I. INTRODUCTION

In accordance with Sections 15088, 15089, and 15132 of the California Environmental Quality Act (CEQA) Guidelines, the Los Angeles Department of City Planning has prepared this Final Environmental Impact Report (FEIR) for the Tower of Wooden Pallets Apartments Project. This FEIR includes the following chapters: 1) Introduction; 2) Responses to Comments; 3) Corrections and Additions to the Draft EIR (DEIR); and 4) Mitigation Monitoring and Reporting Program.

A. LOCATION

The Tower of Wooden Pallets Apartments project site is located at 15357 Magnolia Boulevard. The project site consists of a single lot on the north side of Magnolia Boulevard, which is zoned R3-1. In close proximity to the west is the San Diego Freeway (US-405), to the south and west is the Sepulveda Dam Recreation Area. The properties to the north of the project site are developed with multi-family residential structures, while the property to the east and south is developed with a mix of multi-family residential and commercial/retail uses fronting N. Sepulveda Boulevard.

B. SUMMARY OF THE PROPOSED PROJECT

The proposed project involves the removal of all on-site structures including Los Angeles Cultural-Historic Monument No. 184, the "Tower of Wooden Pallets," including the remains of a single family structure and several sheds and the construction of a residential development consisting of 98 multi-family dwelling units on a 1.43 acre site. Twenty of the units (25 percent) would be provided pursuant to a by-right density bonus for providing five units for disabled persons. The 98 units would be located in a 45-foot tall structure with three residential levels situated above an at-grade parking garage. The project would provide a total on-site parking supply of 185 spaces in compliance with the requirements of the Los Angeles Municipal Code. The residential building would provide a mix of unit types that would include 31 one bedroom units, 62 two bedroom units and the five smaller units designated as "affordable disabled."

The building would incorporate amenities for its residents, including a spa, swimming pool, a recreation room and a gym and security lighting. The building would be designed in a Mediterranean style with smooth painted stucco on the exterior. The south elevation fronts Magnolia Boulevard, with architectural elements to provide visual relief. These features include bay windows surrounded by brick veneer, balconies with grid iron work, chimneys, and varying roof top heights. The building would also incorporate landscaping and other aesthetics. Primary access to

the site would be from Magnolia Boulevard via private driveway on the east elevation. Currently, there are approximately 49 trees located on the site including pine, palm, pepper and olive. As currently proposed, all of the trees would be removed. There are no oak or other indigenous species found on the project site. The proposed project would include a landscape plan which would provide for trees, shrubs and other ornamental plants. Utilities required for the proposed project (e.g., electricity, natural gas, sewer and water) already exist on-site. Overall, the grading and construction of the proposed project is estimate to take approximately 22 months.

C. SUMMARY OF DISCRETIONARY AND OTHER ACTIONS

The applicant is requesting approval of a series of discretionary and other actions from the City of Los Angeles in order to construct the proposed project including: Site Plan Review Findings; Affordable housing density bonus; Demolition of the Tower; and Department of Building and Safety permits (demolition, grading, foundation and building permits; and haul-out approval of export and import of soil materials).

D. SUMMARY OF ALTERNATIVES CONSIDERED

This Draft EIR considers a range of alternatives to the proposed project to provide informed decision-making in accordance with Section 15126(f) and 15126.6 of the CEQA Guidelines. The alternatives analyzed in this Draft EIR include: 1) No Project Alternative; 2) Reduced Density Alternative.

Alternative 1: No Project/Existing Conditions Alternative

Under Alternative 1, the proposed project would not be constructed and the project site would remain in its current condition. There would be no modification or rehabilitation of the buildings, no clearance of the garbage on-site, and no new construction would occur.

Alternative 2: Reduced Density Alternative

Under Alternative 2, the proposed project would be built without the density bonus of 25%, and therefore, without the provision of 5 units set aside as affordable housing for disabled persons, for a total of 78 apartments in one building on-site. It is assumed that the reduced density building would be constructed within the 45-foot building envelope.

E. NOTICING AND AVAILABILITY OF THE DRAFT EIR

The Draft EIR for the proposed Tower of Wooden Pallets Apartments Project was prepared by the City of Los Angeles with the assistance of Christopher A. Joseph & Associates. The City of Los Angeles Planning Department forwarded copies of the Draft EIR as well as a Notice of Completion form to the

California State Clearinghouse in Sacramento. The State Clearinghouse acknowledged receipt of the Draft EIR and established a public review period for the report beginning September 1st, 2004 and closing October 15th, 2004. The purpose of the review period is to provide interested public agencies, groups and individuals the opportunity to comment on the contents and completeness of the Draft EIR and to submit testimony on the possible environmental effects of the proposed project.

This document, together with the Draft EIR, makes up the FEIR as defined in the State CEQA Guidelines Section 15132 as follows:

> *The final EIR shall consist of:*
>
> *(a) The Draft EIR or a revision of the draft.*
> *(b) Comments and recommendations received on the Draft EIR either verbatim or in summary.*
> *(c) A list of persons, organizations, and public agencies commenting on the Draft EIR.*
> *(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.*
> *(e) Any other information added by the lead agency.*

F. SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The following pages summarize the various environmental impacts associated with the construction and operation of the proposed project. Mitigation measures are proposed for significant environmental impacts, and the level of impact significance after mitigation is also identified.

