

I. EXECUTIVE SUMMARY

In accordance with California Environmental Quality Act (CEQA) Guidelines (Guidelines) Section 15123, this Draft Environmental Impact Report (EIR) contains a brief summary of the proposed mixed-use project (project) and its consequences. More detailed information regarding the proposed project and its potential environmental effects are provided in the following sections of this EIR, particularly throughout Section IV, Environmental Impact Analysis.

PROPOSED PROJECT

The proposed project would develop the site with a 1,300,000 leasable square foot (up to 1,500,000 gross square feet) urban community that provides employment, services, entertainment, lodging and housing, while integrating transit, and urban amenities into a single mixed-use development. Specifically, the project would provide 150 multi-family residential units, a 230 room hotel, approximately 550,000 net square feet of office space (of which 100,000 net square feet would be medical office), a 2,700 seat theater complex, a 45,000 square foot gym and 285,000 square feet of shopping center broken down as follows: 140,000 square feet of retail, 100,000 square feet of restaurant, and a 45,000 square foot market. A major feature of the proposed project is a transit plaza to be developed across the adjacent Tujunga Wash that would also serve as the main project entry. The proposed project would be integrated into the Tujunga Wash Greenway and would encourage pedestrian connections throughout the area. The transit plaza and a reconfigured Ethel Avenue would be built atop the Tujunga Wash and Greenway and would replace the current, recently planted (although currently inaccessible) Greenway area between Ethel Avenue and Victory Boulevard. The Wash and adjacent Greenway would also be covered by the transit plaza (which would include a ranger station, bathrooms and bike racks) extending about 250 feet north of the current Ethel Avenue bridge.

Development would range from a minimum of one story to a maximum of seven stories in order to spread density around the site and maintain lower profiles around site edges specifically adjacent to residential uses to the north and northeast. The project is intended to create a "village" like setting.

OVERVIEW OF THE PLANNING CONTEXT

The City of Los Angeles Department of City Planning (Lead Agency) determined an Environmental Impact Report should be prepared to address the range of potential environmental issues that could occur upon implementation of the project. A Notice of Preparation for the proposed mixed-use project was prepared in January 2, 2008.

This Draft EIR includes an analysis of the following environmental issue areas: Aesthetics; Air Quality; Biological Resources; Cultural Resources; Geology and Soils; Hazards, Hydrology and Water Quality; Land Use, Public Services; Transportation and Utilities. In accordance with CEQA Guidelines Section 15128, the Initial Study for the project includes analyses of other possible effects of the project and indicates reasons why these impacts were determined not to be significant and are therefore not discussed in further detail in this Draft EIR.

AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

Potential areas of controversy and issues to be resolved by the City's decision-makers include those areas where the potential for a significant unavoidable impact has been identified. These areas include: air quality, aesthetics (shade/shadow impacts during winter solstice) noise, and traffic.

ALTERNATIVES TO REDUCE OR AVOID SIGNIFICANT EFFECTS

Both the City of Los Angeles and State CEQA Guidelines (Section 15126.6) require that an EIR describe a range of reasonable alternatives that would feasibly attain most of the basic project objectives and would avoid or substantially lessen any of the significant environmental effects of the project, but also including a no project alternative. The Guidelines state that only those alternatives necessary to permit a "reasonable choice" are required to be set forth in order to foster meaningful public participation and informed decision making. Based on the analysis of alternatives, an environmentally superior alternative is identified. A complete analysis of the alternatives to the project is provided in Section V, Alternatives to the Proposed Project, of this Draft EIR.

The following alternatives to the proposed project were evaluated in this Draft EIR and are summarized below:

ALTERNATIVE 1 NO PROJECT/RETAIN EXISTING CONDITIONS

This alternative is required by Section 15126.6 (e) of the CEQA Guidelines and assumes that the proposed project is not developed on the project site and that the site, including the existing retail/commercial uses are retained for future use and occupancy. Future development opportunities would remain open.

ALTERNATIVE 2 -- CURRENT ZONING -- RESIDENTIAL WITH EXISTING RETAIL/RESTAURANT

This alternative would retain the existing retail/restaurant structures located along Victory Boulevard. Both one-story structures that are located on the southeastern portion of the site and total approximately 8,000 square feet would remain under development of this alternative. The remainder of the site would be built out with residential uses prior to the removal of existing shopping center uses. This would result in the development of 650 multi-family units, totaling approximately 792,000 leasable square feet. Approximately 20% or 130 units would be affordable housing units. The residential portion of this alternative would consist of four structures and would be four stories in height.

ALTERNATIVE 3 -- CURRENT ZONING -- COMMERCIAL ONLY

Similar to the Residential With Existing Retail/Restaurant Alternative, this alternative would retain the existing retail/restaurant structures located along Victory Boulevard. Similar to existing conditions, the remaining areas of the site would be developed with shopping center (120,000 square feet), medical office (540,000 square feet), gym (55,000 square feet), and banquet (85,000 square feet.) Under this alternative, total proposed development would consist of 800,000 square feet. The office/retail/restaurant structures would be located on the northern portion of the site and would be three stories in height. The office/retail/restaurant and gym

structure would be located on the eastern portion of the site and would be four stories in height. The largest proposed structure, located on the central/western portion of the site would be occupied with office/retail/conference banquet as well as restaurant uses. This structure would be four stories high.

ALTERNATIVE 4 -- REDUCED PROJECT

This alternative would develop the site with a mixed-use project similar to the proposed project. This alternative would include a 285,000 square foot shopping center, a 45,000 square foot health/fitness club, a 230-room hotel and a 2,700-seat theatre. Additionally, this alternative would include 250,000 square feet of commercial office uses and 150 residential units. This alternative would be smaller in scale than the proposed project. Development proposed under this alternative would total 1,000,000 leasable square feet compared to 1,300,000 leasable square feet proposed under the proposed project. Proposed structures would vary from 3 to 6 stories in height.

Under this alternative, proposed residential uses would be located in the northern and northeastern portions of the site. The proposed hotel would be located in the northwestern portion of the site. The remainder of the site would be developed with retail/office and retail/restaurant uses.

ALTERNATIVE 5 -- INCREASED RESIDENTIAL/ASSISTED LIVING REDUCED COMMERCIAL ALTERNATIVE

This alternative would develop the site with a mixed-use project similar to what is proposed under the proposed project. Under both the proposed project and Alternative 5, the site would be developed with residential, commercial, theatre, gym, and office uses. Specifically, both the proposed project and Alternative 5 would provide 150 multi-family residential units, a 230 room hotel, a 2,700 seat theater complex, a 45,000 square foot gym and 285,000 net square feet of shopping center broken down as follows: 140,000 net square feet of retail, 100,000 net square feet of restaurant, and a 45,000 net square foot market. The difference between the proposed project and Alternative 5 would be that Alternative would convert 200,000 leasable square feet of commercial office space to either 200 additional residential units or to a 350 room/bed assisted senior living facility.

PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES

A summary of project impacts and proposed mitigation measures is presented in **Table I-1**.

