identity, compatibility of land uses, impact on livability, adequacy of services and public facilities, and traffic impacts.	**Consistent.** The Applicant is requesting a zone change from R1-1VL-RIO to (T)(Q)RAS4-1VL-RIO, which would increase the residential density permitted on the site. The increase in density is compatible with the General Commercial land use designation which includes RAS4 as a corresponding zone. The Proposed Project is compatible with the exiting multifamily land uses in the immediate area and is aligned with the mixed use, multistory development in the neighborhood. The Proposed Project would result in no impact or a less than significant impact to aesthetics, public services, recreation, utilities, and transportation with the compliance to regulatory compliance measures. Further, development of the Proposed Project would promote a community environment and pedestrian activity on the Project Site and along Owensmouth Avenue and Hart Street. Therefore, the Proposed Project would improve livability and services in the area. As such, the Proposed Project would be consistent with this policy.
Objective 1-4: Provide a diversity of housing opportunities capable of accommodating all persons regardless of income, age, or ethnic background.	**Consistent.** The Proposed Project is a 100 percent affordable residential development. As such, the Project would add 79 affordable dwelling units to the housing stock in the Canoga Park–Winnetka – Woodland Hills–West Hills Community Plan area, accommodating housing for lower income persons. Therefore, the proposed Project would be consistent with this objective.
Policy 1-4.1: Promote greater individual choice in type, quality, price and location of housing.	**Consistent.** The Proposed Project would increase the housing stock in the Canoga Park–Winnetka – Woodland Hills–West Hills Community Plan area with safe, attractive, and centrally located affordable dwelling units. All dwelling units, exclusive of one manager's unit, would be reserved for low income residents, which would promote greater individual choice in the type, quality, price, and location of housing. As such, the Proposed Project would be consistent with this policy.
Source: City of Los Angeles, Land Use and Planning Element, Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan, August 17, 1999. *Parker Environmental Consultants, 2019.*	

Los Angeles Municipal Code

The Project Site is currently occupied by three single-family residences and a vacant lot. The Proposed Project would include the demolition of the three single-family residences and construction of a five-story multifamily residential building. The Proposed Project is requesting a Zone Change to (T)(Q)RAS4-1VL-RIO, which permits multifamily residential uses. Pursuant to the General Plan, the existing land use designation is General Commercial, which includes the RAS4 zone as a corresponding zone. As such, the Proposed Project would be consistent with the allowable uses on-site.

Additionally, the Project Site is within the River Improvement Overlay District (RIO). The RIO enables the City of Los Angeles to better coordinate land use development along the 32-mile corridor of the Los Angeles River that flows within the City's boundaries. The RIO Ordinance (No. 183,145) establishes development regulations and requires that the Proposed Project obtain RIO Administrative Clearance before building permits can be issued. The Proposed Project would be required to comply with applicable development, landscaping, lighting, and other standards within the RIO Ordinance. Therefore, the Proposed Project would not conflict with local plans applicable to the Project Site, and any impacts would be less than significant.

Density

The proposed project, comprised of 80 residential units, complies with the density restrictions of the RAS4 Zone. The RAS4 Zone allows for a maximum residential density of one (1) unit per 400 square feet of lot area, which limits residential development on the subject site to a maximum of 80 units. Thus the project complies with the density of the requested Zone.

Floor Area

The Project Site includes a gross lot area of 32,081 square feet and 28,500 square feet of lot area after dedications. Development on the Project Site is limited to a floor area ratio of 3:1 based on existing zoning, resulting in an allowable floor area of 85,500 square feet. The Proposed Project is requesting a zone change from the R1-IVL-RIO zone to the (T)(Q)RAS4-1VL-RIO zone. As such, development on the Project Site would continue to be limited to a floor area ratio of 3:1 based on Proposed zoning, resulting in an allowable floor area of 85,500 square feet. The Proposed Project would provide 79,240 square feet of total floor area, which results in a FAR of 2.78:1. The Proposed Project's land use impacts associated with floor area would be less than significant.

Building Height

The proposed five-story multi-family residential building is planned for a height of 55'-11.5" above grade at the top of the parapet and a maximum height of 63 feet above grade to include the roof appurtenances. Refer to Figure 3.10 and Figure 3.11 for the elevations of the proposed buildings. Illustrations depicting the building sections of the Proposed Project are provided in Figure 3.12 and Figure 3.13.

Under the current zone of R1-1VL-RIO the Project is limited to a maximum height limit of 33 feet above grade. Under the proposed (T)(Q)RAS4-1VL-RIO, zone the allowable building height is 45 feet above grade. The Proposed Project would comply with Measure JJJ (LAMC Section 11.5.11) and would thus qualify for development incentives pursuant to LAMC Section 11.5.11(e) and LAMC Section 12.22.A.25. The Applicant is requesting one development incentive to allow for a six (6) foot increase in height otherwise allowed by the Height District No. 1VL in the proposed (T)(Q)RAS4-1VL-RIO zone. With approval of the zone change and height incentive, the Proposed Project's land use impacts associated with building height would be less than significant.

Setbacks

Pursuant to LAMC Section 12.11.5(C), the Proposed Project would be required to provide a front, side, and rear yard setbacks of no less than five feet. As such, the Proposed Project would be required to provide setbacks along all property lines. The Proposed Project would provide five foot setbacks along the ground floor of the northern, eastern, southern and western property lines.

Open Space

The Proposed Project would include the construction of a five-story multifamily residential building. The Proposed Project would be required to provide 10,000 square feet of open space. The Proposed Project would comply with Measure JJJ (LAMC Section 11.5.11) and would qualify for development incentives pursuant to LAMC Section 11.5.11(e) and LAMC Section 12.22.A.25. The Applicant requests one development incentive to allow for a twenty (20) percent reduction in required open space. As such, the Proposed Project would be required to provide 8,000 square feet of open space. The Project Site would provide 8,462 square feet of open space through outdoor common open space and indoor common open space on the first level, second level, third level, and roof level. Common open space would include, but is not limited to, a multi-purpose room, three outdoor courtyards, lounge area, and a rooftop deck.

Parking

Parking for the proposed residential uses on-site would be provided on the ground level beneath the residential floors in a one-level on-grade parking structure. Vehicular access to the Project Site would be provided via one full-access driveway along Hart Street.

The Proposed Project would comply with Measure JJJ (LAMC Section 11.5.11) and would thus qualify for development incentives pursuant to LAMC Section 11.5.11(e) and California Government Code 65915(k). The Proposed Project is requesting a parking reduction to provide 0.825 parking spaces in lieu of the required one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms and two parking spaces for each dwelling unit of more than three habitable rooms. The Proposed Project would provide a total of approximately 66 parking spaces.

The Proposed Project provides on-site bicycle parking for short-term and long-term bike storage. The Proposed Project would be consistent with the applicable parking requirements of the LAMC.

As discussed in the preceding paragraphs, the Proposed Project would not conflict with local and regional plans applicable to the Project Site. With approval of discretionary requests and adherence to appropriate regulatory compliance measures, any impacts would be less than significant.

Cumulative Impacts

Less Than Significant Impact. As demonstrated above, the Proposed Project would be consistent with and promote the goals of regional plans and local plans. As such, the land use/zoning consistency impacts would be less than significant. Therefore, the Proposed Project would not contribute to potential cumulative impacts of related projects. Development of any related project is expected to occur in accordance with adopted plans and regulations. It is also expected that most of the related projects would be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, the Proposed Project's land use impacts would not be cumulatively considerable since the Proposed Project would not conflict with applicable local or regional plans and the Proposed Project's land use impacts would be less than significant.

XII. Mineral Resources

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

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

No Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or

if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone (MRZ-2) Area or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance. The Project Site is not located within a Mineral Resource Zone 2 (MRZ-2) Area, an Oil Drilling/Surface Mining Supplemental Use District, or an Oil Field/Drilling Area. The Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Project Site has been historically used for the extraction of mineral resources. Therefore, no impact associated with the loss of availability of a known mineral resource 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 may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the development would convert an existing or future regionally-important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The Project Site is not located within a Mineral Resource Zone 2 (MRZ-2) Area.[39] As discussed above, the Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Project Site has been historically used for the extraction of mineral resources. Therefore, no impact associated with the loss of availability of a known mineral resource would occur.

Cumulative Impacts

No Impact. Development of the Proposed Project in combination with the related projects in the project vicinity would not result in the loss of availability of a known mineral resource or locally-important mineral resource recovery site. The Project Site and the surrounding urbanized area are not zoned for extraction of a mineral resource, and would not convert an existing or future mineral extraction use to another use. Therefore, no cumulative impact would occur.

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

XIII. Noise

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

Fundamentals of Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady “background” noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

L_{eq} – An L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.

L_{max} – The maximum instantaneous noise level experienced during a given period of time.

L_{min} – The minimum instantaneous noise level experienced during a given period of time.

CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

According to the World Health Organization (WHO), sleep disturbance can occur when continuous indoor noise levels exceed 30 dBA or when intermittent interior noise levels reach 45 dBA, particularly if background noise is low. With a bedroom window slightly open (a reduction from outside to inside of 15 dB), the WHO criteria suggest that exterior continuous (ambient) nighttime noise levels should be 45 dBA or below, and short-term events should not generate noise in excess of 60 dBA. WHO also notes that maintaining noise levels within the recommended levels during the first part of the night is believed to be effective for the ability of people to initially fall asleep. Other potential health effects of noise identified by WHO include decreased performance for complex cognitive tasks, such as reading, attention span, problem solving, and memorization; physiological effects such as hypertension and heart disease (after many years of constant exposure, often by workers, to high noise levels); and hearing impairment (again,

generally after long-term occupational exposure, although shorter-term exposure to very high noise levels, for example, exposure several times a year to convert noise at 100 dBA, can also damage hearing). Finally, noise can cause annoyance and can trigger emotional reactions like anger, depression, and anxiety. WHO reports that, during daytime hours, few people are seriously annoyed by activities with noise levels below 55 dBA or moderately annoyed with noise levels below 50 dBA. Vehicle traffic and continuous sources of machinery and mechanical noise contribute to ambient noise levels. Short-term noise sources, such as truck backup beepers, the crashing of material being loaded or unloaded, car doors slamming, and engines revving outside a nightclub, contribute very little to 24-hour noise levels but are capable of causing sleep disturbance and severe annoyance. The importance of noise to receptors depends on both time and context. For example, long-term high noise levels from large traffic volumes can make conversation at a normal voice level difficult or impossible, while short-term peak noise levels, if they occur at night, can disturb sleep.[40]

Noise levels from a particular source generally decline as distance to the receptor increases. Sound from a small localized source (approximating a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates or drops off at a rage of 6 dBA for each doubling of the distance. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures, such as hills, manmade features, buildings, and walls. Generally, for an at-grade facility in an average residential area where the first row of buildings cover at least 40 percent of total area, the reduction provided by the first row is reasonably assumed to be 3 dBA, with 1.5 dBA for each additional row. For buildings spaced tightly, the first row provides about 5dBA of reduction, successive rows reduced noise by 1.5 dBA per row, with a maximum reduction limit of 10 dBA.[41] Additional noise attenuation can be provided within residential structures. Depending on the quality of the original building façade, especially windows and doors, sound insulation treatments can improve the noise reduction by 5 to 20 dBA.[42]

---

[40] *City & County of San Francisco Superior Court, Mission Bay Alliance v. Office of Community Investment and Infrastructure, November 29, 2016.*

[41] *California Department of Transportation, Division of Environmental Analysis, Technical Noise Supplement, November 2009.*

[42] *Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment, May 2008.*

Ambient Noise Levels

To assess the existing ambient noise conditions in the area, ambient noise measurements were taken with a Larson Davis 831 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2001) - American National Standard Specification for Sound Level Meters. Figure 4.1, Noise Monitoring and Sensitive Receptor Location Map, depicts the noise measurement locations near the Project Site and fronting the nearby land uses as the most likely sensitive receptors to experience noise level increases during construction and at the major roadways surrounding the Project Site. The detailed noise monitoring data are presented in Appendix G, Noise Monitoring Data and Calculations Worksheets, and are summarized below in Table 4.13, Existing Ambient Daytime Noise Levels in Project Site Vicinity. As shown in Table 4.13, the ambient noise in the vicinity of the Project Site ranges from 54.8 to 69.2 L_{eq}. The maximum instantaneous noise level during the seven 15-minute recordings was 88.6 dB L_{max} at the intersection of Hart Street and Jordan Avenue, where school buses passed by the noise monitor. The primary noise sources that contributed most to the measured ambient noise levels was vehicle traffic during the daytime hours, including cars, delivery trucks, and school buses.

Table 4.13
Existing Ambient Daytime Noise Levels in Project Site Vicinity

ID	Location	Primary Noise Sources	Noise Level Statistics [a]		
			L_{eq}	L_{min}	L_{max}
A	On the northwest corner of the Project Site	Heavy vehicle traffic, light pedestrian activity	68.9	50.3	82.5
B	On the northeast corner of the Project Site	Light vehicle traffic, light pedestrian activity	56.8	46.0	74.7
C	On the southwest corner of the intersection of Owensmouth Avenue and Hart Street	Heavy vehicle traffic, pedestrian activity, delivery truck	69.2	54.9	87.6
D	On the southeast corner of the intersection of Hart Street and Jordan Avenue	Light vehicle traffic, school buses	65.0	46.0	88.6
E	On the east side of Owensmouth Avenue, north of Hart Street	Heavy vehicle traffic	65.4	48.4	78.0
F	On the east side of Remmet Avenue, north of Hart Street	Light vehicle traffic	55.6	46.2	71.5
G	On the east side of Remmet Avenue, south of Hart Street	Light vehicle traffic, light pedestrian traffic, school bus	54.8	42.6	73.7

Notes:
[a] *Noise measurements were taken on Wednesday, March 13, 2019 at each location for a duration of 15 minutes. See Appendix G of this IS/MND for noise monitoring data sheets.*
Parker Environmental Consultants, 2019.

Sensitive Receptors

The surrounding land uses in the Project Site vicinity are generally commercial, residential, and institutional land uses, which are considered sensitive to noise. There are 13 land uses within 500 feet of the Project Site that may be sensitive to the proposed construction noise, listed below in Table 4.15, Estimated Exterior Construction Noise at Nearest Sensitive Receptors. The location of these land uses relative to the Project Site is depicted in Figure 4.1, Noise Monitoring and Sensitive Receptor Location Map.

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 Impact. A significant impact may occur if the Proposed Project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element (Noise Element) and the City of Los Angeles Noise Ordinance (Noise Ordinance). Implementation of the Proposed Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below.

Construction Noise

Construction of the Proposed Project would require the use of heavy equipment for demolition and site preparation, the installation of utilities, paving, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity. The U.S. Environmental Protection Agency (EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the Project Site are presented in Table 4.14, Typical Outdoor Construction Noise Levels, respectively, at a distance of 50 feet from the noise source (i.e., reference distance).