VISUAL RESOURCES

1. Aesthetics or Visual Character

The proposed project site would be altered with implementation of the proposed project. The most notable visual change would be the removal of the existing on-site vegetation, debris and the Tower of Wooden Pallets and the construction of one large multi-family structure with three-stories above a at-grade parking level. The proposed project site is currently occupied by an single-family structure, several sheds and Los Angeles Cultural-Historic Monument No. 184, "Tower of Wooden Pallets." All of the structures on the project site are uninhabited and in various states of deterioration; no structures are habitable. The site is also littered with trash and debris, and trees and shrubs on the site are overgrown. Therefore, demolition of these buildings would not significantly diminish the valued visual character or image of the neighborhood, and the impact of eliminating the project site buildings

from the neighborhood would be less than significant. The project site, does not contain any natural open space areas and therefore, project implementation would not involve grading of natural open space areas. The proposed project would be approximately 45 feet in height and its massing would be similar to surrounding structures. On the north-side of Magnolia Boulevard, adjacent to the project site, both to the east and west are multi-story buildings. To the west of the project site is a three-story educational institute, to the east are two three-story apartment buildings and further east at the intersection of N. Sepulveda Boulevard and Magnolia Boulevard is a four-story office building. To the north of the project site, fronting on to Weddington Street are apartment buildings ranging from 2 to 4 stories in height. Directly north, sharing a common boundary with the project site, are The Windsor Apartments, a 2-story building at 15334 Weddington Street, and City wood Condominiums, a 4-story (3 residential levels above 1 at-grade parking level) condominium building. Therefore, the project is consistent with the design and height of existing buildings within the immediate project site vicinity. Project impacts to the area's aesthetic value and image would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance after Mitigation

The project would not significantly diminish the valued visual character or image of the neighborhood and does not involve grading or removal of natural open space areas. Project impacts relative to blockage, partial interruption or minor diminishment of existing valued public views of natural features such as the Santa Monica Mountains and the Sepulveda Dam Recreation Area would be less than significant.

2. Light and Glare

Implementation of the proposed project would create additional sources of illumination on the project site as the site currently is not well-lit at night. Though the proposed project would increase ambient light levels on the project site and in the vicinity, the increase would be considered nominal as the area is located in an urbanized location that is already illuminated at night. The streets are illuminated with lights, surrounding buildings emanate light and the parking lot across from the project site on Magnolia Boulevard has sources of artificial light from security lighting and automobiles. Consequently, the change in levels of ambient illumination as a result of project implementation would be less than significant. Building surfaces or glass windows have the potential to create glare, particularly during the early morning and later afternoon time periods. The proposed project would not include exterior materials that would create glare impacts. Implementation of the project would therefore not produce glare which would create a visual nuisance, a hazard or result in differential

warming of adjacent residential properties. The project impact with regard to glare would be less than significant.

Mitigation Measures

1. Outdoor lighting shall be designed and installed with shielding, so that the light source cannot be seen from adjacent residential properties;

2. The exterior of the proposed building shall be constructed of materials such as, high-performance, tinted non-reflective glass and pre-cast concrete or fabricated wall surfaces.

Level of Significance after Mitigation

Project implementation would result in less than significant impacts related to artificial light and glare.

AIR QUALITY

1. Regional Emissions

The primary source of operational emissions would be vehicle travel to and from the proposed project. Based on the traffic report for the project, there would be approximately 722 total daily trips. In addition to vehicular emissions, a small amount of gaseous emissions would result from use of natural gas and other area emission sources, inducing indirect emissions from electricity usage. The daily operational emissions associated with the proposed project would not result in emissions of any pollutant exceeding the established thresholds. Therefore, no significant impact would occur for operational impacts.

2. Local Emissions

With respect to local operational CO air quality impacts, Section 9.4 of the SCAQMD CEQA Air Quality Handbook identifies CO as a localized problem requiring additional analysis when a project is likely to subject sensitive receptors to CO hotspots. The simplified CALINE4 screening procedure was used to predict future CO concentrations at study-area intersections in 2005 when the proposed project and other nearby development are expected to be completed. Future CO concentrations near these intersections would not exceed federal or State ambient air quality standards. Reductions from existing conditions are attributable to improvements in automotive emission technology assumed for future vehicles. Therefore, CO hotspots are not predicted to exist near these intersections in the future and the contribution of project traffic-related CO at these intersections would not be considered significant.

The proposed project would not conflict with or obstruct implementation of applicable air quality plans. Based on the data provided in the air quality analysis, the proposed project would not result in an exceedance of applicable operational air quality emission threshold criteria. Therefore, during construction activities, the proposed project would not result in significant short-term construction impacts. The proposed project is consistent with the AQMP, and as such, would not result in a cumulatively considerable net increase of any criteria pollutant. Development and operation of the proposed project would not result in the formation or exacerbation of an existing CO hotspot. The proposed project would not create objectionable odors affecting a substantial number of people

Demolition of onsite structures, in particular, the Tower of Wooden Pallets may have the potential to house mold. All molds have the potential to cause health effects. Molds can produce allergens that can trigger allergic reactions or even asthma attacks in people allergic to mold. Others are known to produce potent toxins and/or irritants. It is recommended that a survey be conducted to determine the presence of mold in the Tower of Wooden Pallets. If mold is found to be a hazardous condition on the property then remediation would be required in accordance with the recommendations of the survey. Provided that the recommended remediation guidelines are followed, hazardous materials impacts caused by exposure to mold would be less than significant

The proposed project involves development of a multi-family residential project. No uses that would require the storage of, or transportation of, hazardous materials or materials that emit toxic fumes are proposed. The extent of hazardous materials associated with the project includes, but are not limited to, various household cleaners, solvents and motor oil typical of being stored in or nearby residences. Future residents of the proposed homes would not be subjected to toxic air emissions, as there are not any known uses in the vicinity that store, or transport, hazardous materials which would result in toxic air emissions. The project would not result in any significant impacts with respect to hazardous materials and toxic air releases.