**TABLE I-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
<p>All mitigation measures apply to the project and Add Area unless otherwise noted; similarly impacts of the Add Area are only discussed where they would be different from impacts of the project.</p>		
<p>IV.A Aesthetics</p>		
<p>The proposed project and anticipated development of the Add Area would not damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. The proposed project would result in the consolidation of the project site into an urban village design consisting of a new, modern, cohesive development that would improve the overall aesthetic value of the project site and surrounding area</p> <p>Anticipated development of the Add Area would not substantially degrade the existing visual character or quality of the site and its surroundings. Similar to the proposed project, proposed development of the Add Area would introduce modern, multi-story mixed-use development and would provide more generous landscaping throughout the Add Area and along the perimeter.</p>	<p>Less than significant.</p>	<p>Less than significant.</p>
<p>The proposed project and potential development of the Add Area would increase the overall lighting and illumination of the area.</p>	<p>IV.A-1: All lighting along the perimeter of the site, particularly street lamps, shall be focused on the project site and oriented in a manner that will prevent spillage or glare into surrounding residential communities.</p> <p>IV.A-2: The proposed project shall comply with the City's lighting regulations, which limit reflective surface areas and the reflectivity of architectural materials used to reduce any adverse impacts from window glass glare.</p>	<p>Less than significant.</p>

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<p>construction activity would exceed the regional significance thresholds for VOC and NO_x and localized significance thresholds for PM_{2.5} and PM₁₀.</p> <p>The net regional operational emissions under the proposed project would exceed SCAQMD significance thresholds for VOC, NO_x, carbon monoxide (CO), PM_{2.5}, and PM₁₀. However, under anticipated development of the Add Area, the net regional operational emissions would not exceed the SCAQMD significance thresholds. For both the proposed project and the Add Area, the net regional operational emissions would exceed the SCAQMD significance thresholds for VOC, NO_x, CO, PM_{2.5} and PM₁₀ and operational emissions.</p>	<p>IV.B-5: All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).</p> <p>IV.B-6: Traffic speeds on unpaved roads shall be limited to 15 miles per hour.</p> <p>IV.B-7: Operations on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.</p> <p>IV.B-8: Heavy-equipment operations shall be suspended during first and second stage smog alerts.</p> <p>IV.B-9: On-site stockpiles of debris, dirt, or rusty materials shall be covered or watered at least three times per day.</p> <p>IV.B-10: Construction equipment utilized for grading and excavation shall be equipped with a diesel oxidation catalyst capable of reducing NOX emissions by 40 percent.</p> <p>IV.B-11: Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.</p> <p>IV.B-12: Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.</p> <p>IV.B-13: Heavy-duty haul/delivery trucks shall be prohibited from idling in excess of five minutes, both on- and off-site, to be consistent with State law.</p> <p>IV.B-14: Construction parking shall be configured to minimize traffic interference.</p> <p>IV.B-15: Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours, as feasible.</p> <p>IV.B-16: Architectural coatings shall be purchased from a super-compliant architectural coating manufacturer as identified by the SCAQMD (http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf).</p> <p>IV.B-17: Spray equipment with high transfer efficiency, such as the electrostatic spray gun or manual coatings application (e.g., paint brush and hand roller), shall be used to reduce VOC emissions.</p>	<p>the regional significance thresholds for VOC and NO_x and localized significance thresholds for PM_{2.5} and PM₁₀. Construction activity would result in a significant and unavoidable impact.</p> <p>During operations, proposed project and the proposed project and the Add Area emissions would exceed the VOC, NO_x, CO, PM_{2.5}, and PM₁₀ regional significance thresholds. Operational activity would result in a significant and unavoidable impact.</p>

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The proposed project, development of the Add Area, or development of the proposed project with the Add Area would not expose sensitive receptors to substantial pollutant concentrations.	None required.	Less than significant.
The proposed project, development of the Add Area, or development of the proposed project with the Add Area would not result in significant construction and operational odor impacts.	None required.	Less than significant.
The proposed development of the Add Area, or development of the proposed project with the Add Area would not result in a greenhouse gas emissions or global warming impact.	See measures for trip reduction (Section IV.K Transportation) and energy reduction and water conservation (Section IV.L Utilities). No additional measures required.	Less than significant.
The proposed project, development of the Add Area, and development of the proposed project with the Add Area would result in operational air quality impacts. The project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). As such, the Add Area, and development of the proposed project with the Add Area would result in a cumulatively considerable net increase of criteria pollutants.	See Mitigation Measures IV.B-1 through IV.B-17. IV.B.18: The Applicant shall provide informational packets to new residents within the development locating nearby public transportation options, including transportation options provided at the transit plaza. IV.B.19: Residential units shall be constructed with air filtration systems meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 11, to the satisfaction of the Department of Building and Safety. Commercial /institutional land uses shall be constructed with air filtration systems meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 12, to the satisfaction of the Department of Building and Safety.	Significant and unavoidable.
IV.C Biological Resources		
The proposed project and anticipated development of the Add Area could impact nesting birds protected by the Migratory Birds Treat Act.	IV.C-1: Avoid disturbance of any nests protected by the Migratory Bird Treaty Act. If construction activities (i.e., removal of trees or shrubs) are scheduled to occur during the non-breeding season (September 1 through January 31), no mitigation is required. If construction activities are scheduled to occur during the breeding season (February 1 through August 31), the project proponent will implement the following	Less than significant.

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<p>All mitigation measures apply to the project and Add Area unless otherwise noted; similarly impacts of the Add Area are only discussed where they would be different from impacts of the project.</p>		
	<p>measures to avoid potential adverse effects on birds covered by the Migratory Bird Treaty Act:</p> <ul style="list-style-type: none"> No more than two weeks prior to construction, a qualified wildlife biologist will conduct preconstruction surveys of all potential nesting habitat within 500 feet of construction activities where access is available. If active nests are found during preconstruction surveys, the project proponent will create a no-disturbance buffer (acceptable in size to the CDFG) around active raptor nests and nests of other special-status birds during the breeding season, or until it is determined that all young have fledged. Typical buffers include 500 feet for raptors and 250 feet for other nesting birds. The size of these buffer zones and types of construction activities restricted in these areas may be further modified during coordination and in consultation with the CDFG and will be based on existing noise and human disturbance levels at the project site. Nests initiated during construction are presumed to be unaffected, and no buffer would be necessary. However, the “take” (mortality, severe disturbance to, etc.) of any individual birds will be prohibited. <p>If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required. Trees and shrubs within the construction footprint that have been determined to be unoccupied by birds covered by the Migratory Bird Treaty Act or that are located outside the no-disturbance buffer for active nests may be removed.</p>	
<p>The proposed project and anticipated development of the Add Area could conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands).</p>	<p>IV.C-2: Replace any protected trees (one western sycamore) in accordance with the Los Angeles Protected Tree Ordinance. Replace all on-site trees to ensure continuation of the urban forest. Replace all nonnative trees greater than 10 centimeters (4 inches) in diameter at breast height (4.5 feet above surrounding grade) with native or non-native (non-invasive) trees of appropriate local climate tolerance at a 2:1 ratio. For native species, source materials should be from seeds or cuttings gathered within coastal southern California to ensure local provenance.</p>	<p>Less than significant.</p>
<p>Project construction activities near the Tujunga Wash could have a substantial adverse effect, either directly or through</p>	<p>IV.C-3: Avoid disturbance of the roosts of any special-status bats. Prior to construction activities, a qualified bat biologist shall survey for special-status bats within 200 feet of the bridge crossing over the Tujunga Wash. If no evidence of bats</p>	<p>Less than significant.</p>