Table 4.14
Typical Outdoor Construction Noise Levels

Construction Phase	Noise Levels at 50 Feet with Mufflers (dBA L_{eq})	Noise Levels at 60 Feet with Mufflers (dBA L_{eq})	Noise Levels at 100 Feet with Mufflers (dBA L_{eq})	Noise Levels at 200 Feet with Mufflers (dBA L_{eq})
Ground Clearing	82	80	76	70
Excavation, Grading	86	84	80	74
Foundations	77	75	71	65
Structural	83	81	77	71
Finishing	86	84	80	74

Source: United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

Source: Google Earth, Aerial View, 2019.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 4.1
Noise Monitoring and Sensitive Receptors

The noise levels shown in Table 4.14 represent composite noise levels associated with typical construction activities, which take into account both the number of pieces and spacing of heavy construction equipment that are typically used during each phase of construction. Construction noise during the heavier initial periods of construction could be expected to be 86 dBA L_{eq} when measured at a reference distance of 50 feet from the center of construction activity.[43] These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 84 dBA L_{eq} measured at 50 feet from the noise source to the receptor would reduce to 78 dBA L_{eq} at 100 feet from the source to the receptor, and reduce by another 6 dBA L_{eq} to 72 dBA L_{eq} at 200 feet from the source to the receptor. Construction activities associated with the Proposed Project would be expected to generate similar noise levels to those shown in Table 4.15 during the approximate 20-month construction period.

Regulatory Compliance Measures:

- Construction and demolition shall be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Friday, and 8:00 A.M. to 6:00 P.M. on Saturday. (LAMC Section 41.40)
- To the maximum extent possible, demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. (LAMC Section 112.05)
- The project contractor shall use power construction equipment with noise shielding and muffling devices capable of achieving a minimum noise reduction of 15 dBA for industrial grade muffling devices. (LAMC Section 112.05)
- The project contractor shall erect a temporary noise-attenuating sound barrier along the perimeter of the Project Site. The sound barrier shall include sound absorbing material capable of achieving a minimum of 15-dBA reduction in sound level. (LAMC Section 112.05)
- During any jackhammering and/or structural framing, the project contractor shall utilize temporary portable acoustic barriers, partitions, or acoustic blankets to effectively block the line-of-sight between noise producing equipment and the adjacent residential, institutional, and religious land uses for purposes of ensuring noise levels at the adjacent land uses achieve a minimum noise reduction of 15 dBA and does not exceed 75 dBA L_{eq}. (LAMC Section 112.05)

Thus, based on the provisions set forth in LAMC 112.05, impacts associated with construction-related noise levels would not exceed the 75-dBA noise level threshold at 50 feet from the Project Site with incorporation of the aforementioned regulatory compliance measures.

The City of Los Angeles Building Regulations Ordinance No. 178048 requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction

[43] *Although the peak noise levels generated by certain construction equipment may be greater than 86 dBA at a distance of 50 feet, the equivalent noise level would be approximately 86 dBA L_{eq} (i.e., the equipment does not operate at the peak noise level over the entire duration).*

allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public. Pursuant to LAMC Section 41.40, exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday. The construction activities associated with the Proposed Project would comply with the LAMC requirements.

The Proposed Project's construction noise levels were estimated using the noise prediction and reference noise levels for construction equipment usage by phase based on the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM, Version 1.1 (2006)). The average (hourly L_{eq}) construction noise levels by phase are based on the quantity, type, and usage factors for the construction equipment anticipated to be used during each phase of construction. The predicted construction noise levels at each of the sensitive receptors were then estimated based on respective distance between the source and the receptor and other factors that would affect the noise levels such as intervening structures or barriers that provide sound attenuation. Table 4.15, below, shows the estimated composite construction noise levels at the nearby sensitive receptors based on the construction equipment, distance attenuation, and sound attenuation resulting from the use of noise shielding devices and the installation of a temporary sound wall along the perimeter of the Project Site. The sensitive receptors and locations are shown in Figure 4.1 of Appendix G to this MND.

Industrial grade mufflers have been proven to reduce noise levels by at least 15 dBA at 50 feet of distance, and residential grade mufflers have been proven to reduce noise levels by at least 20 dBA at 50 feet (see Appendix G). Engine noise is not the primary noise source for certain types of equipment, such as saws, pneumatic equipment, and jackhammers. Localized and portable sound enclosures are generally used to significantly reduce noise from these types of equipment. Products such as the Echo Barrier outdoor noise barrier/absorber can provide a 10-20 dBA noise reduction or more if the barrier is doubled up (see product information data sheet provided in Appendix G). As indicated in Table 4.15, the Proposed Project's construction activities would be in compliance with LAMC Section 112.05. Construction noise can be readily controlled through sound attenuation features that are proposed by the Applicant and would be implemented as conditions of approval.

Thus, based on the provisions set forth in LAMC 112.05, impacts associated with construction-related noise levels would not exceed the 75-dBA noise level threshold at 50 feet from the Project Site with incorporation of the aforementioned regulatory compliance measures. As such, temporary construction-related noise impacts would be considered less than significant in accordance with City requirements and standards.

Table 4.15

Estimated Exterior Construction Noise at Nearest Sensitive Receptors

#	Address	Existing Monitored Daytime Ambient Noise Levels (dBA L_{eq})	Noise Level Impact (dBA Leq) by Phase [a]				Ambient + Highest Attenuated Construction Noise Levels (dBA L_{eq})	Exceed Significance Criteria of 75 dBA L_{eq}?[b]
			Demo	Grading	Building	Finishing		
1	Single-family residence immediately bordering the Project Site	68.9	73.2	73.2	71.9	70.4	74.6	No
2	Catholic Charities Guadalupe Church and Community Center	56.8	71.4	71.3	69.1	65.6	71.5	No
3	CDCLA Hart Village Early Education Center	69.2	71.3	71.3	70.5	69.8	73.4	No
4	CDCLA Hart Village Residences	68.9	71.1	71.1	70.3	69.5	73.2	No
5	North of Hart St / East of Project Site	55.6	66.5	66.4	64.3	61.3	66.8	No
6	West of Remmet Ave / South of Hart St	54.8	60.7	60.6	59.0	57.1	61.7	No
7	California Career College	69.2	70.3	70.3	69.9	69.5	72.8	No
8	East of Remmet Ave / South of Hart St	54.8	57.2	57.2	56.4	55.5	59.2	No
9	East of Remmet Ave / North of Hart St	55.6	59.8	59.8	58.5	57.1	61.2	No
10	East of Jordan Ave / South of Hart St	65.0	65.2	65.2	65.1	65.1	68.1	No
11	East of Owensmouth Ave / North of Hart St	65.4	64.7	64.7	64.6	64.6	67.6	No
12	East of Jordan Ave / North of Hart St	65.0	65.6	65.6	65.3	65.1	68.3	No
13	Owensmouth Continuation High School	65.0	65.1	65.1	65.0	65.0	68.0	No

Notes:

- *Attenuation for Receptor Nos. 1 through 13 incorporates a 15-dB attenuation due to the installation of a temporary noise barrier to block the line of sight between the Project Site and adjacent receptors and the use of portable enclosures and industrial grade mufflers. (See Construction Noise Calculation Worksheets in Appendix G)*
- *Significance criteria is based on compliance with LAMC Section 112.05, which is an exceedance of 75 dBA at a distance of 50 feet from the noise source.*

Source: Roadway Construction Noise Model (RCNM),Version 1.1
(See Construction Noise Calculation Worksheets in Appendix G.)

Haul Truck Noise

During the course of the combined excavation and other construction activities, it is estimated that a total of approximately 9,000 cubic yards (cy) of soil material would be exported, approximately 2,000 cubic yards would be imported, and 320 tons of construction and demolition debris would be exported to a landfill located within the City. The highest daily haul trips would occur during the grading/excavation phase. It is anticipated that 14 cy capacity haul trucks would be used to export soil, resulting in a total of approximately 1,571 haul round trips, or approximately 52 round trips per day (including 26 inbound and 26 outbound trips) for a projected duration of 20 hauling days. It is assumed that haul truck trips would occur uniformly predominately outside of peak hours. A Haul Truck Route program would be described for the Proposed Project and approved by LADOT as part of the Construction Management Plan (refer to Traffic Regulatory Compliance Measures). Since haul truck loading and unloading activities would occur on-site and/or within the boundaries of an approved traffic control plan and during the hours as required by the Noise Ordinance, the haul truck noise would be considered less than significant.

Operational Noise

As defined in the City of Los Angeles Noise Ordinance for operational noise impacts, a project would normally have a significant impact on noise levels from Proposed Project operations if the Proposed Project causes the ambient noise level measured at the property line to increase by 5 dBA over ambient conditions. An increase in on-site stationary noise sources, per the provisions of the LAMC, of 5 dBA over ambient conditions constitutes a LAMC violation. Therefore, operational noise impacts would be less than significant.

HVAC Equipment Noise

Upon completion and operation of the Proposed Project, on-site operational noise would be generated by heating, ventilation, and air conditioning (HVAC) equipment installed on the new structures. However, the noise levels generated by these equipment types are not anticipated to be substantially greater than those generated by the current HVAC equipment serving the existing buildings in the vicinity of the Proposed Project. As such, the HVAC equipment associated with the Proposed Project would not represent a new source of noise in the Project Site vicinity. In addition, the operation of this and any other on-site stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. As such, noise from mechanical equipment would be less than significant.

Parking Structure Noise

Operational-related noise generated by motor driven vehicles within the Project Site is regulated under the LAMC. Specifically, with regard to motor driven vehicles, LAMC Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City such that

Table 4.16
Community Noise Exposure (CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

[b] Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

[c] Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

[d] Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Office of Planning and Research, State of California General Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

the created noise would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than five decibels.

The primary full-access entrance to the parking garage would be from Hart Street, adjacent to the northern property line. As discussed in Section 3, Project Description, the Proposed Project would provide 66 on-site parking spaces in a one-level ground floor parking garage. Parking structures generate noise from vehicles engines, tires squealing, doors closing, car alarms, and people talking. Noise levels within the garage structure would fluctuate based on the types of simultaneous noise sources and the overall level of activity within the garage. The parking garage would be enclosed, and noise levels would be insulated. The Proposed building's facades would block the line of site from the parking areas to the surrounding sensitive receptors. As such, noise from the parking structure would not increase ambient noise levels by 5 dBA to nearby sensitive receptors, and the Proposed Project's parking noise impacts would be less than significant.

Traffic Noise

According to the State CEQA Guidelines, a project's mobile source impact would normally be considered significant if the project causes the ambient noise level measured at the property line of affected noise-sensitive uses to increase by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or causes any 5 dBA or greater noise increase regardless of category. There are 13 sensitive land uses within 500 feet of the Project Site. As discussed above, based on the fundamentals of roadway noise a doubling of existing traffic volumes on local roadways would be needed to increase the ambient roadway noise level by 3 dBA. Per the Project Trip generation estimated provided in the Traffic Study contained in Appendix H to this Initial Study, the proposed Project would result in a net increase of 314 average daily trips, with 39 a.m. peak hour trips and 26 p.m. peak hour trips. Based on a comparison of the existing intersection volumes at the three study intersections (Figure 5 of the Traffic Study) and the Project Only Peak Hour Traffic Volumes (Figure 4 in the Traffic Study), the maximum added project traffic at any one study intersection would be less than 1 percent of the existing traffic volumes during either the a.m. or p.m. peak hour. Therefore, the increase in roadway volume attributable to the Proposed Project would not have the potential to increase noise levels by more than 3 dBA and roadway noise impacts would be less than significant.

Exposure to Ambient Noise Levels

While recent court rulings[44] have found that CEQA does not require an analysis of the impacts of the environment on a project, due to the variety of land uses of the surrounding buildings in the Project vicinity, noise generated from the operation of commercial, residential, and institutional uses have the potential to impact the proposed residential uses. In order to ensure that on-site residences would not be adversely impacted by ambient urban noise levels, all exterior windows having a line of sight of Owensmouth Avenue shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Coefficient (STC) value of 50, as determined in accordance with ASTM E90 and ASTM E413, or any amendment thereto. The Applicant, as an alternative, may retain an acoustical engineer to submit evidence, along with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room. Additionally, all dwelling units associated with the Proposed Project would be constructed in accordance with Title 24 insulation standards of the California Code of Regulations for residential buildings, which serves to provide an acceptable interior noise environment for sensitive uses. The Project Applicant would be required to submit evidence to the City's Department of Building and Safety of a means of sound insulation sufficient to ensure interior noise levels below a CNEL of 45 dBA in any habitable room of the Proposed Project. With adherence to regulatory compliance measures, the future residents of the Proposed Project would not be exposed to high ambient noise levels along Owensmouth Avenue.

---

[44] *California Building Industry Association v. Bay Area Air Quality Management District (S213478, December 17, 2015).*

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

Less Than Significant Impact. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level and is typically used for evaluating potential building damage. RMS is defined as the square root of the average of the squared amplitude of the level. RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Construction Vibration

Excavation and earthwork activities for the Proposed Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. Thus, construction activities associated with the Proposed Project could have an adverse impact on sensitive structures (i.e., building damage).

Table 4.17, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown in Table 4.17, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

Table 4.17
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

Structural Damage Impacts

For purposes of addressing construction-related vibration impacts on buildings, the City of Los Angeles has not adopted any policies or guidelines relative to groundborne vibration impacts. Consequently, the FTA and Caltrans adopted vibration standards for buildings which were used to evaluate potential impacts related to project construction. Based on Caltrans criteria, construction impacts relative to structural damage from groundborne vibration would be considered significant if the following thresholds were to occur as shown in Table 4.18, below.

Table 4.18
Vibration Damage Potential Threshold Criteria

Threshold Criteria	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Structure and Condition		
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Chapter 7: Vibration Prediction and Screening Assessment for Construction Equipment, Table 19. September 2013.

There are two buildings immediately adjacent to the limits of Project construction. The nearest building to the east is a church and community center constructed in 2006. This building is located less than 25 feet from the edge of the Proposed Project's building footprint and active construction site. The nearest building to the south is a single-family home constructed in 1952. This building is located less than 25 feet from the edge of the Proposed Project's building footprint and active construction site.

As shown in Table 4.18, above, the highest estimated vibration level at 25 feet from construction equipment is estimated to be 0.089 in/sec, which is well below the vibration-induced damage threshold of 0.25 in/sec for older structures and 0.3 in/sec for new structures. Thus, the Proposed Project would not have the potential to exceed the PPV groundborne vibration thresholds, and the construction vibration impacts would be less than significant.

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?

Less Than Significant Impact. A significant impact may occur if the Proposed Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the Project Site. The closest airport to the Project Site is the Van Nuys Airport, approximately 6.4 miles east of the Project Site. The Project Site is not located within an airport land use plan. Further, the Project Site does not fall within the jurisdiction of the Airport Land Use Commission (ALUC) and would not be subject to the land use compatibility standards of the Airport Land Use Plan.[45] The Proposed Project would not expose people to excessive noise levels associated with airport uses. Therefore, impacts from exposure to airport noise would be less than significant.

XIV. Population and Housing

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

[45] *Los Angeles County, Airports and Airport Influence Areas Map, August 2018.*

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

Less Than Significant Impact. A significant impact may occur if the proposed project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the State CEQA Guidelines, the determination of whether the project results in a significant impact on population and housing growth shall be made considering: (a) the degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment; (b) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and (c) the extent to which growth would occur without implementation of the project.

In October 2008, SCAG approved and adopted the "2008 Regional Comprehensive Plan for the SCAG Region – Helping Communities Achieve A Sustainable Future" (2008 RCP). The 2008 RCP is a long-term comprehensive plan that provides a strategic vision for handling the region's land use, housing, economic, transportation, environmental, and overall quality of life needs. The 2008 RCP is intended to serve as an advisory document for local agencies in the SCAG region. The following vision statement and guiding principles are based on the region's adopted Compass Growth Vision Principles for Sustaining a Livable Region. These statements further articulate how the RCP can promote and sustain the region's mobility, livability, and prosperity for future generations.

RCP Vision

To foster a Southern California region that addresses future needs while recognizing the interrelationship between economic prosperity, natural resource sustainability, and quality of life. Through measured performance and tangible outcomes, the RCP serves as both a voluntary action plan with short-term guidance and strategic, long-term initiatives that are guided by the following Guiding Principles for sustaining a livable region.