Mitigation Measures

Construction Mitigation Measures

The following mitigation measures are recommended during demolition, grading and construction of the proposed project and its recommended that prior to the issuance of grading permits, the project applicant shall insure that the following measures are incorporated into the construction program prepared for the proposed project:

1. All exposed dirt surfaces shall be watered twice daily during days of construction.

2. All grading activities shall cease during second stage smog alerts and periods of high winds (i.e., greater than 25 mph) if soil is being transported to offsite locations and cannot be controlled by watering.

3. All trucks hauling dirt, sand, soil, or other loose materials offsite shall be covered or wetted or shall maintain at least two feet of freeboard (i.e., minimum vertical distance between the top of the load and the top of the trailer) to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.

4. A construction relations officer shall be appointed by the Applicant to act as a community liaison concerning onsite construction activity, including resolution of issues related to fugitive dust generation.

5. Use electricity from power poles rather than temporary diesel- or gasoline-powered generators, to the extent feasible.

6. All access points shall be swept daily.

7. Construction equipment shall be visually inspected prior to leaving the site and loose dirt shall be washed off with wheel washers, as necessary.

8. Speed limit on all unpaved construction roads shall be no more than 15 miles per hour.

9. All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

10. General contractors shall maintain and operate construction equipment so as to minimized exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would be kept with their engines off, when not in use to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

11. Prohibit all construction vehicles from idling in excess of ten minutes, both on-and off-site.

12. The applicant shall secure any necessary permits from the SCAQMD.

Level of Significance after Mitigation

With adoption of the mitigation measures recommended above, potentially significant air quality impacts would remain less than significant.

CULTURAL RESOURCES

1. Historic Resources

National Register of Historic Places/California Register of Historic Resources

The Tower of Wooden Pallets is not eligible for listing in the National and California Registers because it does not appear to meet any of the criteria for significance. The demolition of the Tower would not result in a negative effect on the environment. Therefore, impacts to historic resources regarding the National and California Registers would be less than significant.

Los Angeles Cultural Heritage Ordinance

Since the Tower is designated as a Monument under the City of Los Angeles Cultural Heritage Ordinance, demolition of the Tower would result in a significant impact on the environment, as there would be a permanent loss of this historic resource. The significance of the historic resource would be materially impaired by its demolition. Consequently, the demolition of the Tower on the project site would be a significant and unavoidable impact.

2. Archaeological Resources

No archaeological resources are known to exist on the project site or in the vicinity of the project site. However, it is difficult to know what may lie beneath the ground surface. In the event that archaeological resources are encountered during project activities (e.g., demolition, excavation, etc.) mitigation measures have been provided to mitigate potential impacts. Therefore, impacts to archaeological resources would be less than significant.

3. Paleontological Resources

No paleontological resources are known to exist on the project site or in the vicinity of the project site. However, it is difficult to know what may lie beneath the ground surface. In the event that paleontological resources are encountered during project activities (e.g., demolition, excavation, etc.), mitigation measures have been provided to mitigate potential impacts. Therefore, impacts to paleontological resources would be less than significant.

Mitigation Measures

If the Tower is demolished, the following mitigation measure is required to reduce the significant adverse impacts on the historic resources. However, this mitigation measure will not reduce impacts to a point where no significant effect on the environment would occur.

1. The demolished buildings shall be documented in a report consistent with Historic American Buildings Survey (HABS) standards. It shall document the significance and physical condition of the buildings proposed for demolition, both historic and current, photographs, written data, and text. The documentation shall include the following:

    - A site plan on 8" x 11" paper showing the location of the Tower shall be included. This site plan shall include a photo key.
    - Large format (4" x 5" or larger negative size) photographs in accordance with HABS guidelines. Views shall include several contextual views, all exterior and interior elevations.
    - The report shall include copies or prints of any available original plans and historic photographs
    - Archival copies of the documentation shall be submitted to the Los Angeles Central Library.

Archaeological Resources

2. If any archaeological or historical remains are uncovered during excavation or construction, work in the affected area shall be suspended. In such an event, a qualified archaeologist will then conduct a survey of the affected area. A preliminary determination will then be made as to the significance of the survey findings.
3. In the event that human remains are discovered, there shall be no disposition of such human remains, other than in accordance with the procedures and requirements set forth in the California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98. These code provisions require notification of the County Coroner and the Native American Heritage Commission, who in turn must notify those persons believed to be most likely descended from the deceased Native American for appropriate disposition of the remains. Excavation or disturbance may continue in other areas of the project site outside the area affected by such discovery.

Paleontological Resources

4. If any paleontological remains are uncovered during excavation or construction, work in the affected area will be suspected. In such an event, a qualified paleontologist will then conduct a survey of the affected area. A preliminary determination will then be made as to the significance of the survey findings.

Level of Significance after Mitigation

Mitigation measure 1 listed above would reduce impacts to the Tower. However, the demolition of the Tower of Wooden Pallets on the project site would still result in a significant and unavoidable impact. No other mitigation measures are available to reduce this unavoidable, significant impact.

No impacts to archaeological or paleontological resources are anticipated as a result of the proposed project. However, implementation of Mitigation Measures 2, 3, and 4 provided above would ensure that potential impacts are less than significant.

GEOLOGY AND SOILS

1. Soil Erosion and Sedimentation

The proposed project would not constitute a geologic hazard to other properties by causing or accelerating instability from erosion. The proposed project would not accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which could not be contained or controlled on site. Erosion can occur as a result of, and can be accelerated by, site preparation activities associated with development. Vegetation removal in landscaped (pervious) areas could reduce soil cohesion, as well as the buffer provided by vegetation from wind, water, and surface disturbance, which could render the exposed soils more susceptible to erosive forces. Additionally, excavation or grading for the proposed building may also result in erosion during construction activities, irrespective of whether hardscape previously existed at the construction site, as bare soils would be exposed and could be eroded by wind or water.