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<p>habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</p>	<p>(i.e., direct observation, guano, staining, strong odors is present, no further mitigation is required. If evidence of bats is observed, the following measures are required to avoid potential adverse effects special-status bats:</p> <ul style="list-style-type: none"> • A no-disturbance buffer acceptable in size to CDFG shall be created around active bat roosts during the breeding season (April 15 through August 15). Bat roosts initiated during construction are presumed to be unaffected, and no buffer is necessary. However, the take of individuals will be prohibited. • Removal of habitat showing evidence of bat activity shall occur during the period least likely to impact the bats, as determined by a qualified bat biologist, generally between February 15 and October 15 for winter hibernacula and between August 15 and April 15 for maternity roosts. If exclusion is necessary to prevent indirect impacts to bats from construction noise and human activity adjacent to areas showing evidence of bat activity, these activities shall be conducted during these periods as well. 	
<p>Project construction activities near the Tujunga Wash could have a substantial adverse effect on riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Additionally, limited less than significant impacts could occur to recent plantings and could result in minor temporary loss of habitat used by animal species for foraging, nesting or cover. Limited temporary loss of native plant communities may occur or create temporary conditions that are unsuitable to wildlife species.</p>	<p>IV.C-4: Reduce impacts associated with dust accumulation. The dust accumulation on the foliage of tree and shrubs from nearby construction shall be washed off during construction under the direction of a qualified arborist/biologist.</p> <p>IV.C-5: The project applicant shall coordinate proposed enhancements to the Greenway (connections in to the project, additional plantings) with the Santa Monica Mountains Conservancy; minimize impacts to the Tujunga Wash Greenway & Stream Restoration Project, both direct impacts and indirect impacts from weedy species. The project applicant or its contractor will mitigate any direct impacts as well as impacts of weedy species on restored or re-vegetated native plant communities by replacing disturbed restoration areas as appropriate and initiating a landscaping management program, which would include appropriate weed abatement. Coordination of this program will be undertaken with the Santa Monica Mountains Conservancy during construction activities and the first five years of project operation.</p> <p>IV.C-6: Minimize disturbance to adjacent wildlife from any night lighting. The potentially-adverse effect of night lighting on the <i>Tujunga Wash Greenway & Stream Restoration Project</i> will be mitigated by the use of the following measures: 1) low intensity street lamps; 2) low elevation lighting poles; and 3) internal silvering of the globe or external opaque reflectors which direct light away from the restoration area.</p>	<p>Less than significant.</p>

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	The degree to which these measures are utilized shall be dependent upon the distance of the light source from the urban edge.	
IV.D. Cultural Resources		
Implementation of the proposed project would not cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5.	None required for the project.	Less than significant.
The anticipated development of the Add Area could cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5.	IV.D-1: As part of the environmental review process for any development of the Add Area the potential for buildings to be of historic significance at that time shall be investigated. If buildings are found to be potentially historic, mitigation shall be determined in concert with the City's Office of Historic Resources.	Less than significant.
The proposed project and anticipated development of the Add Area would require ground-breaking activities. This could cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5.	IV.D-2: Archaeological monitoring, by a qualified archaeologist, of grading of subsurface materials not previously disturbed shall be undertaken. If buried cultural resources—such as flaked or ground stone, historic debris, building foundations, or non-human bone—are inadvertently discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures shall include: development of appropriate avoidance strategies such as capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation. If during cultural resources monitoring the qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the qualified archaeologist can specify that monitoring be reduced or eliminated. IV.D-3: If cultural resources are discovered during construction activities, the construction contractor will verify that work is halted until appropriate site-specific treatment measures listed in Mitigation Measure IV.D-2 are implemented.	Less than significant.
The proposed project and anticipated development of the Add Area would require ground-breaking activities. This could disturb human remains, including those interred outside of formal	IV.D-4: If human remains of Native American origin are discovered during ground-disturbing activities, it is necessary to comply with state laws relating to the disposition of Native American burials that fall within the jurisdiction of the California Native American Heritage Commission (Public Resources Code Section 5097). According to California Health and Safety Code, six or more human burials at one	Less than significant.

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cemeteries.	location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission to determine the most likely living descendant(s). The most likely living descendant shall determine the most appropriate means of treating the human remains and any associated grave artifacts, and shall oversee disposition of the human remains and associated artifacts by the project archaeologists.	
The proposed project and anticipated development of the Add Area would require ground-breaking activities. This could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	<p>IV.D-5: A qualified paleontologic monitor shall monitor excavation activities below previously disturbed materials. The qualified paleontologic monitor shall retain the option to reduce monitoring if, in their professional opinion, potentially fossiliferous units, are not found to be present or, if present, are determined by qualified paleontologic personnel to have low potential to contain fossil resources.</p> <p>IV.D-6: The monitor shall be equipped to salvage fossils and samples of sediments as they are unearthed to avoid construction delays, and shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens.</p> <p>IV.D-7: Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates.</p> <p>IV.D-8: Specimens shall be curated into a professional, accredited museum repository with permanent retrievable storage.</p> <p>IV.D-9: A report of findings, with an appended itemized inventory of specimens, shall be prepared. The report and inventory, when submitted to the County, will signify completion of the program to mitigate impacts to paleontological resources.</p>	Less than significant.
IV.E Geology and Soils		
No known active faults or faults that could result in ground rupture traverse the site and adjacent Add Area. The liquefaction evaluation indicated that the site is not	None required.	Less than significant.