RCP Guiding Principles

Improve mobility for all residents. Improve the efficiency of the transportation system by strategically adding new travel choices to enhance system connectivity in concert with land use decisions and environmental objectives.

Foster livability in all communities. Foster safe, healthy, walkable communities with diverse services, strong civic participation, affordable housing and equal distribution of environmental benefits.

Enable prosperity for all people. Promote economic vitality and new economies by providing housing, education, and job training opportunities for all people.

Promote sustainability for future generations. Promote a region where quality of life and economic prosperity for future generations are supported by the sustainable use of natural resources.

SCAG's Compass Growth Vision Strategy

SCAG's Compass Growth Vision, adopted in 2004, and incorporated into the 2008 RCP, encourages better relationships between housing, transportation, and employment. The Growth Vision is driven by four key principles: (1) Mobility – Getting where we want to go, (2) Livability – Creating positive communities, (3) Prosperity – Long-term health for the region, and (4) Sustainability – Preserving natural surroundings. Additionally, the Compass Growth Vision incorporates a 2% Growth Strategy that will increase the region's mobility by:

Putting new employment centers and new neighborhoods near major transit systems so that people can have transportation choices other than their cars.

Designing safe, attractive transit centers and plazas that people enjoy using.

Creating mini-communities around transit stations, with small businesses, urban housing and restaurants all within an easy walk.

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

On April 7, 2016, SCAG's Regional Council adopted the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS): A Plan for Mobility, Accessibility, Sustainability, and a High Quality of Life. The 2016 RTP/SCS is the culmination of a multi-year effort involving stakeholders from across the SCAG Region. The 2016 RTP/SCS balances the Southern California region's future mobility and housing needs with economic, environmental, and public health goals.

Based on the regional growth projections in the 2016 RTP/SCS, the City of Los Angeles had an estimated permanent population of approximately 3,845,500 persons and approximately 1,325,500 residences in 2012. By the year 2040, SCAG forecasts that the City of Los Angeles will increase to 4,609,400 persons (or a 20% increase since the year 2012) and approximately 1,690,300 residences (or a 28% increase since the year 2012). SCAG's population and housing projections for the City of Los Angeles, Los Angeles County, and the SCAG region as a whole for 2012 and 2040 are further summarized in Table 4.19, below.

On a policy level, the Proposed Project is consistent with the goals and strategies of the RCP and the Compass Growth Vision Strategy discussed above, as the Proposed Project would revitalize developed properties and an underutilized vacant lot in an existing commercial area. The

Table 4.19
SCAG Population and Housing Projections for the City of Los Angeles, Los Angeles County, and the SCAG Region

Population			
Region	**2012**	**2040**	**% Growth (2012-2040)**
Los Angeles City [a]	3,845,500	4,609,400	20%
Los Angeles County [b]	9,923,000	11,514,000	16%
SCAG Region [b]	18,322,000	22,138,000	21%
Households			
Region	**2012**	**2040**	**% Growth (2012-2040)**
Los Angeles City [a]	1,325,500	1,690,300	28%
Los Angeles County [b]	3,257,000	3,946,000	21%
SCAG Region [b]	5,885,000	7,412,000	26%
Employment			
Region	**2012**	**2040**	**% Growth (2012-2040)**
Los Angeles City [a]	1,696,400	2,169,100	28%
Los Angeles County [b]	4,246,000	5,226,000	23%
SCAG Region [b]	7,440,000	9,872,000	33%

Source: SCAG, adopted 2016 RTP/SCS Growth Forecast, Demographics and Growth Forecast Appendix, adopted April 2016.

Proposed Project is an infill development project within the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan Area within the City of Los Angeles. With respect to regional growth forecasts, SCAG forecasts the City of Los Angeles Subregion will experience a population increase to 4.6 million persons by 2040. As shown in Table 4.19, below, SCAG population and housing projections from 2012 through 2040 envisions a population growth of 763,900 additional persons (an approximate 20% growth rate) in the City of Los Angeles and 3,816,000 additional persons (an approximate 21% growth rate) in the entire SCAG Region. The number of households within the City of Los Angeles is anticipated to increase by 364,800 households, or approximately 28% between 2012 and 2040. The number of households within the SCAG Region is anticipated to increase by 1,527,000 households, or approximately 26% between 2012 and 2040. The number of employment opportunities is anticipated to increase by 472,700 jobs (approximately 28%) in the City of Los Angeles between 2012 and 2040, and the SCAG Region is anticipated to increase by 2,432,000 jobs (approximately 33%) between 2012 and 2040.

The Proposed Project would include the demolition of the three existing residential buildings totaling 2,534 square feet and development of a five-story multifamily residential building with a total of 79,240 square feet of residential uses and associated parking.

While construction of the Project would create temporary construction-related jobs, the work requirements of most construction projects are highly specialized so that construction workers

remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Thus, Project-related construction workers would not be anticipated to relocate their household's place of residence as a consequence of working on the Project and, therefore, no new permanent residents would be generated during construction of the Project which could induce substantial population growth.

As shown in Table 4.20, the Proposed Project would generate approximately 187 net permanent residents. The Proposed Project's increase in population would be consistent with the SCAG forecast of approximately 763,900 persons in the City of Los Angeles between 2012 and 2040. According to the Framework Element, the population within the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan area was projected to increase to 191,890 persons by 2010.[46] The 2010 United States Census documented an actual population of 175,476 persons in 2010.[47] The 2010 Census data shows that the actual population in the Community Plan area was lower than projected by the Community Plan. Further, the 2015 Growth and Infrastructure Report estimated a population of 183,406 persons within the Canoga Park–Winnetka– Woodland Hills–West Hills Community Plan area in 2015, which is also under the Community Plan's projected population for 2010. Therefore, there is a remaining capacity for population growth of approximately 8,484 persons to reach the 2010 anticipated growth projection discussed in the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan. The addition of approximately 187 permanent residents generated by the Proposed Project would be within population growth projections for the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan area. The population growth projections are also within SCAG's regional growth projections for the City of Los Angeles. Therefore, a less than significant impact would occur with regards to population growth.

Therefore, the Proposed Project would contribute to approximately 187 net new residents to the Canoga Park–Winnetka–Woodland Hills–West Hills CPA. The addition of 187 net residents would be consistent with SCAG's growth projections for the Los Angeles region. As such, the Proposed Project's population and housing impacts would be less than significant.

---

[46] *City of Los Angeles Department of City Planning, General Plan Framework Element, Table 2-2: Forecast Growth by Subregions and Community Plan Area, 1996.*

[47] *City of Los Angeles Department of City Planning, 2015 Growth and Infrastructure, November 2016.*

Table 4.20
Projected Estimated Population Generation

Land Use	Size	Population Generation Rates	Total Population
Existing			
Single-family residences	3 dwelling units	2.43	7
		Subtotal for Existing Uses:	***7***
Proposed			
Multifamily building	80 dwelling units	2.43	194
		Subtotal for Proposed Uses:	***194***
		Less Existing Residents:	*-7*
		Net Total:	**187**

Notes: sf = square feet
[a] *Based on a 2.43 persons per household rate for multi-family units based on the 2016 American Community Survey 5-Year Average Estimate (2012-2016) per correspondence with Jack Tsao, Los Angeles Department of City Planning Demographics Unit, January 11, 2018.*
Parker Environmental Consultants, 2019.

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

Less Than Significant Impact. A significant impact may occur if the Proposed Project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Proposed Project would consist of the development of a new affordable multifamily residential building on a site that is currently occupied by three single-family residences and one vacant lot. The Proposed Project would result in a net increase of 77 units. As such, the Proposed Project would provide additional housing within the community, specifically affordable housing units. The Proposed Project would be consistent with the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan by providing a 100 percent affordable housing development. Therefore, a less than significant impact would occur.

Cumulative Impacts

Less Than Significant Impact. The related projects would introduce additional residential uses to the Project Site area. As shown in Table 4.21, the Proposed Project and related projects that involve residential developments would cumulatively contribute 1,609 new residential dwelling units to the City of Los Angeles, generating approximately 3,943 new residents.

As discussed in response to Checklist Question XIV(a), the Proposed Project would not exceed the growth projections of SCAG's 2016 RTP/SCS for the City of Los Angeles subregion. Furthermore, the Proposed Project is the type of project encouraged by SCAG and City policies, as the Proposed Project would promote and help accommodate growth in urban centers that are close to existing employment centers and mass transit. Possible secondary impacts associated with population growth, such as traffic or noise impacts, are addressed and mitigated in Sections XVII and XIII. As discussed above, the Project Site currently contains residential dwelling units. However, the Proposed Project would result in a net increase of residential units in the community by providing a net increase of 77 units. As such, construction of replacement housing would not

be required. Population growth potentially associated with the Proposed Project has already been anticipated per SCAG projections, the Proposed Project's population growth would not be cumulatively considerable. Therefore, the Proposed Project's cumulative impacts to population and housing would be less than significant.

Table 4.21
Estimated Cumulative Residents and Housing Units

Related Projects (By Housing Type)	Total Housing Units	Total Residents
Apartments	1,211	2,943 [a]
Condominiums	270	656
Single Family Home	51	157
Related Projects Total:	**1,532**	**3,756**
Proposed Project Net Total:	77	187
Cumulative Total:	**1,609**	**3,943**

Notes:
[a] *Based on a 2.43 persons per household rate for multi-family units based on the 2016 American Community Survey 5-Year Average Estimate (2012-2016) per correspondence with Jack Tsao, Los Angeles Department of City Planning Demographics Unit, January 11, 2018.*
[b] *Based on a 2.43 persons per household rate for multi-family units based on the 2016 American Community Survey 5-Year Average Estimate (2012-2016) per correspondence with Jack Tsao, Los Angeles Department of City Planning Demographics Unit, January 11, 2018.*
[c] *Per the U.S. Census Bureau's 2013-2017 American Community Survey 5-Year Estimates, the City of Los Angeles has an average of 3.07 persons per owner occupied unit. Source: https://www.census.gov/acs/www/data/data-tables-and-tools/data-profiles/2017/, accessed April 2019.*
Source: Parker Environmental Consultants, 2019.

XV. Public Services

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e. Other public facilities?	☐	☐	☒	☐

a) Fire protection?

Less Than Significant Impact. A project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. Section 15382 of the CEQA guidelines defines "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant." Thus, the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service would only be considered significant if such activities result in a physical adverse impact upon the environment.[48]

The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance and has the minimum fire flow required for the land use proposed. Pursuant to Section 57.507.3.3, Table 507.3.3, of the 2017 City of Los Angeles Fire Code, the maximum response distance between residential land uses and a LAFD fire station that houses an engine company or truck company is one mile or 1.5 miles, respectively. If either of these distances were exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems. With such systems installed, fire protection would be considered adequate even if the project were located beyond the maximum response distance.

Construction

Construction of the Proposed Project would increase the potential for accidental on-site fires from the operation of construction equipment and the use of flammable construction materials. The implementation of best management practices (BMPs) for the operation of mechanical equipment and the use of flammable construction materials by construction contractors and work crews would minimize fire hazards associated with the construction of the Proposed Project. The BMPs that would be implemented during construction of the Proposed Project would include: keeping mechanical equipment in good operating condition, and as required by law, carefully storing

[48] *City of Hayward et al. v. Board of Trustees of the California State University (2015).*

flammable materials in appropriate containers, and the immediate and complete cleanup of spills of flammable materials when they occur.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and potentially requiring partial lane closures during street improvements and utility installations. Thus, construction could have the potential to adversely affect fire access. However, these impacts are considered to be less than significant because emergency access would be maintained to the Project Site and surrounding vicinity during construction through marked emergency access points approved by the LAFD, construction impacts are temporary in nature and do not cause lasting effects, and no complete lane closures are anticipated. Additionally, if any partial street closures are required, flag persons would be used to facilitate the traffic flow until construction is complete. Further, emergency vehicle drivers have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Construction of the Proposed Project would result in a less than significant impact.

Operation

Based on the State CEQA Guidelines, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service that would result in a physical adverse impact upon the environment.

As indicated above, the City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed or if structures located in the applicable commercial area install automatic fire sprinkler systems. With such systems installed, fire protection would be considered adequate even if the Proposed Project is located beyond the maximum response distance. Although the Proposed Project is within the adequate response distance, the Proposed Project would install a fire sprinkler system to ensure safety from any fire hazards that may occur within the building.

The Proposed Project would provide approximately 79,240 square feet of residential space within the City of Los Angeles, generating a net increase of approximately 187 residents.[49] The Proposed Project would increase the utilization of the Project Site by adding additional residential space. The Proposed Project would potentially increase the demand for LAFD services. The Project Site is served by LAFD Station No. 72, located at 6811 De Soto Avenue, which is approximately 1 mile (driving distance) east of the Project Site. Based on the response distance criteria specified in LAMC 57.09.07A and the relatively short distance from Fire Station No. 72 to the Project Site, fire protection response would be considered adequate.

[49] *Based on a 2.43 persons per household rate for multi-family units based on the 2016 American Community Survey 5-Year Average Estimate (2012-2016) per correspondence with Jack Tsao, Los Angeles Department of City Planning Demographics Unit, January 11, 2018.*

Furthermore, the adequacy of existing water pressure and water availability in the area of the Proposed Project would be verified by the LAFD during the plan check review process. Compliance with the Los Angeles Building Code and LAFD standards is mandatory and routinely conditioned upon projects when they are approved. Further, the Proposed Project would work with LAFD and incorporate LAFD's recommendations relative to fire safety into the building plans. As part of the Proposed Project, the Project Applicant would submit a plot plan for review and approval by the LAFD either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling units or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street, or approved fire lane, or a standpipe within the building. Thus, compliance with regulatory compliance measures regarding fire protection and safety, including installation of fire sprinklers, would ensure that any impacts upon fire services created by the Proposed Project would be less than significant.

b) Police protection?

Less Than Significant Impact. A significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station that would result in a physical adverse impact upon the environment. Section 15382 of the CEQA guidelines defines "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant." Thus, the addition of a new police station or police substation, if warranted, would only be considered significant if such activities result in a physical adverse impact upon the environment.[50]

The Proposed Project would include approximately 79,240 square feet of residential space within the City of Los Angeles, generating a net increase of approximately 187 residents[51]. The Proposed Project would increase the utilization of the Project Site by adding additional residential space. The Proposed Project would potentially increase the demand for LAPD services. The Project Site is located in the Topanga division of the LAPD's Valley Bureau. The Project Site is served by the Topanga Community Police Station located at 21501 Schoenborn Street, which is approximately 1.8 miles north of the Project Site. Within the Topanga Area, the Proposed Project

---

[50] *City of Hayward et al. v. Board of Trustees of the California State University (2015).*

[51] *Based on a 2.43 persons per household rate for multi-family units based on the 2016 American Community Survey 5-Year Average Estimate (2012-2016) per correspondence with Jack Tsao, Los Angeles Department of City Planning Demographics Unit, January 11, 2018.*

is located within Reporting District (RD) 2146.[52] Table 4.22, Topanga Area Crime Statistics, provides crime statistics for local Project Site area in the City of Los Angeles.

