I. INTRODUCTION/SUMMARY

A. INTRODUCTION

The purpose of this Draft Environmental Impact Report (EIR) is to inform decision-makers and the general public of the potential environmental impacts resulting from the proposed development of the Panorama Place Project (the “proposed project”) at 14665-14697 W. Roscoe Boulevard within the Panorama City community of the City of Los Angeles. The Project Applicant is Maecal, LLC, located at 250 E. 96th Street, Suite 580, Indianapolis, Indiana 46240. A detailed description of the proposed project is included in Section II (Project Description) of this Draft EIR.

The proposed project will require certain discretionary approvals by the City of Los Angeles (the “City”) and other governmental agencies. Therefore, the proposed project is subject to environmental review requirements under the California Environmental Quality Act (CEQA).\(^1\) The City of Los Angeles Department of City Planning (the “Planning Department”) is the Lead Agency under CEQA for the proposed project. This EIR shall be used by the City of Los Angeles City Council, Department of City Planning, Department of Building and Safety, Department of Transportation, and Department of Public Works, including the Bureau of Engineering and the Bureau of Sanitation, and all other responsible public agencies that must approve actions undertaken with respect to the proposed project.

As described in Section 15121 (a) and 15362 of the State CEQA Guidelines,\(^2\) an EIR is an informational document which will inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The purpose of this Draft EIR, therefore, is to focus the discussion on those potential effects on the environment of the proposed project which the Lead Agency has determined may be significant. In addition, feasible mitigation measures are recommended, when applicable, that could reduce significant environmental impacts or avoid significant environmental impacts.

This Draft EIR was prepared in accordance with Section 15151 of the State CEQA Guidelines, which defines the standards for EIR adequacy:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes

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\(^1\) Public Resources Code Sections 21000-21178.

\(^2\) California Code of Regulations Title 14, Chapter 3, Sections 15000-15387.
account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

Notice of Preparation

Comments from identified responsible and trustee agencies, as well as interested parties on the scope of the Draft EIR, were solicited through a Notice of Preparation (NOP) process. The NOP for the Draft EIR was circulated for a 30-day review period starting on June 7, 2006 and ending on July 7, 2006. A scoping meeting was held on June 19, 2006. Refer to Appendix A to this Draft EIR for a copy of the NOP and written comments submitted to the Planning Department in response to the NOP and scoping meeting.

Environmental Issues to be Analyzed in the Draft EIR

Based on a review of environmental issues by the Planning Department, this Draft EIR analyzes the following environmental impact areas:

- Aesthetics;
- Air Quality;
- Energy Conservation;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Land Use and Planning;
- Noise;
- Population and Housing;
- Public Services;
- Transportation/Traffic; and
- Utilities.
Section IV.A of this Draft EIR lists the environmental issues that were determined not to be significantly affected by the proposed project and, therefore, are not analyzed in detail herein.

Environmental Review Process

This Draft EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 calendar days. Public hearings on the proposed project will be held during the review period. Notice of time and location will be published prior to the public hearing date. All comments or questions about the Draft EIR should be addressed to:

David Somers  
City of Los Angeles Department of City Planning  
200 North Spring Street, 7th Floor  
Los Angeles, California 90012.

Following public review of the Draft EIR, a Final EIR will be prepared in response to comments received during the public review period. The Final EIR will be available for public review prior to its certification by the Planning Department.

Organization of the EIR

This Draft EIR is organized into eight sections as follows:

Section I. Introduction/Summary: This section provides an introduction to the environmental review process per CEQA, a summary of the proposed project description, areas of controversy, issues to be resolved, alternatives to the proposed project, and environmental impacts and mitigation measures.

Section II. Environmental Setting: An overview of the study area’s environmental setting is provided including a description of existing and surrounding land uses, and a list of related projects proposed in the project area.

Section III. Project Description: This section provides a complete detailed description of the proposed project including the project location, objectives, characteristics, and anticipated public agency actions.

Section IV. Environmental Impact Analysis: Section IV.A lists those environmental issues that the Initial Study determined would not to be significantly affected by the proposed project. Therefore those impacts have not been further analyzed in this Draft EIR. Sections IV.B through IV.L are the focus of this Draft EIR. Each environmental issue contains a discussion of existing conditions for the project area, an assessment and discussion of the significance of impacts associated with the proposed project, proposed mitigation measures, cumulative impacts, and level of impact significance after mitigation.
Section V. General Impact Categories: This section provides a summary of any significant and unavoidable impacts and a discussion of the potential growth inducement of the proposed project.

Section VI. Alternatives to the Proposed Project: This section includes an analysis of a reasonable range of alternatives to the proposed project. The range of alternatives selected is based on their ability to feasibly attain most of the basic objectives of the project and to avoid or substantially lessen any of the significant effects of the project.

Section VII. Preparers of the EIR and Persons Consulted: This section presents a list of City agencies and other agencies and consultant team members that contributed to the preparation of the Draft EIR.

Section VIII. References: This section provides a list of all of the references used in this Draft EIR.

Section IX. Acronyms and Abbreviations: This section provides definitions for all of the acronyms and abbreviations used in this Draft EIR.

B. PROPOSED PROJECT SUMMARY

The proposed project is a redevelopment project that would involve the replacement of existing commercial uses at the project site with a mixed-use project consisting of approximately 504 condominium units, 452,400 square feet of commercial/retail space, and 2,900 parking spaces (see Figures II-3 and II-4, Retail Plot Plan and Residential Plot Plan). The proposed residential uses would be generally located in the northern portion (the “northern component”) of the project site and the retail space would be generally located in the southern portion (the “southern component”) of the project site. The proposed project would include approximately 946,760 square feet of floor area.