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<p>susceptible to liquefaction and therefore, not subjected to earthquake-induced landsliding or lateral spreading. Similarly, due to its flatness, the project site and Add Area are not subject to earthquake-induced ground lurching parallel to the slope.</p>		
<p>Development of the proposed project and anticipated development of the Add Area would include grading activities prior to the construction of multi-story structures ranging from two to seven stories in height. Approximately 592,000 cubic yards of materials would be excavated for project construction.</p>	<p>IV.E-1: Unless otherwise specified by the City of Los Angeles, the proposed project shall demonstrate compliance with specific recommendations for grading, foundation design, retaining wall design, temporary excavations, slabs on grade, site drainage, asphalt concrete pavement and interlocking pavers, design review, construction monitoring and geotechnical testing as identified in the Soil Engineering Investigation prepared by C. Y. Geotech, Inc., dated August 31, 2007, and contained herein as Appendix E (or subsequent reports prepared by an appropriately licensed professional), to the satisfaction of the City of Los Angeles Department of Building and Safety, as conditions to issuance of any grading and building permits.</p> <p>IV.E-2: The project shall comply with the following Department of Building and Safety requirements (if not already covered by mitigation measure 1), prior to issuance of a grading permit for the project:</p> <ul style="list-style-type: none"> • Prior to the issuance of a grading permit by the Department of Building and Safety, the consulting geologist and soils engineer shall review and approve project grading plans. This approval shall be conferred by signature on the plans which clearly indicate the geologist and/or soils engineer have reviewed the plans prepared by the design engineer and that the plans include the recommendations contained in the report. • Prior to the commencement of grading activities, a qualified geotechnical engineer and engineering geologist shall be employed for the purpose of observing earthwork procedures and testing fills for conformance to the recommendations of the City Engineer, approved grading plans, applicable grading codes, and the geotechnical report approved to the satisfaction of the Department of Building and Safety. • During construction, all grading shall be carefully observed, mapped and tested by the project engineer. All grading shall be performed under the supervision of a licensed engineering geologist and/or soils engineer in accordance with applicable provisions of the Building Code and to the 	<p>Less than significant.</p>

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	<p>Building Code, Sec. 7002) or detailed temporary erosion control plans shall be implemented in a manner satisfactory to the City of Los Angeles Department of Public Works.</p> <p>IV.E-9: Appropriate erosion control and drainage devices shall be incorporated to the satisfaction of the Department of Building and Safety. Such measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures,</p> <p>IV.E-10: If temporary excavation slopes are to be maintained during the rainy season, it will be necessary to direct all drainage away from the top of the slope. No water shall be allowed to flow uncontrolled over the face of any temporary or permanent slope.</p> <p>IV.E-11: Provisions shall be made for adequate surface drainage away from the areas of excavation as well as protection of excavated areas from flooding. The grading contractor shall control surface water and the transportation of silt and sediment.</p> <p>IV.E-12: A geological study shall be prepared to assess impacts to geologic resources resulting from project development located in the Add Area.</p>	
<p>IV.F. Hazards</p>		
<p>The proposed project and anticipated development of the Add Area could create a significant hazard to the public or the environment through the routine transport, use, handling, or disposal of hazardous materials or through accidental conditions involving the release of hazardous materials.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>The proposed project and anticipated development of the Add Area would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school. The proposed project could be located on a site included on a list of hazardous</p>	<p>None required.</p>	<p>Less than significant.</p>

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materials sites.		
The proposed project and anticipated development of the Add Area is not located within an airport land use plan, within two miles of a public airport, or located within the vicinity of a private airstrip or working in the project area.	None required	Less than significant
The proposed project and anticipated development of the Add Area would introduce a mixed-use development into the area. They would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	None required.	Less than significant.
The proposed project and anticipated development of the Add Area are located in the North Hollywood area of the City of Los Angeles. The proposed project and presumed development of the Add Area would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.	None required.	Less than significant.
Lead-based paint and asbestos-containing material may be present on the site and in buildings in the Add Area.	<p>IV.F-1: Potential for asbestos-containing materials shall be investigated and sampled by a qualified ACMs inspector prior to demolition activities. If asbestos-containing materials are identified, they shall be handled in accordance with OSHA and EPA NESHAPS regulations and local, state, and federal regulations.</p> <p>IV.F-2: ACMs remaining after rehabilitation shall be managed under a site specific Operations and Maintenance (O&M) Program.</p> <p>IV.F-3: Presumed lead-based paint shall be sampled by a qualified Lead Based paint inspector prior to demolition activities. Potential lead-based paints shall be handled in accordance with OSHA and EPA RCRA regulations and state and federal disposal requirements during renovation and demolition.</p> <p>IV.F-4: Loose or flaking paints shall be removed under controlled conditions prior to demolition activities, unless there is data showing that the particular paint contains</p>	Less than significant.

**TABLE I-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
<p>All mitigation measures apply to the project and Add Area unless otherwise noted; similarly impacts of the Add Area are only discussed where they would be different from impacts of the project.</p>		
	<p>less than 0.06% lead dry weight.</p> <p>IV.E-5: Dust control measures for site paints having a lead content of greater than 0.06% shall be treated in compliance with the Cal/OSHA Lead standard found in Title 8, California Code of Regulations, Construction Safety Orders, Section 1532.1 for all onsite work.</p> <p>IV.F-6: All demolition and renovation activities shall comply with SCAQMD Rule 1403 (Asbestos Emissions from Renovation/Demolition Activities) for all demolition/renovation work; an appropriately qualified asbestos contractor shall certify that asbestos is not present or shall monitor compliance with Rule 1403 during demolition.</p> <p>IV.F-7: A Phase I Report shall be prepared to analyze the potential hazards and hazardous material impacts resulting from project development located in the Add Area.</p>	
<p>IV.G Hydrology</p>		
<p>The implementation of the proposed project would result in the following: (1) a beneficial impact related to reducing surface flows compared to existing conditions. Implementation would also result in a beneficial impact related to decreased levels of on-site surface flows to off-site receiving waters due to the implementation of BMPs.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>The proposed project and the anticipated development of the Add Area could cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or water quality control plan for the receiving water body. Proposed construction activities related to the transit plaza are not anticipated to result in interruption of flow as no construction would occur in the channel. Storm water flows from the transit plaza</p>	<p>IV.G-1: Short-term water quality impacts may result from the construction of the proposed project. Project construction shall comply with the General Construction Activity Stormwater Permit (General Permit) and the City's Development Construction Program pursuant to the NPDES Permit (Permit No. CA00401). Implementation of the General Permit and NPDES Permit programs will mitigate potential impacts to a level of insignificance. These include the following measures:</p> <ul style="list-style-type: none"> The project applicant shall be required to (a) file a Notice of Intent (NOI) to comply with the General Permit with the State Water Resources Control Board (SWRCB); and (b) pay the applicable fee. A proof of submittal of a NOI to the SWRCB must be shown as a 	<p>Less than significant.</p>

**TABLE I-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
<p>area would drain in a similar manner as the rest of the site; runoff would be treated and retained as necessary.</p>	<p>condition for the issuance of a building/grading permit.</p> <ul style="list-style-type: none"> • The project applicant shall develop and implement a State Stormwater Pollution and Prevention Plan (SWPPP), which specifies Best Management Practices (BMPs) to prevent pollution associated with construction activities from moving off site into receiving waters. • The project applicant shall perform maintenance and inspections of all BMPs. • Construction-related materials, wastes, spills, sediments or residues shall be retained at the project site using adequate Treatment Control or Structural BMPs to avoid discharge to streets, drainage facilities, receiving waters, or adjacent properties by wind or runoff. • All waste shall be disposed of properly. Appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation shall be used. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes will be discarded at a licensed regulated disposal site. • Non-storm water runoff from equipment and vehicle washing and any other activity shall be contained at the project site. • Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible. • Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting. • Gravel approaches shall be used where truck traffic is frequent to reduce soil compaction and the tracking of sediment into streets shall be limited. • All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch 	