Table 4.22
Topanga Area Crime Statistics

Crimes	2019 (Year to Date) [a]	2018 (Year to Date)	2017 (Year to Date)
Violent Crimes			
Homicide	0	2	1
Rape	5	14	15
Robbery	68	88	63
Aggravated Assault	89	117	90
Total Violent Crimes	162	221	169
Property Crimes			
Burglary	215	195	203
Motor Vehicle Theft	132	128	156
BTFV	271	305	316
Personal / Other Theft	403	424	455
Total Property Crimes	1,021	1,052	1,130
Total Part 1 Crimes	1,183	1,273	1,299
Child / Spousal Abuse (Part I & II) [b]	102	128	135
Shots Fired	5	12	5
Shooting Victims	3	9	1

Notes:
Crime Statistics for week ending March 16, 2019.
Part II Child/Spousal Abuse Simple Assaults not included in Part 1 Aggravated Assaults above to comply with the FBI's Uniform Crime Reporting guidelines.
Source: LAPD, COMPSTAT Unit, Topanga Area Profile, accessed March 2019.

Construction

Construction sites, if left unsecured, have the potential to attract trespassers and/or vandals that would potentially result in graffiti, excess trash, and potentially unsafe conditions for the public. Such occurrences would adversely affect the aesthetic character of the Project Site and surrounding area and could potentially cause public health and safety concerns. As part of the standard condition of approval issued by the Department of Building and Safety, the Applicant will be required to ensure the site is secure and does not pose a nuisance to pedestrians or adjacent property owners during construction. Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area. As

52 *City of Los Angeles Department of City Planning, Zone Information and Map Access System, website: http://zimas.lacity.org/, accessed March 2019.*

such, with adherence to regulations and project conditions, Project impacts would be less than significant during the construction period.

Operation

Development of the Proposed Project would result in an increase of on-site residents and visitors to the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to escalate as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. The Proposed Project would include adequate and strategically positioned functional and thematic lighting to enhance public safety. Visually obstructed and infrequently accessed "dead zones" would be limited. The building and layout design of the Proposed Project would also include crime prevention features, such as nighttime security lighting and secure parking facilities. In addition, the continuous visible and non-visible presence of people at all times of the day would provide a sense of security during evening and early morning hours. As such, the Project residents would be able to monitor suspicious activity at the building entry points. These preventative and proactive security measures would decrease the number of service calls to the LAPD. With incorporation of the security design features identified in the LAPD's "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", which will be confirmed through the Site Plan Review process, the Proposed Project's potential impact upon LAPD services would be reduced to a less than significant level.

c) Schools?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). The Project Site is located in LAUSD Board District 3. The Project Site is currently served by one elementary school, one middle school, and one high school. Table 4.23, Resident Schools Serving the Project Site, details the names, grades served, and location of each school.

Table 4.23
Resident Schools Serving the Project Site

School Name	Grades	Address
Canoga Park Elementary	K-5	7438 Topanga Canyon Boulevard
Christopher Columbus Middle School	6-8	22250 Elkwood Street
Canoga Park Senior High School	9-12	6850 Topanga Canyon Boulevard

Source: Los Angeles Unified School District, Resident School Identifier, website: http://rsi.lausd.net/ResidentSchoolIdentifier /, accessed March 2019.

As noted in LAUSD's LAUSD Schools Enrollments and Capacities Report provided in their April 24, 2019 correspondence (see Appendix J), all of the schools serving the Project Site are currently

operating above capacity. The future project enrollment estimates indicate all of the schools within the Project's service are will continue to operate above capacity.[53]

As shown in Table 4.24, Proposed Project Estimated Student Generation, the Proposed Project would generate approximately 17 elementary students, 1 middle school student and 10 high school students, for a total of approximately 29 students. It is likely that some of the students generated by the Proposed Project already reside in areas served by the LAUSD and would already be enrolled in LAUSD schools. However, for a conservative analysis, it is assumed that all students generated by the Proposed Project would be new to the LAUSD. The Project Applicant would be required to pay all applicable developer fees to the LAUSD to offset the Proposed Project's demands upon local schools. Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995. Pursuant to Government Code Section 65995, payment of development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." With the payment of these school development fees, the Proposed Project's potential impact upon public school services would be less than significant.

Table 4.24
Proposed Project Estimated Student Generation

Land Use [a]	Size	Elementary School Students	Middle School Students	High School Students	Total Students
Existing Uses (to be removed)					
Single-family	3 du	1	0	0	1
Total Existing Students:		**1**	**0**	**0**	**1**
Proposed Project					
Multifamily	80 du	18	1	10	29
Total Estimated Students:		**18**	**1**	**10**	**29**
Less Existing:		*1*	*0*	*0*	*1*
Net Student Generation:		**17**	**1**	**10**	**28**

Notes: du = dwelling unit
1. *Student generation rates are as follows for multifamily and single-family residential uses: 0.2269 elementary, 0.0611 middle and 0.1296 high school students per unit.*

Source: Los Angeles Unified School District, 2018 Developer Fee Justification Study, March 2018.

d) Parks?

Less Than Significant Impact. A significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of a project or if the proposed project resulted in the construction of new recreation and park facilities that create significant direct or indirect impacts to the environment. Based on

[53] *See written correspondence from LAUSD to Parker Environmental Consultants, dated April 24, 2019 (See Appendix J to this SCEA).*

the State CEQA Guidelines, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the Proposed Project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

Parks and recreation facilities within a two-mile radius of the Project Site include: Canoga Park Senior Citizen Center, Quimby Park, Shadow Ranch Recreation Center, Lanark Pool and Recreation Center, Warner Center Park, Woodland Hills Pool and Recreation Center, Runnymede Park, Cohasset Melba Park. The Proposed Project would provide open space that would reduce the Project's demand upon public parks and recreational facilities.

A significant impact generally occurs if a project includes substantial population growth through residential development that could generate an increased demand in recreational and park facilities. The Proposed Project includes the development of a five-story 79,240 square-foot multifamily residential building. The Proposed Project is expected to increase the amount of on-site residents and visitors to the Project Site. The Proposed Project would provide approximately 8,462 square feet of total common open space and amenities on-site available exclusively to serve the Project residents and visitors. The Proposed Project includes a variety of on-site amenities including, but not limited to, three courtyards, a multipurpose room, and roof deck. As such, the Proposed Project would not be expected to increase demand on the surrounding area and surrounding recreation and park facilities. Any increase in recreation and park facilities use would be minimal, and a less than significant impact would occur.

e) Other public facilities?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site. Based on the State CEQA Guidelines, the determination of whether the project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the Project; (b) the demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library).

Within the City of Los Angeles, the Los Angeles Public Library (LAPL) provides library services at the Central Library, seven regional branch libraries, 56 community branches and two bookmobile units, consisting of a total of five individual bookmobiles. Approximately 6.5 million books and

other materials comprise the LAPL collection. The LAPL branch currently serving the Project Site include:

- Canoga Park Branch Library, located at 20939 Sherman Way, approximately 0.9 miles northeast of the Project Site.

The Proposed Project is anticipated to generate 187 additional residents and therefore would increase the presence of residents and visitors on-site and in the surrounding area. These persons may utilize surrounding neighborhood library facilities. The branch libraries currently meet the library demands of the community and are anticipated to be able to meet the Proposed Project's demand for library services, because the LAPL is committed to increase the number of people who use the library services, to increase the number of library card holders and actively promote and robustly market programs and services to increase residents' overall engagement with the libraries. Therefore, the Proposed Project's impacts upon library services would be less than significant.

Cumulative Impacts

Less Than Significant. Development of the residential related projects is projected to generate additional employment, housing, and resident population within the study area, which would likely generate additional demands upon fire protection services, police protection services, schools, parks, and library services. As part of the City's annual budget review process, the City assesses the needs for public services and allocates funds via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. The cumulative impacts upon each of the service providers is addressed below.

Fire

With respect to fire services, the Project, in combination with the related projects, could increase the demand for fire protection services in the LAFD service area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. Over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. To the extent cumulative development causes the need for additional fire stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, cumulative impacts upon LAFD services would be less than significant.

Police

With respect to police services, the Proposed Project, in combination with the related projects, would increase the demand for police protection services in the Project Site area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. This need would be funded via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Proposed Project and related projects would contribute. In addition, each of the related projects would be individually subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Furthermore, each of the related projects would likely install and/or incorporate adequate crime prevention design features in consultation with the LAPD, as necessary, to further decrease the demand for police protection services. To the extent cumulative development causes the need for additional police stations to be built throughout the City, the development of such stations would be on small infill lots within existing developed areas and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new police stations would be subject to further CEQA review and evaluated on a case-by-case basis. However, as the LAPD does not currently have any plans for new police stations to be developed in proximity to the Project Site, no impacts are currently anticipated to occur. On this basis, the Proposed Project would not make a cumulatively considerable impact to police protection services, and cumulative impacts on police protection would be less than significant.

Schools

With respect to cumulative impacts upon schools, the Project, in combination with related projects is expected to result in a cumulative increase in the demand for school services within the LAUSD service area. Development of the related projects would likely generate additional demands upon school services. These related projects would have the potential to generate students that would attend the same schools as the Proposed Project. However, each of the new developments would be responsible for paying mandatory school fees to mitigate the increased demand for school services. Cumulative impacts on schools would be less than significant.

Parks

With respect to cumulative impacts upon parks, development of the Project in conjunction with related projects could result in an increase in permanent residents residing in the area of the Project Site. Additional cumulative development would contribute to lowering the City's existing parkland to population ratio, which is currently below the preferred standard. However, each of the residential related projects are required to comply with payment of Parks and Recreation Fees. Each residential related project would also be required to comply with the on-site open space requirements of the LAMC. Therefore, with payment of the applicable recreation fees on a project-by-project basis, the Proposed Project would not make a cumulatively considerable impact to parks and recreational facilities, and cumulative impacts would be less than significant.

Libraries

With respect to cumulative impacts upon library services, the Project includes the development of a five-story multifamily residential building and, thus, would increase residential population in the area. Development of the residential related projects is projected to generate additional housing and residents within the study area, which would likely generate additional demands upon library services. This increase in resident population would result in a cumulative increase in demands upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for $178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Based on the growth forecasts utilized in the 2015-2020 Strategic Plan, much of this growth has already been accounted for in planning new and expanded library facilities. Thus, the potential increase in library use generated by the Proposed Project would not make a cumulatively considerable impact upon the City's library system. Therefore, the cumulative impacts related to library facilities would be considered less than significant.

XVI. Recreation

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

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

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project would include substantial employment or population growth, which would

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. Based on the State CEQA Guidelines, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the proposed project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

It is reasonable to assume that the future occupants of the Proposed Project would utilize recreation and park facilities in the surrounding area. As noted in section XV. Public Services, there are eight existing, new and recently improved parks within the Project Area that are available to serve the future residents and visitors to the Project Site. In addition, the Proposed Project would provide approximately 8,462 square feet of open space and recreational facilities on-site that would be available exclusively to serve the Project residents and their guests including, but not limited to, three courtyards, a multi-purpose room, and roof deck. The availability of these on-site recreation amenities and opportunities would serve to reduce the demand for off-site park services, and accordingly the Proposed Project would not substantially 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. In addition, the Project Applicant would be required to pay Quimby Fees or, if applicable, fees in accordance with the Parks Dedication and Fee Update ordinance (Ordinance No. 184,505), which would be used to provide additional park facilities in the Project area. Therefore, the Proposed Project's impact upon parks and recreational facilities would be reduced to a less-than-significant level.

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 may occur if a project includes or requires the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As noted above, there are eight existing, new and recently improved parks within the Project Area that are available to serve the future residents and visitors to the Project Site. The Proposed Project would also provide approximately 8,462 square feet of open space and recreational facilities on-site that would be available exclusively to serve the Project residents and their guests including, but not limited to, three courtyards, a multi-purpose room, and roof deck. As such, the Proposed Project would not result in a substantial increase in use of recreational and park facilities and does not require the construction or expansion of recreational facilities that might have an adverse impact on the environment. Therefore, a less than significant impact would occur.

Cumulative Impacts

Less Than Significant Impact. The Proposed Project in combination with the related projects would be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. Any new residential construction would be subject to CEQA review on a case-by-case basis. The related projects that include a residential component would be required to pay the Dwelling Unit Construction Tax or Quimby fees to improve recreation and park facilities in the area and to mitigate their impacts upon park and recreational facilities. Additionally, each related project would be subject to the provisions of the LAMC for providing on-site open space, which is proportionately based on the amount of new development. Because the Proposed Project would have a less than significant incremental contribution to the potential cumulative impact on recreational resources, the Proposed Project would have a less than significant cumulative impact on such resources.

XVII. Transportation/Traffic[54]

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

[54] *Until the City has adopted new Transportation thresholds (or July 1, 2020, whichever is sooner), this section will use the 2018 Appendix G questions. Once new thresholds have been adopted, the Initial Study will be updated to reflect the 2019 Appendix G.*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e. Result in inadequate emergency access?	☐	☐	☒	☐
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

The following section summarizes and incorporates by reference the information provided in the Technical Traffic Evaluation for the Proposed Affordable Housing Project at 6940, 6946, 6952 & 6958 Owensmouth Avenue and 21616 Hart Street, prepared by Overland Traffic Consultants, Inc., dated April 2, 2019. and provided as Appendix H to this IS/MND ("Transportation Study").

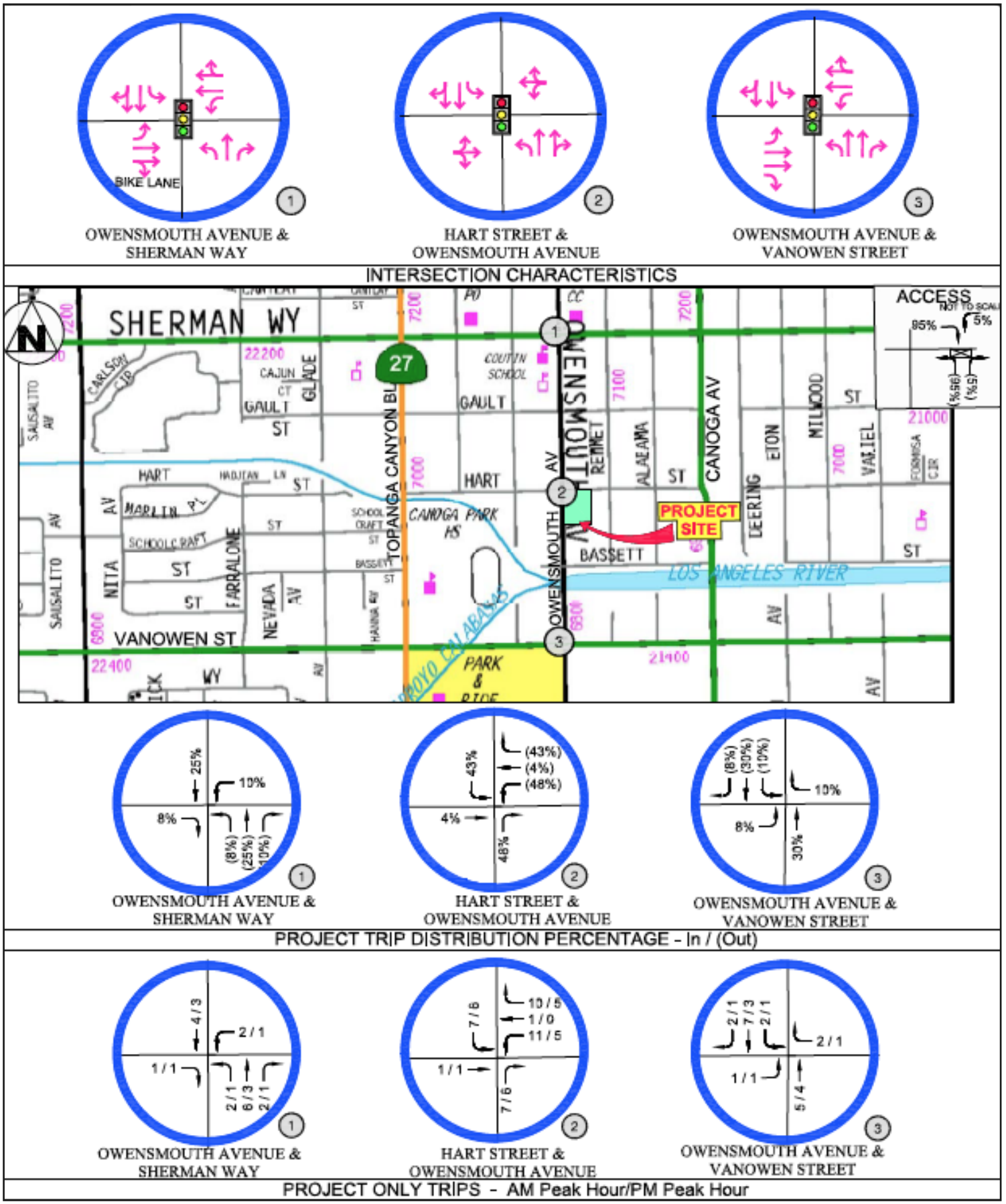
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but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

Less Than Significant Impact. The Transportation Study analyzed the potential Project-generated traffic impacts on the street system in the vicinity of the Project Site as compared to existing conditions and projected future conditions at the time the Proposed Project is expected to be occupied (Year 2021). Potential intersection impacts were evaluated for typical weekday morning (7:00 AM to 10:00 AM) and afternoon (3:00 PM to 6:00 PM) peak periods. A total of 3 signalized intersections in the vicinity of the Project Site were selected for detailed traffic analysis. They are listed in Table 4.25 and shown in Figure 4.2, below.