Earth-disturbing activities associated with construction of the proposed project would include removal of vegetation and grading to accommodate the project building pad. No excavation of earth materials are planned for this project.[1] The proposed project would be required to comply with Chapters 29 and 70 of the California Building Code (CBC) to ensure that uncovered or uncompacted soils are managed to prevent movement, which would prevent erosional effects. Potential for soil erosion would be further controlled by implementation of dust control measures consistent with SCAQMD Rule 403, which would stabilize soils and prevent erosion. In addition, Best Management Practices implemented to minimize air quality impacts, such as watering for dust control, would further control erosion. These measures would ensure that neither substantial soil erosion, nor a loss of topsoil would occur and that construction of the proposed project would result in a less than significant impact.

[1] The level of the site will be raised around the at-grade parking garage, no excavation will be required.

2. Geologic/Seismic Hazards

The proposed building would be designed to resist seismic lateral loads, and to comply with all applicable City codes and regulations (Municipal Code and Building and Safety requirements). In addition, ground shaking is not expected to be any more intense than that expected at other nearby developments. Impacts relating to ground shaking would be considered less than significant.

Mitigation Measures

The following mitigation measures are required to reduce geology and soils impacts to less than significant levels:

Code Required Measures

Soil Erosion and Sedimentation

1. The proposed project shall comply with Chapters 29 and 70 of the California Building Code (CBC) to ensure that uncovered or uncompacted soils are managed to prevent movement.

2. The proposed project shall comply with SCAQMD Rule 403 – Fugitive Dust during the construction phases of new project development. (See Section IV.C.Air Quality for measures implementing SCAQMD Rule 403).

Geologic/Seismic Hazards

3. The design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Los Angeles Department of Building and Safety.

4. The proposed project shall conform to the City of Los Angeles' Safety Element of the General Plan.

Recommended Measures

The following recommendations have been provided by Preliminary Geotechnical Engineering Investigation for the proposed project:

Site Preparation

5. Remove all fill, loose soils, vegetation and other deleterious materials that conflict with the proposed development.

6. To minimize the amount of settlement, a minimum of 3 feet of compacted fill soils under the proposed footings shall be overexcavated and recompacted. The proposed development can be supported by conventional spread/continuous footings connected with grade beams and embedded into compacted fill soils.

7. For the proposed driveway and parking lot, the soil below the proposed subgrade shall be overexcavated 2 feet and extended 2 feet laterally, if applicable, and recompacted to the requirement. The top one-foot of subgrade and aggregate base shall be compacted to a minimum of 95 percent of maximum dry density as the current standard of ASTM D-1557.

8. Any loose spots, if founded, including the existing basement, shall be overexcavated and recompacted to a minimum of 90 percent of maximum dry density.

9. All structural fill shall be compacted to a minimum of 90 percent of the maximum dry density in accordance with ASTM Standard D-1557-00

10. Compacted fill shall be placed in controlled layers, not exceed 8 inches in thickness.

11. Field density tests shall be performed in accordance with ASTM Standard D-1556-00. Field density tests shall be taken at not more than 2-foot intervals of the fill placed.

12. All fill placements shall be performed in accordance with the current grading ordinances of the City of Los Angeles and the recommendations of the Preliminary Geotechnical Investigation (April 2004).

13. All fill placements shall be observed and tested by the representatives of the Geotechnical firm (MTC Engineering, Inc.) prior to placing any fill, steel or concrete.

<u>Foundation System</u>

14. The proposed development can be supported by conventional spread/continuous footings embedded into compacted fill soils. Footings may be dimensioned using an allowable net bearing pressure of 2,000 pounds per square foot (psf) for a minimum of 21 inches in width and 24 inches into compacted fill soils. To provide extra resistance, the footings shall be connected with grade beams.

    Foundations designed and installed in accordance with the recommendations outlined in the Preliminary Geotechnical Investigation (April 2004) are anticipated to undergo a total settlement of less than one inch. Differential settlement between adjacent columns will be less than ½ inch. Some of the settlement will occur during construction.

The bearing capacity can be increased by one third when considered short duration wind or seismic loads.

A friction coefficient of 0.45 and a lateral bearing of 300 pounds per square foot (psf) per foot of depth, to a maximum of 3000 psf per foot of depth, can be used to resist lateral loads. When combining passive earth pressure and frictional resistance, the passive earth pressure can be combined without deduction.

All footings shall be reinforced with a minimum of two No. 4 rebars near the top and two No. 4 rebars near the bottom.

Prior to the placement of concrete or steel in the footing excavations, an inspection shall be made by representatives of the Geotechnical firm (MTC Engineering, Inc.) to ensure that the footing excavations are free of loose and disturbed soils.

Slab on Grade

15. Conventional concrete slab can be used, a minimum thickness of 4 inches and reinforced with No. 4 rebar at spacing of 16 inches, placed at mid-height is required. Heavily loaded floors shall be engineered separately. Slabs shall be underlain by a minimum of 6 mil. Polyethylene moisture barrier at moisture sensitive areas, the moisture barrier shall be sandwiched by two 2-inch coarse sand layers to protect the barrier from punctures. Due to the medium expansive soil encountered, it is suggested that the subsurface soils to 18 inches shall be moisture treated to 4 to 5 percent above optimum moisture content.

Corrosivity Test

16. Chemical laboratory tests were conducted to evaluate the soil corrosion potential and the attack on concrete by sulfate soils. Based on the test results, sulfate test result is 42 parts per million (ppm), Type I or II cement can be used. Chloride value is 99 ppm, pH value is 7.2, and the resistivity value is 1100 ohm-cm (saturated condition). It is our opinion that a potential corrosion problem from on-site soil is severe, all the underground pipes and devices shall have corrosion protection.