**TABLE I-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>drips and spills.</p> <ul style="list-style-type: none"> Erosion from slopes and channels shall be controlled by implementing an effective combination of BMPs (as approved in Regional Board Resolution No. 99-03), such as the limiting of grading scheduled during the wet season; inspecting graded areas during rain events; planting and maintenance of vegetation on slopes; and covering erosion susceptible slopes. <p>IV.G-2: Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control, which requires the application of Best Management Practices (BMPs). Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, including the following (a copy of the SUSMP can be downloaded at: http://www.swrcb.ca.gov/rwqcb4/).</p> <ul style="list-style-type: none"> The project applicant shall implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required. Post development peak stormwater runoff discharge rates shall not exceed the estimated predevelopment rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion. Clearing and grading of native vegetation at the project site shall be limited to the minimum needed to build lots, allow access, and provide fire protection. Trees and other vegetation at each site shall be maximized by planning additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants. Natural vegetation shall be promoted by using parking lot islands and 	

**TABLE I-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>other landscaped areas.</p> <ul style="list-style-type: none"> • Riparian areas shall be preserved. • Appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code will be incorporated. • Outlets of culverts, conduits or channels from erosion by discharge velocities shall be protected by installing a rock outlet protection. Rock outlet protection is physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Sediment traps shall be installed below the pipe-outlet. Inspect, repair, and maintain the outlet protection after each significant rain. • Any connection to the sanitary sewer will have authorization from the Bureau of Sanitation. • Impervious surface area will be reduced by using permeable pavement materials where appropriate. These include pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles. • Roof runoff systems will be installed where site is suitable for installation. • Messages that prohibit the dumping of improper materials into the storm drain system adjacent to storm drain inlets shall be painted. • All storm drain inlets and catch basins within the project area shall be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping. • Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area. • Legibility of stencils and signs must be maintained. 	

**TABLE I-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
<p>All mitigation measures apply to the project and Add Area unless otherwise noted; similarly impacts of the Add Area are only discussed where they would be different from impacts of the project.</p>	<ul style="list-style-type: none"> • Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs. • The storage area will be paved and sufficiently impervious to contain leaks and spills. • The storage area shall have a roof or awning to minimize collection of stormwater within the secondary containment area. • An efficient irrigation system shall be designed to minimize runoff including: drip irrigation for shrubs to limit excessive spray; shutoff devices to prevent irrigation after significant precipitation; and flow reducers. • Cleaning of oily vents and equipment will be performed within designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications. • Trash dumpsters will be stored both under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Containers will be washed in an area with properly connected sanitary sewer. • Wastes, including paper, glass, aluminum, oil and grease will be reduced and recycled. • Liquid storage tanks (drums and dumpsters) will be stored in designated paved areas with impervious surfaces in order to contain leaks and spills. A secondary containment system such as berms, curbs, or dikes shall be installed. Drip pans or absorbent materials whenever grease containers are emptied will be used. 	

**TABLE I-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions. <p>IV.G-3: The project applicant shall construct a series of swales and retention boxes on-site with a retention capacity of capturing, retaining and conveying on-site flows to off-site receiving waters (i.e. Tujunga Wash).</p>	
<p>The project site and Add Area are located in a FEMA-designated Zone C location and as such, are outside of a designated flood plain. Therefore, the project site and Add Area would not be subject to flooding in either a 100 or 500-year flood event.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>Implementation of the proposed project and anticipated development of the Add Area would entail the recycling of existing urban land uses and would not convert natural lands that provide or substantially contribute to groundwater recharge. They would not include facilities or mechanisms capable of changing the rate or direction of flow of groundwater. Therefore, no demonstrable and sustained reduction of groundwater recharge capacity would occur.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>The proposed project and anticipated development of the Add Area would not affect the rate or change the direction of movement of existing contaminants.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>The proposed project and anticipated development of the Add Area would not cause regulatory water quality standards at an existing production well to be violated, as defined in the California Code of Regulations (CCR), Title 22, Division 4,</p>	<p>None required.</p>	<p>Less than significant.</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
All mitigation measures apply to the project and Add Area unless otherwise noted; similarly impacts of the Add Area are only discussed where they would be different from impacts of the project.		
and Chapter 15 and in the Safe Drinking Water Act.		
IV.H Land Use		
The proposed project and anticipated development of the Add Area would introduce a mixed-use development onto sites that are currently developed with various commercial, retail, and institutional uses. Proposed development would not physically divide an established community.	None required.	Less than significant.
The proposed project and anticipated development of the Add Area would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project.	None required. The proposed project (and anticipated development of the Add Area) would comply with land uses plans and polices of the City of Los Angeles as well as applicable plans and policies of regional agencies. Any necessary approval actions would be included as part of the proposed project. Extensive mitigation measures have been identified throughout Chapter IV of this Draft EIR to address specific impacts associated with Air Quality (Section IV B), Noise (Section IV.I), Aesthetics (Section IV.A), Traffic (Section IV.K) and other related concerns for the proposed project and Add Area. Additionally, individual projects proposed in the Add Area would be subject to individual environmental review.	Less than significant.
The proposed project and anticipated development of the Add Area would not conflict with an applicable habitat conservation plan or natural community conservation plan.	None required.	Less than significant.
IV I. Noise		
The proposed project, development of the Add Area, and development of the proposed project with the Add Area would cause exposure of persons to or generation of noise in levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	IV.I-1: All construction equipment shall be equipped with residential-grade mufflers and other suitable noise attenuation devices. IV.I-2: A temporary six-foot solid wall (e.g., wood) shall be constructed on the project site and/or add areas where there is no existing wall such that the line-of-sight is blocked from construction activity to the residential and student receptors on Kittridge Street, Morse Avenue, Hamlin Street, Mary Ellen Avenue, Victory Boulevard, and Coldwater Canyon Avenue.	Mitigation Measures IV.1-1 through IV.1-4 would reduce construction noise levels for the proposed project, development of the Add Area, and development of the proposed project with the Add Area. However, construction noise would result in a significant and