Table 4.25
Study Intersections

No.	Intersection	Jurisdiction
1	Owensmouth Avenue & Sherman Way	City of Los Angeles
2	Hart Street & Owensmouth Avenue	City of Los Angeles
3	Owensmouth Avenue & Vanowen Street	City of Los Angeles

Source: Overland Traffic Consultants, Inc., Technical Traffic Evaluation for the Proposed Affordable Housing Project at 6940, 6946, 6952 & 6958 Owensmouth Avenue and 21616 Hart Street, April 2, 2019.



Source: Overland Traffic Consultants, Inc., 2019.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 4.2
Project Only Peak Hour Traffic Volumes

The following traffic conditions were developed and analyzed as part of the Transportation Study:

Existing Conditions (Year 2019) – The analysis of existing traffic conditions was evaluated with new traffic volume counts collected.

Existing with Project Conditions (Year 2019) – This analysis was determined by adding the Project traffic to the existing traffic volumes.

Future without Project Conditions (Year 2021) – This analysis was determined by adding ambient growth of one percent per year, as required by LADOT in traffic studies for the Project area, and traffic volumes from other planned development in the area to the existing counts.

Future with Project Conditions (Year 2021) – This analysis was determined by adding the Project traffic volumes to the Future Without Project volumes.

Signalized Intersection Analysis Methodology

The traffic analysis at the signalized locations was conducted using the Critical Movement Analysis (CMA) process as required by LADOT. The existing intersection lane configurations and traffic controls were used to determine the Existing Conditions, Existing with Project Conditions, Future without Project Conditions, and Future with Project Conditions.

The CMA procedure uses a ratio of the intersection's full traffic volume to its capacity for rating an intersection's congestion level. The highest combinations of conflicting traffic volume (V) at an intersection are divided by the intersection capacity value. Intersection capacity (C) represents the maximum volume of vehicles which has a reasonable expectation of passing through an intersection in one hour under typical traffic flow conditions.

Once the volume-to-capacity ratio has been calculated, operating characteristics are assigned a level of service grade (A through F) to estimate the level of congestion and stability of the traffic flow. The term "Level of Service" (LOS) is used to describe the quality of traffic flow. Definitions of the LOS grades are shown in Table 4.26.

Table 4.26
Intersection Impact Significance Criteria

Intersection Conditions with Project Traffic		**Significant Impact Threshold for Project-related Increase in V/C Ratio**
Level of Service (LOS)	**Volume-to-Capacity (V/C)**	
C	0.701 – 0.800	≥ 0.04
D	0.801 – 0.900	≥ 0.02
E or F	> 0.900	≥ 0.01
Source: City of Los Angeles.		

Existing Transit System

The Orange Line busway has a stop at Canoga Avenue and Sherman Way and at Canoga Avenue north of Victory Boulevard approximately 2,100 feet and 3,400 feet away from the Project site respectively. Additional bus lines Metro Route 160 along Sherman Way, Metro Route 165 along Vanowen Street, and Metro Route 245 along Topanga Canyon Boulevard. In addition, the Project is well placed approximately 2,200 feet north of the Westfield Topanga Center providing shopping and employment opportunities.

Project Impacts

Project Trip Generation

Project trip generation for the Project has been based upon industry standards of the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition for existing single-family homes that will be removed. The proposed affordable apartment units trip generation is based upon LADOT Transportation Impact Study Guidelines, December 26, Table 5 on page 14, Trip Generation Rates for Affordable Housing Projects. The trip generation rates, as described in the LADOT Guidelines, are reduced trip generation rates determined through local data collection conducted in the City of Los Angeles during 2016.

Table 4.27, below, shows the Project trip generation rates and estimates. As shown, the Project is estimated to generate approximately 298 net daily trips, including 38 during the morning peak hour (15 inbound, 23 outbound) and 24 during the afternoon peak hour (13 inbound, 11 outbound). Figure 4.2 shows the Project-Only Peak Hour Traffic Volumes at all three study intersections.

Existing Traffic Volumes and Levels of Service

The existing intersection peak hour traffic volumes are illustrated in Figure 4.3. Table 4.28 summarizes the weekday morning and afternoon peak hour LOS results for each of the study intersections under Existing Conditions. As shown, all three study intersections currently operate at LOS B or better during either the morning or afternoon peak hours.

Existing with Project Condition

The Project-only morning and afternoon peak hour traffic volumes described above and shown in Figure 4.2 were added to the existing morning and afternoon peak hour traffic volumes shown in Figure 4.3, Existing with Project Conditions after development of the Project under Existing Conditions.

Table 4.28 summarizes the results of the Existing with Project Conditions during the weekday morning and afternoon peak hours. As shown in Table 4.26, all three study intersections would continue to operate at LOS B or better during all of the analyzed peak hours under Existing with Project Conditions.

Table 4.27
Project Trip Generation Estimates

Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total [b]
Trip Generation Rates [a]								
Single Family Home [a] (ITE 210)	3 home	9.44	25%	75%	0.74	63%	37%	0.99
Affordable Apartment [b]	80 du	4.08	40%	60%	0.50	55%	45%	0.34
Proposed Project Trip Generation								
Affordable Apartment	80 du	326	16	24	40	15	12	27
Gross Project Trips:		***326***	***16***	***24***	***40***	***15***	***12***	***27***
Existing Trip Generation (to be removed)								
Single Family Homes	3 home	28	1	1	2	2	1	3
Gross Removed Trips:		***28***	***1***	***1***	***2***	***2***	***1***	***3***
Total Net New Project Trips:		**298**	**15**	**23**	**38**	**13**	**11**	**24**

Notes: du=dwelling units

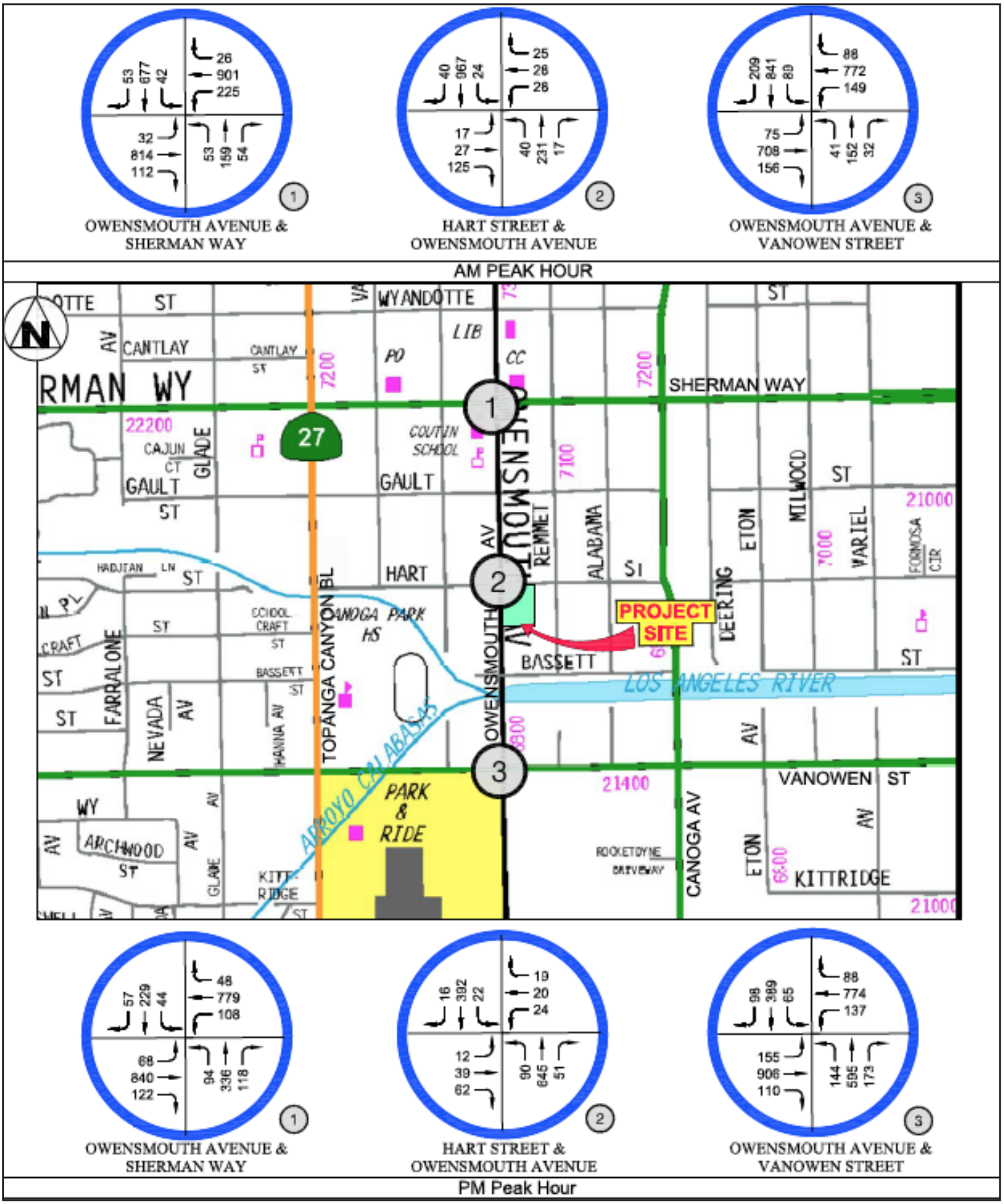
- *Source: Trip Generation, 10th Edition (Institute of Transportation Engineers, 2017).*
- *Source: Transportation Impact Study Guidelines, Trip Generation Rates for Affordable Housing Projects (LADOT, December 2016)*

Source: Overland Traffic Consultants, Inc., Technical Traffic Evaluation for the Proposed Affordable Housing Project at 6940, 6946, 6952 & 6958 Owensmouth Avenue and 21616 Hart Street, April 2, 2019.

Table 4.28
Existing Conditions (Year 2019) Intersection Levels of Service

No.	Intersection	Peak Hour	Existing (2019)		Existing With Project (2019)		Growth	Significant Impact?
			CMA	LOS	CMA	LOS		
1	Owensmouth Avenue & Sherman Way	AM	0.667	B	0.672	B	0.005	No
		PM	0.576	A	0.579	A	0.003	No
2	Hart Street & Owensmouth Avenue	AM	0.394	A	0.402	A	0.008	No
		PM	0.238	A	0.248	A	0.010	No
3	Owensmouth Avenue & Vanowen Street	AM	0.614	B	0.619	B	0.005	No
		PM	0.552	A	0.553	A	0.001	No

Source: Overland Traffic Consultants, Inc., Technical Traffic Evaluation for the Proposed Affordable Housing Project at 6940, 6946, 6952 & 6958 Owensmouth Avenue and 21616 Hart Street, April 2, 2019.



Source: Overland Traffic Consultants, Inc., 2019.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 4.3
Existing Conditions (2019)
Peak Hour Traffic Volumes

Future Without Project Intersection Levels of Service

Table 4.29 summarizes the weekday morning and afternoon peak hour LOS results for each of the signalized study intersections under Future without Project Conditions. As shown in Table 4.29, all three study intersections are projected to operate at LOS B or better during both the weekday morning and afternoon peak hours.

Future Without Project Conditions

Future Without Project traffic volumes were determined by adding ambient growth of one percent per year, as required by LADOT in traffic studies for the Project Site area, and traffic volumes from other planned development in the area to the existing counts.

Table 4.29
Future With Project Conditions (Year 2021) Intersection Levels of Service

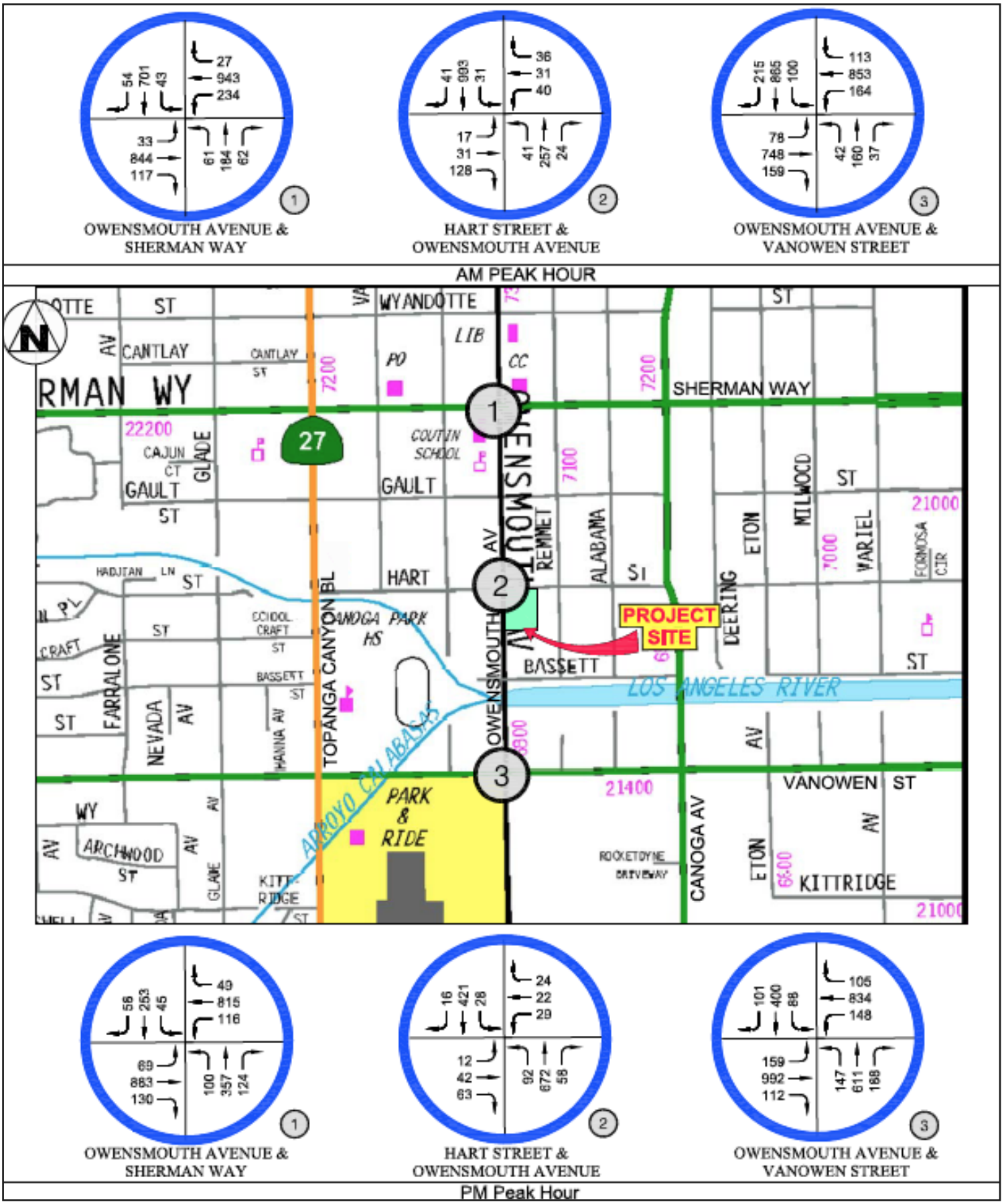
No.	Intersection	Peak Hour	Future Without Project (2021)		Future With Project (2021)		Growth	Significant Impact?
			CMA	LOS	CMA	LOS		
1	Owensmouth Avenue & Sherman Way	AM	0.695	B	0.699	B	0.004	No
		PM	0.610	B	0.613	B	0.003	No
2	Hart Street & Owensmouth Avenue	AM	0.408	A	0.416	A	0.008	No
		PM	0.249	A	0.259	A	0.010	No
3	Owensmouth Avenue & Vanowen Street	AM	0.658	B	0.662	B	0.004	No
		PM	0.593	A	0.595	A	0.001	No

Source: Overland Traffic Consultants, Inc., Technical Traffic Evaluation for the Proposed Affordable Housing Project at 6940, 6946, 6952 & 6958 Owensmouth Avenue and 21616 Hart Street, April 2, 2019.