Drainage

17. Final grading shall provide a positive drainage to divert surface water away from the foundation areas in compliance with the local jurisdiction's grading requirements. All pad drainage shall be collected and diverted away from the proposed buildings in nonerosive devices. Roof gutter shall be provided to collect runoff water and divert to down spouts leading down to the ground

surface and discharge off-site. Planters adjacent to buildings or slope shall be designed with concrete bottom and subdrains leading away from the building or slope area. Proper subsurface drainage shall be provided to divert runoff water away from foundation areas. All underground plumbing fixtures shall be absolutely leak free. Proper drainage shall also be provided to divert surface water away from the building pad area during construction. This is especially important when construction takes place during the rainy season.

Level of Significance after Mitigation

Project impacts related to soil erosion and sedimentation and geologic/seismic hazards would be less than significant.

HAZARDS AND HAZARDOUS MATERIALS

Demolition and Construction

Hazardous Materials/Petroleum Products Storage and Handling

Clearance of the project site may expose construction workers to hazardous materials or substances present in the trash and debris covering the project site. However, the services of properly trained and qualified hazardous waste handlers shall be used to perform hazardous waste cleanup or abatement, transportation and disposal prior to construction and appropriate protocol will be followed to ensure that construction workers are not exposed to toxic substances. Therefore, hazardous materials impacts relative to exposure to hazardous substances during disposal are less than significant.

Waste Generation, Treatment, Storage, and Disposal

The existing project site is not involved in the treatment, storage or disposal of hazardous, regulated, or medical wastes. Therefore hazardous waste impacts relative to exposure to such wastes on-site are less than significant.

Asbestos-Containing Materials (ACMs)

Demolition of the project site structures would not release ACMs as asbestos removal and final air clearance activities have been completed. Therefore, hazardous materials impacts relative to exposure to asbestos are less than significant.

Radon Gas

Anticipated radon levels are below the action levels established by the U.S. EPA on the project site and in the vicinity of the project site. As such, no impacts are anticipated as a result of radon gas.

Lead-Based Paint (LBP)

Based on the age of the structures, the potential exists for such structures to contain lead-based paint. Exposure to workers to lead paint during demolition of the project site structures would be significant. A qualified lead-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). Provided that abatement rules and regulations are followed, hazardous materials impacts caused by exposure to lead-paint would be less than significant.

Mold

During observations of the structural integrity of the Tower of Wooden Pallets, a structural/civil engineer exhibited signs of asthma related problem. It is possible the problem was due to unusual weeds growing on the property or due to possible mold within the confines of the wood pallets. As indicated previously, all molds have the potential to cause health effects and can produce allergens that can trigger allergic reactions or even asthma attacks in people allergic to mold. It is recommended that a survey be conducted to determine the presence of mold in the Tower of Wooden Pallets.

If mold is found to be a hazardous condition on the property then remediation would be required in accordance with the recommendations of the survey. Provided that the recommended remediation guidelines are followed, hazardous materials impacts caused by exposure to mold would be less than significant.

Operation

The proposed project is not anticipated to result in a release of hazardous materials into the environment. The project would utilize limited quantities of common cleaning and maintenance materials, which would be shipped, stored, used and disposed of in accordance with applicable statutes. All land uses and materials would be in accordance with City zoning and local, state, and federal regulations. Based on the amount stored, nature of packaging, materials involved, and the proposed project's required compliance with applicable regulations, the risk from use of these materials is considered to be low. Therefore, accidental conditions involving the release of hazardous materials into the environment during project operation is considered to be less than significant.

Mitigation Measures

Code Required

1. Prior to issuance of permits for any demolition activity involving a particular structure, a lead-based paint assessment of each structure shall be conducted. Lead-based paint found in any buildings shall be removed and disposed of as a hazardous waste in accordance with all applicable regulations.

2. The services of properly trained and qualified hazardous waste handlers shall be used to perform hazardous waste cleanup or abatement, transportation and disposal prior to construction.

3. All site demolition shall be monitored by a mold remediation specialist, who shall have the authority to stop demolition activities if evidence of the presence of mold is detected. If such evidence is detected, the mold remediation specialist shall conduct a survey to determine the nature and the extent of the mold. Should a hazardous mold condition exist on the property, then the project applicant shall be required to remediate the condition in accordance with recommendations of the survey report.

Level of Significance after Mitigation

With implementation of the code required mitigation measures, project impacts from hazards and hazardous materials would be less than significant.

HYDROLOGY AND WATER QUALITY

1. Surface Water Hydrology

The proposed development will change the general drainage pattern. The site will continue to drain southerly to Magnolia Boulevard and then via street flow to the catch basins located at the intersection of Magnolia Boulevard and Sepulveda Boulevard. There will be a change in the ratio of pervious versus impervious surfaces with project implementation. As a result, the proposed project would create an insignificant increase in storm water flows under future conditions in a 10-year and 50-year frequency peak runoff. The hydraulic analysis indicated that the increase in street flow depth from existing to proposed future conditions would be negligible. Thus, the proposed project would not produce a significant impact on the surrounding properties or create a flood hazard. Since the increase in runoff is negligible, the runoff flows would not result in a permanent, adverse change in the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. Therefore, the project would not result in any significant impacts related to the amount or rate of stormwater runoff and drainage. Project-specific impacts associated with drainage and

surface runoff and the potential for increased flooding during the projected 50-year storm event would be less than significant.