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<p>Operational noise would be increased under the proposed project, development of the Add Area, and development of the proposed project with the Add Area. Expected generation of noise levels would be reduced with mitigation measures. However, truck access associated with the proposed project, development of the Add Area, and development of the proposed project with the Add Area would result in a significant unavoidable noise impact.</p>	<p>IV.I-3: All residential units and site occupants located within 500 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall also be posted at the construction site. All notices and signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.</p> <p>IV.I-4: The construction contractor shall establish a “noise disturbance coordinator” shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.</p> <p>IV.I-5: Should pile driving be required within 30 feet of any sensitive receptor, the construction contractor shall utilize sonic pile driving or caisson drilling in place of impact pile driving.</p> <p>IV.I-6: Prior to issuance of a building permit, an exterior to interior analysis shall be conducted in conformance with the California Building Code, Section 1207 to ensure that interior noise levels are at or below the 45 dBA CNEL.</p> <p>IV.I-7: Based on the City noise ordinance for garbage collection, truck deliveries to the project site and add areas shall be scheduled between the hours of 6:00 a.m. and 9:00 p.m.</p> <p>IV.I-8: Loading dock gates shall be closed during all loading/unloading activity.</p> <p>IV.I-9: The Applicant shall coordinate with the St. Frances Church and School to install double-paned glass on west and south facing windows with a direct line-of-sight to the project site prior to the issuance of Certificate of Occupancy.</p>	<p>unavoidable impact.</p> <p>Mitigation Measure IV.1-5 would reduce construction vibration levels for the proposed project, development of the Add Area, and development of the proposed project with the Add Area. However, construction vibration would result in a significant and unavoidable annoyance impact.</p> <p>Mitigation Measures IV.1-6 through IV.1-9 would control and reduce operational noise levels for the proposed project, development of the Add Area, and development of the proposed project with the Add Area. However, truck access noise would result in a significant and unavoidable impact.</p>
<p>The proposed project, development of the Add Area, and development of the proposed project with the Add Area would expose persons to or generate excessive groundborne vibration or groundborne</p>	<p>See Mitigation Measure IV.I-6.</p>	<p>Mitigation Measure IV.I-6 would not reduce construction-related vibration levels to below the significance threshold for the proposed project, development of</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

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All mitigation measures apply to the project and Add Area unless otherwise noted; similarly impacts of the Add Area are only discussed where they would be different from impacts of the project.		
noise levels.		the Add Area, and development of the proposed project with the Add Area. Vibration would result in a significant and unavoidable annoyance impact.
The proposed project, development of the Add Area, and development of the proposed project with the Add Area would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	See Mitigation Measures IV.I-7 through IV.I-9.	Mitigation Measures IV.I-7 through IV.I-9 would reduce project-related truck access impacts to less than significant. Truck noise associated with Parcels 3 and 4 would continue to result in a significant and unavoidable impact .
The proposed project, development of the Add Area, and development of the proposed project with the Add Area would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	See Mitigation Measures IV.I-1 through IV.I-4.	Mitigation Measures IV.I-1 through IV.I-9 would reduce construction noise levels for the proposed project, development of the Add Area, and development of the proposed project with the Add Area. However, construction noise would result in a significant and unavoidable impact .
IV. J Public Services		
The proposed project and anticipated development of the Add Area would introduce a mixed-use development onto the site and Add Area, resulting in an increase in residents. This would result in an increased need for fire protection services on the site and Add Area.	<p>The following mitigation measures are applicable to both the proposed project and anticipated development of the Add Area:</p> <p>IV.J-1: Project building plans shall include the submittal of a plot plan for approval by the Los Angeles Fire Department either prior to the recordation of the final map or the approval of a building permit.</p> <p>IV.J-2: The applicant shall consult with the Fire Department and incorporate fire prevention and suppression features appropriate to the design of the project.</p> <p>IV.J-3: Definitive plans and specifications shall be submitted to the Fire Department and requirements for necessary permits satisfied prior to commencement of any portion of the project.</p> <p>IV.J-4: Any required fire hydrants to be installed shall be fully operational and</p>	Less than significant.

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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
<p>All mitigation measures apply to the project and Add Area unless otherwise noted; similarly impacts of the Add Area are only discussed where they would be different from impacts of the project.</p>	<p>accepted by the Fire Department prior to any building construction above grade.</p> <p>IV.J-5: Plot plans indicating access driveways and roads and turning areas shall be reviewed and approved by the Fire Department, prior to the issuance of a building permit.</p> <p>IV.J-6: During the construction phase, emergency access shall remain clear and unobstructed.</p> <p>IV.J-7: 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 General Plan of the City of Los Angeles C.P.C. 19708).</p> <p>IV.J-8: All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.</p> <p>IV.J-9: The project shall comply with all applicable State and local Codes and Ordinances found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles.</p> <p>IV.J-10: A Fire Flow analysis shall be prepared for the Add Area. The purpose of the analysis will be to determine whether the proposed public water system could deliver required fire flows to the public fire hydrants located in the Add Area.</p>	
<p>The proposed project and anticipated development of the Add Area would increase the number of residents on the site and Add Area. This would result in an increased need for police services on the site and Add Area.</p>	<p>IV.J-11: During the project's construction phase, the applicant shall ensure adequate through access and emergency access to adjacent uses.</p> <p>IV.J-12: The applicant shall consult with the Police Department and comply with recommended security features for the construction site(s), including security fencing, locked entrances, lighting, and the use of a seven-day, 24-hour security patrol.</p> <p>IV.J-13: Upon completion of the project, the applicant shall provide the North Hollywood Division Commanding Officer with access routes and other information</p>	<p>Less than significant.</p>

**TABLE I-1
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Description of Impact	Mitigation Measures	Level of Significance After Mitigation
	<p>that might facilitate police response, as requested by the LAPD.</p> <p>IV.J-14: The applicant shall provide project plans to the LAPD Crime Prevention Unit to determine any additional crime prevention and security features appropriate to the design of the project. Any additional design features identified by the LAPD Crime Prevention Unit shall be incorporated into the project's final design and to the satisfaction of LAPD, prior to issuance of a Certificate of Occupancy for the project.</p> <p>IV.J-15: The project shall incorporate design guidelines relative to security, semi-public and private spaces, which may include, but not be limited to, access control to buildings, secured parking facilities, walls/fences with key systems, well illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas and provision of security guard patrol throughout the project site if needed.</p>	
<p>The proposed project and anticipated development of the Add Area would increase the number of residents on the site and Add Area, thereby, increasing the number of students in the area.</p>	<p>IV.J-16: Applicant of the proposed project would be expected to pay required developer school fees to LAUSD pursuant to Government Code Section 65995, as amended by Senate Bill 50, to help reduce any impacts on school services.</p>	<p>Less than significant.</p>
<p>The proposed project and anticipated development of the Add Area would increase residential population in the area. This could impact the need for new parks and/or recreational facilities in the area.</p>	<p>IV.J-17: The applicant shall be required to comply with one or more of the following: 1) dedicate two acres of neighborhood parkland and two acres of community parkland per 1,000 residents, 2) pay in-lieu fees for any land dedication requirement shortfall, or 3) provide on-site improvements equivalent in value of the in-lieu fees, or any portion thereof.</p>	<p>Less than significant.</p>
<p>The proposed project and anticipated development of the Add Area would result in a less than significant impact associated with libraries and the need for new or physically altered libraries.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>IV.K. Traffic</p>		
<p>The proposed project and anticipated development of the Add Area would increase the number of cars in the area. It is anticipated that 22 intersections would be significantly impacted by the project</p>	<p>IV.K-1: The applicant for the proposed project would design and implement an on-site Multi-modal Transit center that would include a transit plaza to facilitate on-site transit connections to existing bus routes and a potential DASH re-routing.</p> <p>IV.K-2: The applicant would design and implement changes to the Intersection of</p>	<p>With implementation of the improvement measures 19 intersections remain significantly impacted since the transit center effectiveness cannot be</p>