Project Site Access and Internal Circulation

Vehicular Access

The Proposed Project would provide one full-access driveway off of Hart Street. The width of the driveways would conform to LADOT minimum standards for a residential driveway and include a single inbound and single outbound travel lane. The circulation aisle widths of the parking areas are designed to allow adequate and safe circulation of vehicles without significant conflicts and conform to LADOT parking aisle width standards. The driveway would provide direct access to the parking garage.



Source: Overland Traffic Consultants, Inc., 2019.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 4.4
Future with Project (2021)
Peak Hour Traffic Volumes

Construction Impacts

The Proposed Project is anticipated to be constructed over a period of approximately 20 months for completion anticipated in the Year 2021. The construction period would include sub-phases of demolition/site clearing, grading, building construction, and architectural coating. Peak haul truck activity would occur during the grading phase, and peak worker activity would occur during building construction.

The Applicant will adopt the following measures the reduce Project construction impacts:

- A Construction Traffic Control/Management Plan will be submitted to LADOT for review and approval.
- A Haul Route Plan will be submitted for review and approval.
- The bulk of the work will be conducted on site. However, if temporary lane closures are needed, Street Services approval is required.
- Deliveries of construction material will be coordinated to non-peak travel periods, to the extent possible.
- Construction workers will be directed to park on-site to the extent possible.

With the implementation of these measures, no construction impacts would occur during the construction of the Project.

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 would occur if the Proposed Project conflicts 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.

The Transportation Study conducted an analysis conducted using the Critical Movement Analysis (CMA) process as required by LADOT. The existing intersection lane configurations and traffic controls were used to determine the existing, existing with project, future without project and future with project traffic conditions. No significant traffic impacts have been identified. The CMA evaluation worksheets are provided in the Transportation Study.

The Applicant will adopt a Construction Traffic Control/Management Plan that will be submitted to LADOT for review and approval.

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

No Impact. A significant impact would occur if the proposed project would cause a change in air traffic patterns that would result in a substantial safety risk. The Proposed Project does not include any aviation-related uses and would have no airport impact. It would also not require any modification of flight paths for the existing airports in Los Angeles. Therefore, no impact would occur.

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

Less Than Significant Impact. A significant impact may occur if the Proposed Project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions. The Proposed Project would not include unusual or hazardous design features.

Current vehicular access is provided by two driveways located along the east side of Owensmouth Avenue and one driveway on the south side of Hart Street that provides access to the single-family homes currently on the Project Site. The Proposed Project would provide one full-access driveway on Hart Street. The width of the driveway would conform to LADOT minimum standards for a residential driveway and include a single inbound and single outbound travel lane. The circulation aisle widths of the parking areas are designed to allow adequate and safe circulation of vehicles without significant conflicts and conform to LADOT parking aisle width standards. The driveway would provide direct access to the parking garage. The Proposed Project would include a new driveway with vehicular access to the Project Site, which, if not properly designed and constructed, could potentially conflict with pedestrian circulation in the Project Site area. Environmental impacts may result from Project implementation due to hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses. However, the following regulatory compliance measures listed below would reduce the potential impacts to a less than significant level.

Regulatory Compliance Measures:

- The Applicant shall implement all conditions(s) detailed in the City of Los Angeles Department of Transportation's communication to the Planning Department dated [DOT Case No. SFV 19-108001, dated March 26, 2019].

- The Applicant shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

- The Applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the Bureau of Engineering and the Department of Transportation for approval.

- A Construction work site traffic control plan shall be submitted to DOT and LAFD for review and approval in accordance with the LAMC prior to the start of any construction work. The plans shall show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties, and if applicable, the location of off-site staging areas for haul trucks and construction vehicles. All construction related traffic shall be restricted to off-peak hours.

e) Result in inadequate emergency access?

Less Than Significant Impact. A significant impact may occur if the project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses. As previously discussed in Section VIII(g), the Project Site is not located in a disaster route according to the Los Angeles Valley Area Disaster Route Map of Los Angeles County.[55] Additionally, based on the City of Los Angeles Safety Element, the Project Site is not located on an identified disaster route or an adopted emergency response or evacuation plan.[56] Development of the Project Site may require temporary and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Proposed Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access or travel upon public rights-of-way. Further, the Proposed Project would be developed in a manner that satisfies the emergency response requirements of the LAFD. There are no hazardous design features included in the access design or site plan for the Proposed Project that could impede emergency access. Furthermore, the Proposed Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. Further, emergency vehicle drivers have a variety of options for avoiding traffic, such as using their sirens to clear a path of travel or driving in the lanes of opposing traffic. Therefore, the Proposed Project would not be expected to result in inadequate emergency access and impacts would be less than significant.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. A significant impact may occur if the Proposed Project would conflict with adopted policies or involve modification of existing alternative transportation facilities located on- or off-site. The Proposed Project would not require the disruption of public transportation services or the alteration of public transportation routes. Given the frequency of the transit service in the Project Site area, the incremental transit riders resulting from the Proposed Project are not anticipated to result in a significant impact on transit lines serving the area. The Proposed Project

---

[55] *Los Angeles County Department of Public Works, City of Los Angeles Valley Area Disaster Route Map, August 13, 2008.*

[56] *City of Los Angeles, Safety Element Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, April 1995.*

would promote the use of public transportation and alternate modes of transportation such as walking and biking, which is consistent with the goals of the 2016 Regional Transportation Program/Sustainable Community Strategy. Furthermore, the Proposed Project would not interfere with any Class I or Class II bikeway systems. Since the Proposed Project would not modify or conflict with any alternative transportation policies, plans or programs, it would have no impact on such programs. The Project complies with all applicable bicycle and pedestrian-friendly policies, plans and programs.

XVIII. Tribal Cultural Resources

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

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

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

Less Than Significant Impact. As discussed in response to Checklist Question V.b (Cultural Resources, Archeological Resources), a records search was conducted with the South Central

Coastal Information Center (SCCIC) to identify whether any known historic built resources, archaeological resources or archaeological survey areas occur on the Project Site or within the Project Site vicinity. The SCCIC records search (dated April 5, 2019 and provided in Appendix C to this IS/MND) identified no archaeological resources within the Project Site boundaries. The archaeological sensitivity of the Project Site is unknown because there are no previous studies for the Project Site. While there are currently no recorded archaeological sites within the Project Site area, buried resources could potentially be unearthed during project activities. As noted above, the Proposed Project would require excavations to a maximum depth of approximately five feet below grade for the building foundations, as recommended in the Geotechnical Investigation. As such, it is possible that unknown tribal cultural resources could be discovered during construction of the Proposed Project, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur.

Public Resources Code Section 21084.2 establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." A project would cause a substantial adverse change in the significance of a tribal cultural resource with cultural value to a California Native American tribe if such resource is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or if such resource is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. Public Resources Code 5024.1(c) states that "[a] resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

2. Is associated with the lives of persons important in our past.

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

4. Has yielded, or may be likely to yield, information important in prehistory or history.

As discussed in response to Checklist Question V.b (Cultural Resources, Archeological Resources), the Project Site and immediately surrounding areas do not contain any known archaeological sites or archaeological survey areas.[57] The Project Site is located in a highly urbanized area of the Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan Area of the City of Los Angeles, and has been disturbed by past development activities along with

[57] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996.*

associated control/maintenance of the existing residential buildings. The Proposed Project would involve the excavation and export of approximately 9,000 cubic yards (cy) of soil material and 320 tons of construction and demolition debris. Thus, the potential exists for the accidental discovery of archaeological materials, inclusive of tribal cultural resources. Because the presence or absence of such materials cannot be determined until the site is excavated, periodic monitoring during construction is required to identify any previously unidentified archaeological resources uncovered by Project construction activity. With the implementation of regulatory compliance measures described in Section V(b), potential impacts to archaeological resources would be less than significant.

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

Less Than Significant with Mitigation Incorporated. The Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. Pursuant to the procedures imposed by AB 52, pre-consultation request letters were sent on April 24, 2019 to local Native American Tribal representatives who are on file with the Department of City Planning as having requested to be notified of future development projects. The City of Los Angeles received responses from the Gabrieleño Band of Mission Indians - Kizh Nation, the Fernandeño Tataviam Band of Mission Indians, and the Torres Martinez Desert Cahuilla Indians. The Torres Martinez Desert Cahuilla Indians have requested to defer the Proposed Project notifications to Tribes close to the vicinity of the Project Site. The Gabrieleño Band of Mission Indians – Kizh Nation has requested to defer review of the Proposed Project to the Fernandeño Tataviam Band of Mission Indians. The Department of City Planning received correspondence from the Fernandeño Tataviam Band of Mission Indians on May 15, 2019, with a request to incorporate the following Mitigation Measures as part of the Proposed Project's conditions of approval:

TCR-1: In the event that Tribal Cultural Resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. The Fernandeño Tataviam Band of Mission Indians (FTBMI) shall be contacted to consult if any such find occurs. The archaeologist shall complete all relevant California State Department of Parks and Recreation (DPR) 523 Series forms to document the find and submit this documentation to the applicant, Lead Agency, and FTBMI.

TCR-2: The Lead Agency and/or applicant shall, in good faith, consult with the Fernandeño Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource if encountered during the project grading.

Based on the Project Site's prior soil disturbance and lack of any known Native American resources or cultural or sacred sites, the probability for the discovery of a known site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe is considered low. With the Mitigation Measures referenced above, impacts to tribal cultural resources remain less than significant during Project construction.

Cumulative Impacts

As indicated above, the Project Site does not contain any known tribal cultural resources, nor did search results by the SCCIC or the Assembly Bill 52 consultation process provide substantial evidence as to the presence of tribal cultural resources on site. Additionally, compliance with standard conditions of approval and regulatory requirements would ensure potential impacts from inadvertent discovery would be reduced to a less-than-significant level. It is unknown whether or not any of the properties on which the related projects are located contain tribal cultural resources. However, similar to the Proposed Project, each of the related projects would be required to follow the regulatory requirements of Assembly Bill 52, as applicable, which includes notifying tribes to solicit consultation and to analyze and mitigate potential impact of tribal cultural resources. Any related project sites that contain tribal cultural resources would be required to comply with conditions of approval and/or site specific mitigation measures to avoid or substantially lessen potential impacts. Therefore, cumulative impacts would be less that significant.

XIX. Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

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

Less Than Significant Impact. A significant impact may occur if a 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 determination of whether a project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Water Treatment Facilities and Existing Infrastructure

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of water supply through an extensive distribution system that includes more than 7,200 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar, which is owned and operated by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately

600 million gallons per day (mgd).[58] In 2017, the LADWP's water system supplied 4 million customers with nearly 160 billion gallons of treated water, resulting in an average daily water demand of approximately 438 mgd. Therefore, the LAAFP has a remaining capacity of treating approximately 162 mgd, which may fluctuate depending on the season.[59]

As shown in Table 4.30, the Proposed Project would generate a net increase in water demand of approximately 10,645 gallons per day (gpd) of water (or approximately 12 acre feet per year), which is significantly below available capacity. Because the Proposed Project's population growth is within SCAG's forecast, the Proposed Project's increased water demand would not measurably reduce the LAAFP's capacity. Therefore, no new or expanded water treatment facilities would be required. With respect to water treatment facilities, the Proposed Project would have a less-than-significant impact.

Although no further upgrades are anticipated at this time, in the event that water main and/or other infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project Site area, and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be of a short-term nature, (b) the replacement of the water mains would be within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate project vicinity. Such construction activities would be localized in nature and would generally involve partial lane closures for a relatively short duration of time typically lasting a few days to a few weeks. Impacts to sewer capacity and infrastructure would be less than significant. Therefore, potential impacts resulting from water infrastructure improvements would be less than significant.

Wastewater Treatment Facilities and Existing Infrastructure

Based upon the criteria established in the State CEQA Guidelines, a project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

---

[58] *U.S. Department of Energy, website: https://betterbuildingssolutioncenter.energy.gov/showcase-projects/los-angeles-aqueduct-filtration-plant-modernization—-oxygen-plant-replacement, accessed March 2019.*

[59] *Los Angeles Department of Water and Power, Water, L.A.'s Drinking Water Quality Report, website: http://www.ladwp.com/, accessed March 2019.*

Table 4.30
Proposed Project Estimated Water Demand

Type of Use	Size	Water Demand Rate (gpd/unit) [a]	Total Water Demand (gpd)
Existing Uses (to be removed)			
SFD Residential Units (3 total)			
Two Bedroom	3 du	185 gpd/du	555
		Total Existing Water Demand	**555**
Proposed Project			
Residential Units (80 total)			
One Bedroom	40 du	110 gpd/du	4,400
Two Bedroom	20 du	150 gpd/du	3,000
Three Bedroom	20 du	190 gpd/du	3,800
		Total Project Water Demand	**11,200**
		Less Existing	***(555)***
		Net Water Demand	**10,645 gpd (12 AFY)**

Notes:
sf =square feet ; du=dwelling unit ; SFD=Single-family development
[a] *Consumption Rates based on the City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewage Generation Factor for Residential Categories, effective April 6, 2012. It is assumed that all water usage would convert to wastewater.*
Source: Parker Environmental Consultants, 2019.