2. Surface Water Quality

Project construction would involve a variety of construction materials that are potential sources of stormwater pollution, such as adhesives, cleaning agents, landscaping, plumbing, painting, heat/cooling, masonry materials, floor and wall coverings, and demolition debris. Construction material spills can also be a source of stormwater pollution and/or soil contamination. According to the Los Angeles City Bureau of Engineering, routine safety precautions for handling and storing toxic and hazardous materials, and maintaining construction equipment in proper working condition, may effectively control the potential pollution of stormwater by these materials. These same types of common sense, "good housekeeping" procedures can also be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Construction silt washed from the project site by stormwater can be minimized by limiting the area of exposed soil, implementation of erosion control measures and dust suppression techniques such as watering or tarping. Erosion control devices, including temporary diversion dikes/berms, drainage swales and siltation basins, are typically required around construction areas to insure that sediment is trapped and properly removed. Also, construction activities must adhere to the relevant stormwater management regulations under Los Angeles County's NPDES Permit No. CA0061654. When properly designed and implemented, these Best Management Practices would ensure that short-term construction related water quality impacts are not significant.

3. Water Quality – Long Term Operational Impacts

The project will be designed in compliance with Order No. 90-079 of the Regional Water Quality Control Board, Los Angeles Region, which regulates the issuance of water discharge requirements to Los Angeles County (including Cities that are tributaries to the County for stormwater discharge), under NPDES Permit No. CA0061654. Under existing conditions, runoff from the project site may contain urban pollutants such as automotive fluids, heavy metals and chemical constituents, fertilizers, pesticides and herbicides that could be discharged into the storm drainage system. Because there would be no substantial increase in runoff as a result of the project, urban contaminants that may be present in urban runoff from the site would not differ substantially in type or quantity than that which currently exists. The proposed project would be required to submit site drainage plans to the City Engineer and other responsible agencies for review and approval prior to development of any drainage improvements. Impacts to stormwater quality as a result of project implementation would be less than significant.

Mitigation Measures

As construction of the project would be required to comply with all applicable requirements associated with NPDES Permit No. CA 0061654 and all relevant storm water quality management regulations, no significant impacts would occur and no mitigation measures are required.

Level of Significance after Mitigation

No significant hydrology-related impacts are anticipated. Compliance with the requirements of NPDES Permit No. CA0061654 would ensure that the proposed project does not create any significant water quality impacts.

NOISE

Demolition/Construction Noise Impacts

Noise levels generated during the construction phase would affect residents to the north and east. The nearest sensitive receptors, which would experience the highest noise levels, are approximately 30 feet to the east of the site. It should be noted that heavy equipment, such as scrapers and graders that represent the loudest sources of noise, would affect sensitive receptors the greatest while operating in proximity to the uses. Construction noise at the adjacent sensitive receptors could be as great as 90 dB(A) during the most intense construction activities. The City's comprehensive noise ordinance (Section 111 et seq. of the LAMC) establishes sound measurement and criteria, maximum ambient noise levels for different land use zoning classifications. For multi-family residences, noise levels of 60 to 70 dB(A) CNEL is considered conditionally acceptable if all measures to reduce such exposure have been taken (refer to Table IV. H-2). Typical construction equipment noise generation levels exceed 70 dB(A) (refer to Figure IV H-1). The nearest noise sensitive receptors are the existing educational building located to the west and the multi-family residential buildings located to the north and east of the proposed project site. The residential buildings directly abut the property lines of the proposed project. Construction activities would generate noise levels of up to 89 dBA Leq at these residential units during ground excavation and grading. In addition, the Emek Hebrew Academy is located approximately 10 feet from the proposed project; construction activities would generate noise levels of up to 83 dBA Leq at these residential units during ground excavation and grading. Consequently, the 75 dB equipment noise threshold, as explained in the construction noise threshold section, may be intermittently exceeded. Furthermore, during these heavy equipment operations, the distance buffer needed to reduce all maximum equipment noise to no more than the 75 dB limit does not exist. Given that construction noise would result in a substantial short-term increase greater than 5 dB(A) over ambient levels, temporary significant construction noise impacts would occur intermittently throughout construction activities.

Operational Traffic Noise Impacts.

Development of the proposed project would not result in the introduction of an incompatible land use that would neither subject the surrounding residential uses to unacceptable noises, nor would it be subjected to unacceptable noises. Long-term noise concerns from the increased development intensity of the project site have the potential to affect off-site locations, relative to the City of Los Angeles CEQA threshold significance criteria, resulting primarily from mobile source noise along affected roadway segment analyzed in the project traffic study. These concerns were addressed using the FHWA Highway Traffic Noise Prediction Model (Stamina 2.0) which calculates the CNEL noise level for a particular reference set of input conditions, based on site-specific traffic volumes, distances, speeds and/or noise barriers. Based on the traffic report prepared for the proposed project in conjunction with the surrounding land uses, roadway noise levels were forecasted to determine if the increase in vehicular traffic would result in a significant impact at off site sensitive receptor locations. The noise levels forecasted indicated that off-site locations in the vicinity would experience a maximum increase of 1.1 dBA L_{eq}. As this is below the 3.0 dBA threshold, this impact would be less than significant.

Mitigation measures

Code Required

On-site construction activities would result in significant temporary noise impact at the nearest sensitive receptors due to heavy equipment operations. Standard noise abatement conditions will be required by the City of Los Angeles as part of any grading/construction permits. These measures include:

1. The project shall comply with the City of Los Angeles Noise Ordinances Nos. 144,331 and 161,574, and any subsequent ordinances which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

2. Construction 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 on Saturday.

3. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices, where feasible.

Level of significance after mitigation

With respect to construction noise impacts, even with the implementation of the identified mitigation measures, short-term construction noise impacts would remain unavoidably significant during high noise level events.

Operational noise impacts would be less than significant.

POPULATION AND HOUSING

1. Population

Construction Impacts

Employment opportunities provided by construction of the proposed project would not likely result in household relocation by construction workers to the vicinity of the project site as construction workers typically commute to job sites that may change several times a year. Additionally, construction workers would likely be drawn from the construction employment labor force already resident in the City of Los Angeles and surrounding community. It is not likely that construction workers would relocate their place of residence as a consequence of working on the proposed project. Therefore, impacts on population and housing resulting from the construction of proposed project would be less than significant.