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<p>alone; the additional development of the Add Area would not change this number.</p> <p>Without mitigation and assuming conservatively low use of transit, the proposed development alone could significantly impact the following intersections: Fulton Ave & Sherman Way, Coldwater Canyon Ave & Sherman Way, Whitsett Ave & Sherman Way, Woodman Ave & Vanowen St, Fulton Ave & Vanowen St, Coldwater Canyon Ave & Vanowen St, Whitsett Av & Vanowen St, Coldwater Canyon Ave & Hamlin St, Woodman Ave & Victory Blvd, Fulton Ave & Victory Blvd, Ethel Ave & Victory Blvd, Morse Ave & Victory Blvd, Coldwater Canyon Ave & Victory Blvd, Whitsett Ave & Victory Blvd, 170 FWY SB (North Side) & Victory Blvd, 170 FWY SB (South Side) & Victory Blvd, 170 FWY NB (North Side) & Victory Blvd, 170 FWY NB (South Side) & Victory Blvd, Laurel Canyon Blvd & Victory Blvd, Fulton Way & Oxnard St, Coldwater Canyon Ave & Oxnard St, Whitsett Ave & Oxnard St.</p>	<p>Ethel Ave & Victory Blvd. The intersection will be partially mitigated to a less-than-significant level by installing a westbound right-turn lane and southbound left, shared left/through lane and right-turn lane. A further mitigation measure at this intersection includes a shift in traffic from this intersection to Morse Avenue and Victory Boulevard due to a change in striping at that intersection. In the event that these mitigation measures turn out to be not feasible, the developer must provide alternative mitigations to mitigate the project impact at this location.</p> <p>IV.K-3: The applicant would design and implement changes to the intersection of Morse Ave & Victory Blvd. This stop controlled intersection will be fully mitigated to a less-than-significant level by installing a new traffic signal if found warranted by DOT. DOT is concerned with the Church driveway on the north side of the street, with potentially high volumes at times, this driveway may also have to be signalized as part of this intersection. A further mitigation at this intersection requires that there be a southbound left and shared left/right turn lane installed at the shopping center driveway on the north side of Victory Boulevard. A detailed striping layout plan is required prior to signal approval. In the event that the signal is found to be not warranted, the applicant shall identify a substitute mitigation measure that must receive the approval of DOT.</p> <p>IV.K-4: The intersection of Coldwater Canyon Ave. and Victory Boulevard will be fully mitigated to a less-than-significant level by providing left-turn phasing for northbound and southbound directions. In the event that these mitigation measures turn out to be not feasible, the developer must provide alternative mitigations to mitigate the project impact at this location.</p> <p>IV.K-5: The applicant for the proposed project would be responsible to design and implement the changes to the intersection of 170 Freeway Southbound (North Side) & Victory Boulevard. The intersection will be partially mitigated to a less-than significant level by installing a westbound right-turn lane on the southbound freeway ramp from the existing curb lane within the existing right-of-way. Buffer the right-turn westerly with striping to provide a free right-turn lane from the off ramp. These improvements will require Caltrans approval and must be completed before the issuance of the final certificate of occupancy. In the event that these mitigation measures turn out to be not feasible, the developer must provide alternative mitigations to mitigate the project impact at this location.</p> <p>IV.K-6: The applicant would implement the changes to the intersection of 170 Freeway Southbound (South side) & Victory Boulevard. This intersection will be fully</p>	<p>qualitatively measured at this time.</p> <p>Morse Avenue & Victory Boulevard, 170 FWY SB (South Side) & Victory Boulevard would both be less then significantly impacted with the improvement measures.</p> <p>Coldwater Canyon & Victory Boulevard would be essentially mitigated to a less then significant level.</p>

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<p>All mitigation measures apply to the project and Add Area unless otherwise noted; similarly impacts of the Add Area are only discussed where they would be different from impacts of the project.</p>		
	<p>mitigated to less-than significant level by converting the existing eastbound through/right curb lane to a right-turn lane. Buffer the lane to the east to provide a free right at the off-ramp. These improvements will require Caltrans approval and must be completed before the issuance of the final certificate of occupancy. In the event that these mitigation measures turn out to be not feasible, the developer must provide alternative mitigations to mitigate the project impact at this location.</p> <p>IV.K-7: The applicant would design and implement the changes to the intersection of 170 Freeway Northbound (South side) & Victory Boulevard. This intersection will be partially mitigated to a less-than significant level by converting the existing eastbound through/right curb lane to a dedicated right-turn lane. Shadow this lane beyond the turn to provide a free right-turn at the off ramp. The developer must check with Caltrans to determine the feasibility of this improvement. In the event that these mitigation measures turn out to be not feasible, the developer must provide alternative mitigations to mitigate the project impact at this location.</p> <p>IV.K-8: The applicant would develop a Transportation Demand Management Program according to guidelines established by Ordinance No. 168,700.</p> <p>IV.K-9: The applicants (for the project and Add Area sites) shall prepare and implement a Worksite Traffic Control Plan for construction activities subject to approval by the Department of Transportation; the plan shall address any potential lane closures, the use of flag men as appropriate and timing of materials deliveries and dirt hauling.</p>	
<p>Neither the proposed project nor anticipated development of the Add Area (nor the two together) would affect the freeway conditions to a level of significance.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>Development of the proposed project and anticipated development of the Add Area individually and together could create significant impacts along the residential streets of Erwin Street east of Fulton Avenue and Ethel Avenue south of Victory Boulevard.</p>	<p>IV.K-10: The Project Manager shall communicate with the Principal and Pastor of St. Jane Frances School and Parish, respectively, on a monthly basis regarding the expected start and end times of each construction phase and to provide timely notice of specific impacts to school bus, church shuttle, vehicular, and pedestrian routes (such as lane or street closures), allowing sufficient time (at least two weeks) for parents and students to be informed and plan ahead for such disruptions.</p>	<p>Less than significant.</p>
<p>The proposed project would provide less than code required parking creating a</p>	<p>IV.K-11: The developer shall develop a neighborhood protection plan in consultation with LADOT and the community that is agreeable and discourages cut</p>	<p>Less than significant.</p>