The Los Angeles Bureau of Sanitation (BOS) provides sewer service to the Proposed Project Site area. Sewage from the Project Site is conveyed via sewer infrastructure to the Hyperion Water Reclamation Plant (HWRP). The Hyperion Water Reclamation Plant treats an average daily flow of 275 million gallons per day (mgd) on a dry weather day. Because the amount of wastewater entering the HWRP can double on rainy days, the plant was designed to accommodate both dry and wet weather days with a maximum daily flow of 450 mgd and a peak wet weather flow of 800 mgd.[60] This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HWRP. As shown in Table 4.31 below, the Proposed Project would generate approximately 10,645 gpd of wastewater, representing a fraction of one percent of the available capacity.

[60] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Water Reclamation Plant, website: https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=t4yrq0jkq_4&_afrLoop=10780400868530458#!, accessed March 2019.*

Table 4.31
Proposed Project Estimated Wastewater Generation

Type of Use	Size	Wastewater Demand Rate (gpd/unit) [a]	Total Wastewater Demand (gpd)
Existing Uses (to be removed)			
SFD Residential Units (3 total)			
Two Bedroom	3 du	185 gpd/du	555
		Total Existing Wastewater Generation	**555**
Proposed Project			
Residential Units (80 total)			
One Bedroom	40 du	110 gpd/du	4,400
Two Bedroom	20 du	150 gpd/du	3,000
Three Bedroom	20 du	190 gpd/du	3,8000
		Total Project Wastewater Generation	**11,200**
		Less Existing	***(555)***
		Net Wastewater Generation	**10,645 gpd**

Notes:
sf =square feet; du = dwelling units; SFD=Single-family development
[a] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Sewage Generation Factor for Residential and Commercial Categories, effective April 6, 2012.*
Source: Parker Environmental Consultants, 2019.

The Project area is presently served by a network of sewer lines that are located beneath the major streets that convey sewage from the Project Site to the HWRP. As part of the pre-construction process, detailed gauging and evaluation would be needed as part of the permit process to identify a specific sewer connection point for the Project Site. Through the rules and regulations established in the City of Los Angeles Sewer Allocation Ordinance (Ord. 166,060), the Bureau of Sanitation (BOS) will re-verify the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. If it is later determined that the local sewer system has insufficient capacity to serve the Proposed Project, the Applicant would be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate the Proposed Project's increased flows. Any infrastructure improvements to update or expand the sewer lines in the Project vicinity, if necessary, would be limited to trenching, excavating and backfilling the sewer lines beneath the public right-of-way. Such construction activities would be localized in nature and would generally involve partial lane closures for a relatively short duration of time typically lasting a few days to a few weeks. Impacts to sewer capacity and infrastructure would be less than significant. Therefore, impacts to sewer capacity and infrastructure would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if a project would increase water consumption to such a degree that new water sources would need to be identified. Based on the

State CEQA Guidelines, the determination of whether the Proposed Project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District (MWD) of Southern California, which is obtained from the Colorado River Aqueduct. The MWD utilizes a land-use based planning tool that allocates projected demographic data from the SCAG into water service areas for each of MWD's member agencies. The 2015 Urban Water Management Plan (UWMP), which estimates future demand based on population and growth estimated reported in SCAG's RTP/SCS, projects a total water demand and supply of 675,685 AFY in 2040. With its current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to its customers through the 25-year planning period covered by the 2015 UWMP. Through various conservation strategies, the LADWP will be able to reduce the City's water demand during dry years to respond to any reductions to water supplies during multiple dry years.

As shown in Table 4.30, the Proposed Project's net increase for water demand would be 10,645 gallons per day. The Proposed Project, which would add approximately 187 new residents and would contain 79,240 square feet of development, which is below the threshold required by State law for preparation of a water supply assessment. Accordingly, the Proposed Project's anticipated water demand has been accounted for and would not exceed the water demand estimates of the City's 2015 UWMP. Thus, the Proposed Project would have a less-than-significant impact on water demand.

In addition, high efficiency water closets, high efficiency urinals, water saving showerheads, and low flow faucets must be installed in new construction. The flow rates of new plumbing fixtures must comply with the most stringent of the following: Los Angeles City Ordinance No. 184248, Los Angeles Ordinance No. 184,692, the 2017 Los Angeles Plumbing Code, the 2016 California Green Building Standards Code (CAL Green) and the 2017 Los Angeles Green Building Code. With respect to landscaping, the Proposed Project would be required to comply with Los Angeles City Ordinance No. 170978 and the City of Los Angeles Irrigation Guidelines, which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

The City of Los Angeles has enacted legislation to address the water supply shortages caused by the recent statewide drought. Los Angeles City Ordinance No. 181288 (Emergency Water Conservation Plan) imposes phased water rationing during drought conditions and imposes penalties for users that do not comply. When water rationing is in effect, landscape irrigation is prohibited between the hours of 9:00 AM and 4:00 PM. Specific watering days and maximum irrigation rates are also defined in this ordinance. Compliance with the regulatory compliance measures identified above would reduce the Proposed Project's demands for potable water resources to a less than significant level.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project, related projects and the cumulative growth throughout the City of Los Angeles, would further increase the demand for potable water within the City of Los Angeles. Through the 2015 Urban Water Management Plan, the LADWP has demonstrated that it can provide adequate water supplies for the City of Los Angeles through the year 2040, with implementation of conservation strategies and proper supply management. This estimate is based in part on demographic projections obtained for the LADWP service area from the Metropolitan Water District (MWD). The MWD utilizes a land-use based planning tool that allocates projected demographic data from the Southern California Association of Governments (SCAG) into water service areas for each of MWD's member agencies. MWD's demographic projections use data reported in SCAG's RTP/SCS. As discussed previously in Section XIII, Population and Housing, the Proposed Project's population and employment growth is consistent with SCAG's growth projections for the City of Los Angeles subregion. As such, the additional water demands generated by the Proposed Project are accounted for in the 2015 Urban Water Management Plan.

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

Less Than Significant Impact. A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge (ROWD) containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes an NPDES permit that ensures compliance with wastewater treatment and discharge requirements. The LARWQCB enforces wastewater treatment and discharge requirements for properties in the Project Site area.

Wastewater from the Project Site is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Water Reclamation Plant (HWRP). The HWRP is a public facility and, therefore, is subject to the State's wastewater treatment requirements. Wastewater from the Project Site is and would continue to be treated according to

the wastewater treatment requirements enforced by the LARWQCB. Therefore, a less than significant impact would occur.

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

Less Than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the State CEQA Guidelines, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (SWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Under the City's RENEW LA Plan, adopted in February 2006, the City committed to reaching Zero Waste. The goal of Zero Waste as defined by the RENEW LA Plan is to reduce, reuse, recycle, or convert the resources currently going to disposal so as to achieve an overall diversion rate of 90 percent or more by the year 2025 and becoming a Zero Waste city by 2030.[61] State law (AB 341) currently requires at least 50% solid waste diversion and establishes a state-wide goal of not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020. As of 2012, the City of Los Angeles achieved a landfill diversion rate of 76.4%, based upon the calculation methodology adopted by the State of California.[62]

Moreover, state law requires mandatory commercial recycling in all businesses and multi-family complexes and imposes additional reporting requirements on local agencies, including the City of Los Angeles. In order to meet these requirements and goals, the City has established an exclusive, competitive franchise system for the collection, transportation and processing of commercial and multi-family solid waste that will aid the City in meeting its diversion goals by, among other things: (i) requiring franchisees to meet diversion targets; (ii) increasing the capacity

[61] *City of Los Angeles, Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, October 2013, Final Adoption, April 2015.*

[62] *City of Los Angeles, Bureau of Sanitation, Zero Waste Progress Report, March 2013.*

for partnership between the City and solid waste haulers; (iii) allowing the City to establish consistent methods for diversion of recyclables and organics; (iv) increasing the City's ability to track diversion, which will enable required reporting and monitoring of state mandated commercial and multi-family recycling; (v) increasing the City's ability to ensure diversion quality in the processing facilities handling its waste and recyclables; and (vi) increasing the City's capacity to enforce compliance with federal, state, county, and local standards.

Within the City of Los Angeles, the Sunshine Canyon Landfill and the Chiquita Canyon Landfill serve existing land uses within the City. Both landfills accept residential, commercial, and construction waste. The Sunshine Canyon Landfill is jointly operated by the City and the County, and has a remaining capacity of 62.1 million tons. The Sunshine Canyon Landfill has an estimated remaining life of 21 years. An expansion of the Chiquita Canyon Landfill to add a capacity of 48,114,000 tons (a 45-year life expectancy based on 2015 average daily disposal of 3,446 tons per day or 15 years based on maximum permitted rate of disposal of 10,000 tons per day) was approved in April 2017.

The Proposed Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. Under the requirements of the hauler's AB 939 Compliance Permit from the Bureau of Sanitation, all construction and demolition debris would be delivered to a Certified Construction and Demolition Waste Processing Facility. Debris from demolition of any asphalt surface parking located on the Project Site would be recycled/recovered and would not be deposited in area landfills. Based on the calculations provided in Table 4.32, it is estimated that the proposed construction activities would generate approximately 320 tons of debris during

Table 4.32
Estimated Construction and Demolition Debris

Construction Activity	Size	Rate [a]	Generated Waste (tons)
Demolition			
Three Single-family homes	2,534 sf	115 lbs/sf	146
Construction			
Residential (80 units)	79,240 sf	4.38 lbs/sf	174
		Total Debris:	**320**

Notes: sf= square feet; lbs=pounds
[a] *USEPA Report No EPA530-98-010, Characterization of Building Related Construction and Demolition Debris in the United States, July 1998.*
Source: Parker Environmental Consultants, 2019.

the demolition and construction process that would be exported to a landfill located within the City. In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished though the on-site separation of materials and/or by contracting with a solid waste

disposal facility that can guarantee a minimum diversion rate of 70 percent. Pursuant to Section 66.32 of the LAMC, the Project's solid waste contractor must obtain, in addition to all other required permits, an AB 939 Compliance Permit from the Bureau of Sanitation.

As shown in Table 4.33, below, Estimated Operational Solid Waste Generation, the Proposed Project's net generation during operation of the Proposed Project would be 942 pounds per day. However, this estimate is conservative, as it does not factor in any recycling or waste diversion programs. The Proposed Project's solid waste would be handled by private waste collection services. The amount of solid waste generated by the Proposed Project is within the available capacities at area landfills and Project impacts to regional landfill capacity would be less than significant. In compliance with AB 341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341.

Table 4.33
Expected Operational Solid Waste Generation

Type of Use	Size	Solid Waste Generation Rate [a] (lbs/unit/day)	Total Solid Waste Generated (lbs/day)
Existing Uses (to be removed)			
Three Single-family homes (2,534 sf)	3 du	12.23 lbs/du/day	37
Total Existing Solid Waste Generation:			**37**
Proposed Project			
Multifamily Residential (79,240 sf)	80 du	12.23 lbs/du/day	979
Total Project Solid Waste Generation:			**979**
Less Existing:			***(37)***
NET TOTAL Solid Waste Generation:			**942**

Notes: sf = square feet
[a] *Generation rate provided by CalRecycle, Estimated Solid Waste Generation Rates. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates, accessed July 2019.*
Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.
Source: Parker Environmental Consultants, 2019.

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

Less Than Significant Impact. Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. In addition, AB 1327 provided for the development of the California Solid Waste Reuse and Recycling Access Act of 1991, which requires the adoption of an ordinance by any local agency

governing the provision of adequate areas for the collection and loading of recyclable materials in development projects. Furthermore, Assembly Bill 341 (AB 341), which became effective on July 1, 2012, requires businesses and public entities that generate four cubic yards or more of waste per week and multi-family dwellings with five or more units, to recycle. The purpose of AB 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills and expand opportunities for recycling in California. In addition, in March 2006, the Los Angeles City Council adopted RENEW LA, a 20-year plan with the primary goal of shifting from waste disposal to resource recovery within the City, resulting in "zero waste" by 2030. The "blueprint" of the plan builds on the key elements of existing reduction and recycling programs and infrastructure, and combines them with new systems and conversion technologies to achieve resource recovery (without combustion) in the form of traditional recyclables, soil amendments, renewable fuels, chemicals, and energy. The plan also calls for reductions in the quantity and environmental impacts of residue material disposed in landfills. More recently, in October 2014, Governor Jerry Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste generated per week. Specifically, beginning April 1, 2016, businesses that generate eight cubic yards of organic waste per week shall arrange for organic waste recycling services. In addition, beginning January 1, 2017, businesses that generate four cubic yards of organic waste per week shall arrange for organic waste recycling services. Mandatory recycling of organic waste is the next step toward achieving California's recycling and greenhouse gas emission goals. Organic waste such as green materials and food materials are recyclable through composting and mulching, and through anaerobic digestion, which can produce renewable energy and fuel. Reducing the amount of organic materials sent to landfills and increasing the production of compost and mulch are part of the AB 32 (California Global Warming Solutions Act of 2006) Scoping Plan.

The Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-site recycling area or room of specified size. The Project would also comply with AB 939, AB 341, AB 1826 and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling. Since the Proposed Project would comply with federal, State, and local statutes and regulations related to solid waste, impacts would be less than significant, and no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would further increase regional demands on landfill capacity. The impact of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the existing landfills serving the City of Los Angeles. Based on the 2016 Los Angeles County Countywide Integrated Waste Management Plan (CoIWMP) Annual Report, the countywide cumulative need for Class III landfill disposal capacity of approximately 103.5 million tons in the year 2029 will exceed the 2016 remaining permitted Class III landfill capacity of 103.2 million

tons.[63] However, solutions to resolve the regional solid waste disposal needs beyond 2030 are continuously being investigated at the state, regional, and local levels. The regional scenario analyses presented in the Countywide Integrated Waste Management Plan – Los Angeles County – Countywide Summary Plan and Citing Element (adopted December 2016) demonstrate that the County could meet its disposal capacity needs by promoting extended producer responsibility, continuing to enhance diversion programs and increasing the Countywide diversion rate, and developing conversion and other alternative technologies. Additionally, by successfully permitting and developing all proposed in-County landfill expansions, utilizing available or planned out-of-County disposal facilities, and developing infrastructure to facilitate exportation of waste to out-of-County landfills, the County may further ensure adequate disposal capacity is available throughout the planning period. Thus, cumulative impacts with respect to regional solid waste impacts would be less than significant.

Furthermore, it should be noted that the City of Los Angeles Solid Waste Management Plan (AB 939) sets forth strategies that would provide adequate landfill capacity through 2037 to accommodate anticipated growth. The Bureau of Sanitation has projected the need for waste disposal capacity based on SCAG's regional population growth projections. The growth associated with Proposed Project is within those projections. Furthermore, projects within the City of Los Angeles must comply with the City's SRRE.

As of 2012 the City of Los Angeles achieved a landfill diversion rate of 76.4%, based upon the calculation methodology adopted by the State of California.[64] Waste diversion rates are required to increase to 75 percent by 2025 and through on-going development of waste management infrastructure over the last decade and innovative source reduction, reuse, recycling and composting programs have been implemented. These programs include Green Mulching and Composting workshops, back yard trimming recycling cans, the City-owned Central Los Angeles Refuse Transfer Station (CLARTS) and Residential Special Material and Electronics Recycling or S.A.F.E. Centers. New programs are being implemented to increase the amount of waste diverted by the City, including: multi-family recycling, food waste recycling, commercial recycling and technical assistance and support for City departments to help meet their waste reduction and recycling goals. The City is also developing programs to ultimately meet a goal of zero waste by 2030. Thus, the Proposed Project's contribution to cumulative impacts would continue to decrease as it increases waste diversion rates in accordance with City goals. Moreover, as with the Proposed Project, other related projects would participate in regional source reduction and recycling programs significantly reducing the amount of solid waste deposited in area landfills. Therefore, the Proposed Project's contribution to cumulative solid waste impacts would be less than cumulatively considerable, and cumulative impacts with respect to solid waste would be less than significant.