Long-Term Operational Impacts

The proposed project would have a direct impact on population demographics within the Van Nuys-North Sherman Oaks Community Plan area, as the project would create 98 new multi-family residential dwelling units on a site that is currently vacant. Full buildout of the proposed project would result in a total of approximately 191 people. However, this increase would be consistent with population projections in the Van Nuys-North Sherman Oaks Community Plan, the City of Los Angeles General Plan Framework Element and SCAG's Citywide and Los Angeles Subregion population projections.

2. Housing

Long-Term Operational Impacts

The proposed project would have a direct impact on housing within the Van Nuys-North Sherman Oaks Community Plan area, as the project would create 98 new multi-family residential dwelling units on a site that is currently vacant. But this increase in housing would not exceed growth projections in the Van Nuys-North Sherman Oaks Community Plan area, the City of Los Angeles General Plan Framework, or the SCAG Regional Comprehensive Plan and Guide.

In addition, the proposed project is consistent with applicable housing policies of the City of Los Angeles Housing Element with the provision of 98 additional units near major transit corridors, five affordable housing units, and a mix of one and two bedroom units. Therefore, impacts of project implementation on the City's housing policies would be less than significant.

The proposed project is consistent with applicable housing policies of the Van Nuys-North Sherman Oaks Community Plan with the improvement in the appearance of the site, the location of a three-story apartment building near to commercial uses and the provision of additional housing in a desirable area, with 5 affordable housing units. Therefore, impacts of project implementation on the Community Plan housing policies would be less than significant.

The proposed project is consistent with applicable housing policies of the Regional Comprehensive Plan and Guide with the provision of 98 additional units, five of them affordable housing, ranging from one to two bedroom units. Therefore, impacts of project implementation on SCAG's housing policies would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance after Mitigation

Population and housing impacts would be less than significant.

PUBLIC SERVICES

1. Police

Construction

The majority, if not all, of construction workers generally arrive and leave construction sites outside of the AM and PM peak traffic hours. Traffic generated by construction trucks would also occur during off peak hours. Given that these trips would occur during off peak hours, the proximity to regional freeways and the acceptable levels of service (LOS) at intersections in the vicinity of the proposed project, impacts on area surface streets would be minimal. Although minor traffic delays may result at times, these impacts would be temporary in nature, and would be coordinated with local police and emergency officials, and therefore would not be significant. The Van Nuys Area Community Police Station is centrally located within its service area. Police vehicles can generally respond to sites throughout the Van Nuys Community Police Station Service Area without the use of nearby freeways. Therefore, LAPD emergency response times would not be significantly impacted by construction traffic associated with the proposed project.

Throughout the demolition and construction process, policing of existing structures would be necessary. However, construction site security features, such as locked entrances and fencing would serve to minimize the need for LAPD demands. Therefore, demands for LAPD services during the construction of the project would be less than significant.

Operation

Implementation of the proposed project would result in additional residents and visitors in the project area as well as pedestrian and vehicular traffic, which may increase the existing demands for the police protection, and traffic enforcement services provided by the LAPD. Responses to thefts, vehicle burglaries, damage to vehicles, traffic-related incidents, and crimes against persons would be anticipated to escalate, to some degree, as a result of the increase in on-site activity and increased traffic on adjacent streets and arterials. However, according to the LAPD, implementation of the proposed project would be considered urban renewal. The clearance and occupancy of the project site would remove an under-utilized area of land and could result in a reduction in crime in that localized area. The LAPD states that in addition to crime reduction through urban renewal, site plan review by the LAPD's Crime Prevention Unit prior to project implementation would reduce the potentially significant impact on police services to less than significant.

Mitigation Measures

Recommended

1. Prior to building permit, the project applicant shall submit plot plans to the Los Angeles Police Department's Crime Prevention Section for review and comment. Security features shall include the following elements:

   – Design of entryways, lobbies, elevators, and parking areas shall be provided with good illumination and minimum dead space to eliminate areas of concealment;

   – Landscaping shall be designed so as to not conceal potential criminal activities near windows or doors;

   – Outdoor night lighting should be provided to aid crime prevention and enforcement efforts;

   – All garages should be enclosed;

   – Provide solid core doors with deadbolt locks to all units;

   – Entry keys to building will be limited to residents and staff; and

   – The use of louvered windows should be prohibited.

Level of significance after mitigation

Project impacts to police protection services would be less than significant.

2. Fire

Construction

The proposed project site is located approximately 1 mile from the nearest fire station. This distance from the project site to the fire station falls within the maximum response distance for residential uses criteria of the LA Fire Department. Therefore, LAFD emergency response times would not be significantly impacted by construction traffic associated with the proposed project, and impacts would be less than significant.

Operation

Implementation of the proposed project would increase the need for fire protection and emergency medical services in the project area due to the increased number of residents and visitors to the project site. The proposed project site is located approximately 1 mile from the nearest fire station. This response distance is within City Fire Code requirements of 1.5 miles for an Engine Company and 2.0 miles for a Truck Company, and therefore projects impacts to emergency response times would be less than significant.[2]

The LAFD states that the existing staffing and equipment levels at the fire stations serving the proposed project site could accommodate the additional demand for fire services that project implementation would generate.[3] Therefore project impacts to facilities and staffing would be less than significant.

Emergency vehicle access to the project site would continue to be provided from local roadways. Major roadways traversing and adjacent to the project site (Sepulveda Boulevard and Magnolia Boulevard) would continue to provide public and emergency access. Furthermore, the building design would allow for adequate fire access to the project site. Therefore impacts to emergency access would be less than significant.