**TABLE I-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
<p>potentially significant impact. Code indicates a parking requirement of 4,570 spaces; a shared parking analysis shows a peak demand of 3,006 spaces; 3,312 spaces are proposed.</p>	<p>through traffic. The neighborhood protection plan shall include the installation of neighborhood protections measures such as speed bumps along Ethel Avenue south of Victory Boulevard to Erwin Street and along Erwin Street from Fulton Avenue to Ethel Avenue.</p> <p>IV.K-12: The project applicant shall develop and submit a shared parking program for review and approval by the Department of City Planning.</p>	
<p>IV.L Utilities and Service Systems</p>		
<p>The proposed project and anticipated development of the Add Area would introduce a mixed-use development in the area. Proposed development of the project and anticipated development of the Add Area would increase the need for wastewater services on the site and Add Area. This could have a significant impact on wastewater and sewer services.</p>	<p>IV.L-1: In order to ensure that sufficient sewer capacity is available to serve the proposed project and anticipated Add Area development, as part of environmental review of proposed development, any future applicant(s) shall identify the dimensions and specifications of any sewer improvements as may be determined necessary by, and to the satisfaction of, the Wastewater Division of the Department of Public Works. Specific improvements as may be necessary shall be incorporated into the project design, prior to issuance of any grading or building permits for the respective project.</p>	<p>Less than significant.</p>
<p>The proposed project and anticipated development of the Add Area would introduce a mixed-use development in the area. Proposed development of the project and anticipated development of the Add Area would increase the need for water on the site and Add Area. This could have a significant impact on water supply.</p>	<p>IV.L-2: Each applicant shall implement water conservation measures in new development that shall include but not be limited to the following:</p> <ul style="list-style-type: none"> • Installation of high-efficiency toilets (1.28 gallons per flush or less, includes dual flush. • High-efficiency urinals (0.5 gallons per flush includes waterless) • Restroom faucet flow rate of 1.5 gallons per minute or less • Public restroom self-closing faucets • Showerhead flow rate of 2 gallons per minute or less • Limit of one showerhead per shower stall • High efficiency clothes washers (water factor of 6.0 or less) • High efficiency dishwashers (Energy Star rated) • Domestic water heating system located in close proximity to point(s) of use, as feasible; use of tankless and on-demand water heaters as feasible • Cooling towers must be operated at a minimum of 5.5 cycles of concentration • Install on-site water recycling as feasible • Use of recycled water (if available) for appropriate end uses (irrigation, cooling towers, sanitary) 	<p>Less than significant.</p>

**TABLE I-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Description of Impact	Mitigation Measures	Level of Significance After Mitigation
<p>All mitigation measures apply to the project and Add Area unless otherwise noted; similarly impacts of the Add Area are only discussed where they would be different from impacts of the project.</p>	<ul style="list-style-type: none"> • Single pass cooling shall be prohibited (e.g. any vacuum pumps or ice machines) • Irrigation shall include; <ul style="list-style-type: none"> ✓ Weather-based irrigation controller with rain shutoff ✓ Flow sensor and master valve shutoff (for large landscaped areas) ✓ Matched precipitation (flow) rates for sprinkler heads ✓ Drip/microspray/subsurface irrigation where appropriate ✓ Minimum irrigation system distribution uniformity of 75% ✓ Proper hydro-zoning, turf minimization and use of native/drought tolerant plant materials ✓ Use of landscape contouring to minimize precipitation runoff <p>IV.L-3: Prior to the issuance of a building permit, the applicant shall consult with LADWP to identify feasible and reasonable measures that reduce water consumption, including, but not limited to, systems to use reclaimed water for landscaping (should reclaimed water become available to the City), drip irrigation, re-circulating hot water systems, water conserving landscape techniques (such as mulching, installation of drip irrigation systems, landscape design to group plants of similar water demand, soil moisture sensors, automatic irrigation systems, clustered landscaped areas to maximize the efficiency of the irrigation system), water conserving kitchen and bathroom fixtures and appliances, thermostatically controlled mixing valves for baths and showers, and insulated hot water lines, as per City adopted UBC requirements.</p> <p>IV.L-4: The project shall incorporate Phase I of the City of Los Angeles Emergency Water Conservation Plan. The Plan prohibits hose watering of driveways and associated walkways, mandates decorative fountains to use recycled water, and provides that water leaks are repaired in a timely manner.</p> <p>IV.L-5: The project shall comply with any additional mandatory water use restrictions imposed as a result of drought conditions.</p> <p>IV.L-6: Automatic sprinkler systems shall be installed to irrigate landscaping during morning hours or during the evening to reduce water losses from evaporation. Sprinklers shall be reset to water less often in cooler months and during the rainfall season, so that water is not wasted in excessive landscape irrigation.</p> <p>IV.L-7: Prior to issuance of building permits, the applicant shall pay any appropriate</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

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	<p>fees imposed by the Building and Safety Department. A percentage of building permit fees is contributed to the fire hydrant fund, which provides for Citywide fire protection improvements.</p> <p>IV.L-8: LADWP has calculated the water use likely to have occurred under buildout of the site under the current zoning (232,632 gpd). Any net water demand (project use minus existing use) above the demand calculated under the existing zoning is considered "unplanned water supply." The project shall provide for new water supply through a combination of water conservation (on and potentially off-site) and recycled water, such that the net increase in water demand (not including demand for recycled water) from the project and mitigation does not exceed the calculated demand under current zoning as approved by LADWP in their water supply assessment.</p>	
<p>The proposed project anticipated development of the Add Area would increase solid waste generation during construction and operational activities</p>	<p>IV.L-9: At a minimum, the proposed project and the proposed development of the Add Area shall recycle and/or salvage at least 50% of non-hazardous construction and demolition debris. A construction waste management plan that, at a minimum, identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or comingled shall be developed and implemented. Excavated soil and land-clearing debris do not contribute to the amount of recycled/salvaged debris. Calculations can be done by weight or volume, but must be consistent throughout.</p> <p>IV.L-10: The new project and Add Area developments shall institute a recycling program to reduce the volume of solid waste going to landfills in compliance with the City's current goal of a 62 percent reduction in the amount of waste going to landfills, with the 2020 goal of a 70 percent reduction of waste going to landfills. Additionally, recycling bins shall be provided at an appropriate location on-site to promote recycling.</p>	<p>Less than significant.</p>
<p>Implementation of the proposed project and anticipated development of the Add Area would introduce a mixed use development onto the site and Add Area. This would increase the number of residents and employees in the area, thereby increasing energy needs. The proposed project and anticipated development of the Add Area could</p>	<p>IV.L-11: The project applicant shall diligently pursue multiple Energy Efficiency points under the LEED ND standard.</p> <p>IV.L-12: During the design process, the project applicant shall consult with the Department of Water and Power, Energy Services Subsection and the Southern California Gas Company, the Commercial, Industrial or Residential Staff Supervisor, regarding possible Energy Conservation Measures for the proposed project and the Add Area.</p>	<p>Less than significant.</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES**

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All mitigation measures apply to the project and Add Area unless otherwise noted; similarly impacts of the Add Area are only discussed where they would be different from impacts of the project.		
conflict with adopted energy conservation plans.	<p>IV.L-13: The proposed project will comply with LADWP requirements and recommendations, including the implementation of a removal work order for all existing on-site electric facilities, but not limited to meters, transformer, vault and poles. Proposed street improvements and conditions of approval may require the conversion of the overhead lines on Victory Boulevard to an underground conduit system, which will include vaults and/or transformer in sidewalk or landscape area along the frontage of the property. This conversion will also require removal of three power poles. The overhead electric line providing service to the south side of Victory Boulevard will require either boring or cutting and trenching Victory Boulevard to a riser on the service pole. Such improvements shall be undertaken to the satisfaction and specifications of the LADWP and the Bureau of Engineering prior to issuance of a Certificate of Occupancy for any part of the project.</p>	