---

63 *County of Los Angeles, Department of Public Works; Los Angeles County Integrated Waste Management Plan 2016 Annual Report, September 2017.*

64 *City of Los Angeles, Bureau of Sanitation, Zero Waste Progress Report, March 2013.*

XX. Wildfire

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

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

Responses a through d: No Impact. A potential significant impact upon wildfire hazards could occur if the Project Site were to be located on state responsibility areas or lands classified as very high fire hazard severity zones. Lands subject to this provision have been designated by the City of Los Angeles Fire Department pursuant to Government Code 51178 that were identified and recommended to local agencies by the Director of Forestry and Fire Protection based on criteria that includes fuel loading, slope, fire weather, and other relevant factors. These areas must comply with the Brush Clearance Requirements of the Fire Code. The Very High Fire Hazard Severity Zone (VHFHSZ) was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone." The Proposed Project Site is not located within a state responsibility area or land classified as a very high fire hazard severity zone. Therefore, this checklist question is not applicable to the Proposed Project and no impact would occur.

XXI. Mandatory Findings of Significance

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

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

Less Than Significant Impact. A significant impact would occur only if the Proposed Project results in potentially significant impacts for any of the above issues. The Proposed Project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources nor would it eliminate important examples of the major periods of California's history or pre-history. As noted in the analysis above, the site is developed with three single-family residential buildings and one vacant lot, and does not support any substantial habitat of a fish or wildlife species. Vegetation on the site is limited to ornamental trees within the Project Site. Compliance with standard regulatory compliance measures would reduce potential impacts upon migratory bird species associated with the proposed tree removals, should construction commence during the breeding season.

Additionally, although no known direct impacts to historic resources are anticipated, compliance with existing regulations would ensure any impacts upon cultural resources are less than significant level in the unlikely event any such historic, or archaeological materials are accidentally discovered during the construction process.

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

Less than Significant Impact. A significant impact may occur if the Proposed Project, in conjunction with other related projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. As concluded in this analysis, the Proposed Project's incremental contribution to cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, utilities, tribal cultural resources, and wildland fire hazards would be less than significant. As such, the Proposed Project's contribution to cumulative impacts would be less than significant.

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 Incorporated. A significant impact may occur if the Proposed Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Proposed Project would not have significant environmental effects on human beings, either directly or indirectly after incorporation of Mitigation Measures TCR-1, and TCR-2. Thus, with mitigation, any potentially significant impacts to humans would be less than significant.

Section 5. Preparers and Persons Consulted

Lead Agency

City of Los Angeles
Department of City Planning
200 North Spring Street, Room 750
Los Angeles, California 90012

Renata Ooms, City Planning Associate

Project Applicant

Meta Housing Corporation
11150 West Olympic Boulevard #620
Los Angeles, California 90064

Aaron Mandel

Environmental Consultant

Parker Environmental Consultants
23822 Valencia Boulevard, Suite 301
Valencia, CA 91355

Shane E. Parker, President
Adrianna Gjonaj, Assistant Environmental Planner

Architect

Stockton Architects, Inc.
26500 W. Agoura Road #663
Calabasas, CA 91302

Ken Stockton

Geotechnical Engineers

GeoConcepts, Inc.
14428 Hamlin Street
Van Nuys, California 91401

Traffic Consultant

Overland Traffic Consultants, Inc.
952 Manhattan Beach Boulevard, #100
Manhattan Beach, CA 90266

Liz Fleming

Environmental Engineers

EFI Global, Inc.
5261 W. Imperial Highway
Los Angeles, California 90045

Arborist

LSA
20 Executive Park, Suite 200
Irvine, California 92614

6. References Acronyms and Abbreviations

1. References

California Air Resources Board, The 2017 Scoping Plan Update: The Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target, November 2017.

California Air Resources Board, Ambient Air Quality Standards, May 4, 2016, website: *http://www.arb.ca.gov/research/aaqs/aaqs2.pdf*, accessed February 2019.

California Building Industry Association v. Bay Area Air Quality Management District (S213478, December 17, 2015).

California Department of Conservation, State of California Williamson Act Contract Land Map 2015-2016, accessed February 2019.

California Department of Resources Recycling and Recovery, Solid Waste Cleanup Program Weights and Volumes for Project Estimates, *http://www.calrecycle.ca.gov/swfacilities/cdi/Tools/Calculations.htm,* accessed February 2019.

California Department of Transportation, Technical Noise Supplement, 2009.

California Department of Transportation, Transportation and Construction Vibration Guidance Manual, September 2013.

California Energy Commission, 2016 Building Energy Efficiency Standards, accessed March 2019.

California Gas and Electric Utilities, 2018 California Gas Report, accessed March 2019.

City & County of San Francisco Superior Court, Mission Bay Alliance v. Office of Community Investment and Infrastructure, November 29, 2016.

City of Los Angeles, Air Quality Element of the General Plan, November 24, 1992.

City of Los Angeles, Bureau of Engineering, Navigate LA, website: *http://navigatela.lacity.org/index01java.cfm*, accessed March 2019.

City of Los Angeles, Bureau of Sanitation, Zero Waste Progress Report, March 2013.

City of Los Angeles, CEQA Thresholds Guide, 2006.

City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: http://www.zimas.lacity.org, accessed March 2019.

City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, September 1996.

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

City of Los Angeles Department of City Planning, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, adopted December 11, 1996 and re-adopted August 8, 2001.

City of Los Angeles Department of City Planning, General Plan Elements, website: *https://planning.lacity.org/GP_elements.html,* accessed February 2019.

City of Los Angeles, Department of City Planning, Mobility Plan 2035: An Element of the General Plan, September 7, 2016.

City of Los Angeles, Department of City Planning, Office of Historic Resources, SurveyLA, West Los Angeles Individual Resources, August 2012, website: *http://preservation.lacity.org/files/Individual%20Resources_Final.pdf*, accessed February 2019.

City of Los Angeles Department of City Planning, Canoga Park–Winnetka–Woodland Hills–West Hills Community Plan, August 17, 1999.

City of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA, website: *http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf,* accessed February 2019.

City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Treatment Plant, website: *https://lacitysan.org,* accessed February 2019.

City of Los Angeles Department of Water and Power, 2015 Urban Water Management Plan, June 2016.

City of Los Angeles Municipal Code.

City of Los Angeles, Noise Element of the General Plan, adopted February 1999.

City of Los Angeles, Ordinance 183833, approved August 27, 2015.

City of Los Angeles, Planning and Land Development Handbook for Low Impact Development (LID), Part B Planning Activities. Fifth Edition, May 9, 2016.

City of Los Angeles, Safety Element of the Los Angeles City General Plan, Exhibit G, Inundation & Tsunami Hazard Areas, March 1994.

City of Los Angeles, Safety Element of the Los Angeles City General Plan, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, April 1995.

City of Los Angeles, Sustainable City pLAn, April 8, 2015.

County of Los Angeles Department of Public Works, 2016 Annual Report, Los Angeles Countywide Integrated Waste Management Plan, September 2017.

County of Los Angeles Department of Public Works, Construction and Demolition Debris Recycling Facilities in the Los Angeles County, Updated November 7, 2018. Website: *https://dpw.lacounty.gov/epd/CD/cd_attachments/Recycling_Facilities.pdf*, accessed February 2019.

Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map, Panel Number 06037C1590F, September 26, 2008, website: *https://msc.fema.gov/portal/search,* accessed February 2019.

Federal Transit Administration (Harris Miller Miller & Hanson), Transit Noise and Vibration Impact Assessment, May 2006.

Los Angeles County, Airport Land Use Commission (ALUC), Airports and Airport Influence Areas Map, August 2018.

Los Angeles County Department of Public Works, Los Angeles - West Area Disaster Route Map, August 13, 2008.

Los Angeles County Congestion Management Plan (CMP), 2010.

Los Angeles Police Department, COMPSTAT Unit, Topanga Area Profile, March 16, 2019.

Los Angeles Unified School District, 2018 Developer Fee Justification Study, March 2018.

Los Angeles Unified School District, Resident School Identifier, website: *http://rsi.lausd.net/ResidentSchoolIdentifier/*, accessed March 2019.

Senate Bill 375, September 2008.

Senate Bill 743, September 2013.

South Coast Air Quality Management District, 2016 Air Quality Management Plan, March 2017.

South Coast Air Quality Management District, California Emissions Estimator Model (CalEEMod Version 2016.3.2), 2017.

South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008.

Southern California Association of Government, 2016-2040 Regional Transportation / Sustainable Communities Strategy (RTP/SCS), Demographics and Growth Forecast Appendix, adopted April 2016.

Southern California Association of Governments, Regional Comprehensive Plan and Guide, 2008.

Southern California Association of Governments, Regional Transportation Plan, 2016-2040, website: *http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf*, accessed February 2019.

State of California Assembly Bill (AB 32), *the California Global Warming Solutions Act of 2006*, 2006.

State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2016, Map. *ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf*, accessed February 2019.

State of California, Department of Conservation, Division of Mines and Geology, Seismic Hazards Zone Report for the Beverly Hills 7.5-Minute Minute Quadrangle, Los Angeles County, California, 1998.

Title 24 of the California Code of Regulations.

U.S. Department of Energy, website: *https://betterbuildingssolutioncenter.energy.gov/showcase-projects/los-angeles-aqueduct-filtration-plant-modernization—-oxygen-plant-replacement*, accessed March 2019.

U.S. Energy Information Administration, website: *http://www.eia.gov/tools/faqs/faq.cfm?id=307&t=11*, accessed March 2019.

United States Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

USEPA Report No. EPA530-98-010. *Characterization of Building Related Construction and Demolition Debris in the United States,* June 1998.

2. Acronyms and Abbreviations

AAM	Annual Arithmetic Mean
AB	Assembly Bill
ACM	Asbestos-containing materials
AEP	Association of Environmental Professionals
AFY	Acre-feet per year
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
ASTs	above-ground storage tanks
ATCS	Adaptive Traffic Control System
Basin	South Coast Air Basin
BMPs	Best Management Practices
C/D	construction/demolition
CAA	Clean Air Act
CAAQS	California ambient air quality standards
Caltrans	California Department of Transportation
Cal/EPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code (2007)
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
Cf	Cubic feet
CFC	Chlorofluorocarbons
CGS	California Geological Survey
CH_4	Methane
CHMIRS	California Hazardous Material Incident Report System
CiSWMPP	City of Los Angeles Solid Waste Management Policy Plan
CIWMA	California Integrated Waste Management Act
CLARTS	Central Los Angeles Refuse Transfer Station
CMP	Congestion Management Plan
CNEL	Community Noise Exposure Level
CO	carbon monoxide
CO_2	carbon dioxide
CO2e	carbon dioxide equivalent
COHb	carboxyhemoglobin
COPC	Chemical of Potential Concern
CORRACTS	Corrective Action Treatment, Storage, and Disposal Facilities
CPA	Community Plan Area
CPT	cone penetrometer test

CPU	Crime Prevention Unit
CRA/LA	Community Redevelopment Agency of the City of Los Angeles
CUP	conditional use permit
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yards
dB	decibel
dBA	A-weighted decibel scale
d/D	flow level
DHS	California Department of Health and Services
DOGGR	California Department of Conservation Division of Oil, Gas, and Geothermal Resources
DWP	Department of Water and Power
DWR	California Department of Water Resources
du	dwelling unit
EIR	Environmental Impact Report
EMS	Emergency Medical Service
EOO	Emergency Operations Organization
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
EZ	Los Angeles State Enterprise Zone
FAR	Floor Area Ratio
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTIP	Federal Transportation Improvement Program
GBCI	Green Building Certification Institute
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
GWP	Global Warming Potential
HFC	hydrofluorocarbons
HQTA	High-Quality Transit Areas
HSA	Hyperion Service Area
HTP	Hyperion Treatment Plant
HVAC	Heating, Ventilation and Air Conditioning
I-101	Hollywood Freeway
ISO	Interim Control Ordinance
ITE	Institute of Transportation Engineers
km	kilometers
kV	kilovolt
kWh	kilowatt-hours
LAA	Los Angeles Aqueduct
LAAFP	Los Angeles Aqueduct Filtration Plant
LABC	City of Los Angeles Building Code
LABS	Los Angeles Department of Public Works Bureau of Sanitation
LADBS	Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation
LADRP	Los Angeles Department of Recreation and Parks
LADWP	Los Angeles Department of Water and Power

LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAPL	Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LBP	Lead-based paint
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standard
L_{dn}	day-night average noise level
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent energy noise level/ambient noise level
LID	Low Impact Development
LOS	Level of Service
LST	localized significance thresholds
LUST	leaking underground storage tank
LUTP	Land Use/Transportation Policy
MBTA	Migratory Bird Treaty Act
MCE	Maximum Considered Earthquake
MEP	maximum extent practicable
MERV	Minimum Efficiency Reporting Value
Metro	Los Angeles County Metropolitan Transit Authority
mgd	million gallons per day
mi	miles
MPO	Metropolitan Planning Organization
MS4	medium and large municipal separate storm sewer systems
msl	mean sea level
mm	millimeters
M_{max}	maximum moment magnitude
MTA	Metropolitan Transportation Authority
MWD	Metropolitan Water District
MWh	Mega-Watt hours
N_2O	nitrous oxide
NAAQS	National ambient air quality standards
NAHC	Native American Heritage Commision
NFRAP	No Further Remedial Action Planned Sites
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
O_3	Ozone
OAL	California Office of Administrative Law
OPR	Office of Planning and Research
Pb	lead
PCB	polychlorinated biphenyl
PCE	tetrachloroethylene
PEC	Potential environmental concern
PFC	perfluorocarbons
PGA	peak horizontal ground acceleration

PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppd	pounds per day
ppm	parts per million
PSI	pounds per square inch
PUC	Public Utilities Commission (also see CPUC)
PWS	Public water suppliers
RCP	Regional Comprehensive Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation Recovery Act
RD	Reporting District
REC	Recognized Environmental Condition
ROG	Reactive Organic Gases
ROWD	Report of Waste Discharge
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCG	Southern California Gas Company
SCH	State Clearinghouse
sf	square feet
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigation and Cleanup
SO_2	sulfur dioxide
SO_4	sulfates
SOx	sulfur oxides
SOPA	Society of Professional Archeologist
SPT	Standard Penetration Test
SR-110	Harbor Freeway
SRA	source receptor area
SRRE	Source Reduction and Recycling Element
SUSMP	Standard Urban Storm Water Mitigation Plan
SWAT	Solid Waste Assessment Test
SWF/LF	Solid Waste Information System
SWFP	Solid Waste Facility Permit
SWMP	Stormwater Management Plan
SWMPP	Solid Waste Management Policy Plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminants
TCM	transportation control measures
TDM	Transportation Demand Management Plan
TFAR	Transfer of Floor Area Rights
TIA	Traffic Impact Assessment

TOD	Transit Oriented District
TPH	total petroleum hydrocarbons
TSD	Treatment, Storage, and Disposal
TSP	Transportation Specific Plan
ULSD	Ultra Low Sulfur Diesel
US-101	Hollywood Freeway
U.S.EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGBC	United States Green Building Council
USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	Volume-to-Capacity
VCP	Voluntary Cleanup Plan
VdB	Vibration decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
VRF	Variable Refrigerant Flow Air-conditioning
WE	Water Efficiency
WMA	Watershed Management Area
WMUDS	Waste Management Unit Database System
WSA	Water Supply Assessment
µg/m3	micrograms per cubic meter
ZIMAS	Zoning Information and Map Access System