The proposed project also would incorporate a number of fire safety features in accordance with applicable City fire-safety code and ordinance requirements such as fire extinguishers, smoke

---

[2] *Los Angeles Fire Code, LAMC, Section 57.09.07*

[3] *Telephone conversation with Inspector Richard Griffin, Hydrants and Access Unit, Fire Prevention Bureau, City of Los Angeles Fire Department, March 11, 2004.*

detectors, clear access lanes during construction and operation of the project, and additional fire hydrants as required by the LAFD. Water service for fire protection services would continue to be provided by the City of Los Angeles DWP.

Mitigation measures

The following mitigation measures would further reduce the project's less than significant impacts to fire protection services:

1. The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the City of Los Angeles General Plan.

2. The following recommendations of the Fire Department relative to fire safety shall be incorporated into building plans, which includes the submittal of a plot plan for approval by the Fire Department prior to the approval of a building permit.

   – During demolition, the Fire Department access will remain clear and unobstructed.

   – The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.

   – Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

   – Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designed fire lane to the main entrance, or exit of individual units.

   – The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

   – Adequate public and private fire hydrants shall be required.

   – Sprinkler systems, and fire extinguishers shall be required

   – Access for Fire Department apparatus and personnel to and into all structures shall be required.

   – The Fire Department will require additional vehicular access where buildings exceed 28 feet in height.

- Fire lanes, where required and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

- Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

- Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.

- No building or portion of a building shall be constructed more than 300 feet from an approved fire hydrant. Distance shall be computed along a path of travel. Exception: Dwelling unit travel distance shall be computed to front of door of unit.

- No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

- Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

- Submit plot plans for Fire Department approval of access and fire hydrants.

Level of significance after mitigation

Project Impacts on fire and emergency services would be less than significant.

3. Schools

The increase in the number of permanent residents on the project site and the potential need to enroll any school-aged children into LAUSD schools would result in an increased demand for school services. Based on LAUSD student generation rates, the proposed project would generate a total of approximately 44 students including: 20 elementary students, 12 middle school students, and 12 high school students.

It is probable that some of the future residents of the proposed project would already reside within the service boundaries of the LAUSD with their school-aged children enrolled in the LAUSD schools serving the project site. However, to provide for a worst-case scenario, it is assumed that all of the students projected to be generated by the proposed project are not currently enrolled in the LAUSD schools near the project site and would be enrolled upon relocation to the project site. Given the worst-case student generation factors, the total number of elementary, middle school, and

high school students would be 44. All three schools which serve the project site currently have enrollments which are less than their permitted operating capacities, and all three could accommodate additional students generated by the proposed project without going over their permitted capacities. Therefore, project impacts on school services will be less than significant.

Mitigation measures

Code Required

The following mitigation measure is required to ensure that the proposed project does not result in any significant impacts to schools:

1. The applicant shall pay the required $3.73 per square foot[4] residential developer school fees to the LAUSD in accordance with Alternative Level 2 residential developer fees required by California Government Code Section 65995.5-7.

Level of significance after mitigation

Project impacts on school services would be less than significant.

TRAFFIC AND TRANSPORTATION

Project Intersection Impacts

The proposed project would result in a significant project traffic-related impact at the intersection of Sepulveda Blvd. and Magnolia Blvd. The project can mitigate its project traffic-related impact to a less-than-significant level by funding a proportionate share of the cost for the design and construction of the Victory/Ventura Corridor ATCS Upgrade. The intersections at Sepulveda Blvd./Burbank Blvd., Sepulveda Blvd./SR 101 NB off-ramp, Sepulveda Blvd./ SR 101 SB on-ramp and Sepulveda Blvd./Ventura Blvd would have the same LOS designations under both the "Without Project" and "With Project" scenarios. The project's contribution to traffic at these intersections would range from 0.001 to 0.034. Therefore, traffic impacts associated with the proposed project would be less than significant with mitigation.

[4] LAUSD school developer fees are reassessed on a yearly basis, therefore this amount may change. Telephone conversation with Sonja White, Administrative Analyst, LAUSD Redevelopment and Developer Fee Office, June 30, 2004.

Future Freeway Conditions

A review of the project vicinity indicates that none of the project study intersections are CMP intersections. Therefore, no freeway segment analysis is required.

Parking and Access

The proposed project is required by the LAMC to have a minimum of 173 parking spaces available for the residents of the proposed project. The proposed development includes an at-grade parking garage with 185 parking spaces. The project's at-grade parking garage is anticipated to meet, and may slightly exceed, the demand for parking generated by the proposed project. Since handicapped units require less parking under the LAMC (0.5 spaces per unit), and the proposed project would have some handicapped units, the total amount of parking demand would be slightly under 173 spaces. Therefore, parking demand would not exceed the amount of parking provided by the project. As such, no parking deficiency is anticipated and parking impacts associated with the proposed project would be less than significant.

Mitigation Measures

The following mitigation is required to reduce traffic impacts to less than significant levels:

1. Adaptive Traffic Control Systems (ATCS) Upgrade: the project applicant shall fund a proportionate share of the cost for the design and construction of the Victory/Ventura Corridor ATCS Upgrade.

2. The project's proportionate share of the cost for the Victory/Ventura Corridor ATCS Upgrade is equal to the average ATCS Upgrade cost per intersection, which currently is $20,000. ATCS improvements shall be guaranteed through a cash payment prior to the issuance of any building permit. Since the cost of ATCS improvements are reviewed and adjusted periodically, the actual cost may change depending on when payment is made. Funding of ATCS improvements must be guaranteed before the completion of the upgrade in order to qualify as a mitigation measure for this project.

3. Highway Dedication and Improvements: the project shall provide a 5 foot dedication along the entire project frontage to provide for future extension of Magnolia Blvd. as a Secondary Highway.

Level of Significance after Mitigation

With implementation of the above mitigation measures, project impacts will be reduced to a less than significant level.