The northern component would include up to two levels of subterranean parking, up to six levels of above-ground retail parking, and 12 levels of residential units, and would extend to up to 240 feet in total height. The residential uses would include 36 one-bedroom, 240 two-bedroom, and 228 three-bedroom residences, which would range in size from approximately 563 to 870 square feet. The southern component would include three levels of primarily retail uses, including approximately 10,000 square feet of restaurant space and an enclosed truck loading dock. The southern component would be approximately 74 feet in height at the parapet wall and approximately 101 feet in height for the highest billboard.

In addition, the proposed project would include various residential amenities within a 110,190-square-foot residential deck area located on the sixth floor of the northern component above the above-grade parking garage. These amenities would include the following: pools, spas, pool house, pool enclosures, fitness and recreation center, lawn area, park area, and multi-use ball courts. The southern component would include approximately 452,400 square feet of primarily retail uses, including approximately 10,000 square feet of restaurant space, within three levels on the southern portion of the site.
The existing structures at the project site, which includes two one-story stucco buildings and the former two-story Montgomery Ward structure along with a surface parking lot, would be removed with the development of the proposed project.

C. AREAS OF CONTROVERSY

Concerns raised in letters submitted to the Department of City Planning in response to the NOP include the following:

- **Aesthetics** – Concerns were raised regarding height and massing, signage, and visual character. These issues are addressed in Section IV.B, Aesthetics.

- **Land Use and Planning** – Concerns were raised regarding consistency with the Community Design Overlay, density, and compatibility with surrounding land uses. These issues are addressed in Section IV.G, Land Use and Planning.

- **Transportation/Traffic** – Concerns were raised regarding roadway capacities, traffic congestion, and parking. These issues are addressed in Section IV.K, Transportation/Traffic.

D. ISSUES TO BE RESOLVED

Issues to be resolved include whether or how to mitigate potentially significant environmental impacts from the proposed project, and whether one of the alternatives should be approved rather than the proposed project.

E. ALTERNATIVES

This Draft EIR considers a range of alternatives to the proposed project to provide informed decision-making in accordance with Section 15126.6 of the State CEQA Guidelines. The alternatives analyzed in this Draft EIR include: (A) No Project; (B) Reduced Density; (C) Retail Only; and (D) Residential Only.

**Alternative A: No Project**

Under the No Project Alternative, no new development would occur on the project site as compared to existing conditions. The project site is currently developed with three structures that occupy approximately 172,500 square feet, or nearly half of the project site, and a surface parking lot occupies the remaining area. The three structures include a former restaurant, Sears Auto Center, and Montgomery

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3 Existing conditions are defined as the time that the NOP is published.
Ward. The surface parking lot formerly provided approximately 600 spaces, which were used by visitors to the commercial buildings. All of the existing structures on the project site are currently unoccupied, and a chain-link fence surrounds the project site. Under the No Project Alternative, the existing structures would remain on the project site and would continue to be unoccupied.

Alternative B: Reduced Density

Under the Reduced Density Alternative, the density of development on the project site would be reduced by approximately 25 percent. This would result in the construction of 378 condominium units and approximately 339,300 square feet of retail space. The configuration and layout of the new buildings under Alternative B would be similar to the proposed project. However, the massing and heights of the new buildings would proportionally decrease under this alternative as compared to the proposed project. Approximately 2,175 parking spaces would be provided within several subterranean and above-grade parking levels. Access to the project site under Alternative B would be similar to the proposed project.

The residential uses would be generally located in the northern portion of the project site (the “northern component”) and the retail space would be generally located in the southern portion of the project site (the “southern component”). The northern component would extend up to approximately 180 feet in total height. The southern component would include two levels of retail uses, and would be approximately 60 feet in height at the parapet wall and approximately 80 feet in height for the highest billboard. The northern and southern components of the proposed project would be separated by a covered boulevard approximately 75 feet in height.

Alternative C: Retail Only

Under the Retail Only Alternative, the entire site would be developed with approximately 525,000 square feet of retail space. The retail building would extend up to 80 feet in height, with three levels of retail space accounting for approximately 66 feet of height, and the remaining 14 feet extended up to the parapet. In addition, signage would extend from the roof of the retail building to a height of approximately 105 feet along the Roscoe Boulevard frontage. Each level would be approximately 175,000 square feet, and the building would be rectangular in shape. Parking for the Retail Only Alternative would be provided within a separate five-level, aboveground parking structure with approximately 2,100 parking spaces. The parking structure would be located directly north of the retail building, separated by a covered driveway. The proposed parking structure would be approximately 55 feet high.

Similar to the proposed project, access would be provided from Tobias Avenue and Cedros Avenue, with the mid-block covered boulevard providing direct access to the parking structure. Also similar to the proposed project, a total of five driveways would be provided. The loading area would be located at the southwest corner of the retail building. The driveway associated with the loading area under this alternative would be located further south (towards Roscoe Boulevard) than the loading area driveway.
under the proposed project. In addition, delivery trucks would exit the loading area via a driveway that connects to the mid-block covered boulevard.

**Alternative D: Residential Only**

Under the Residential Only Alternative, the entire site would be developed with approximately 1,916 condominium units and associated amenities and parking. The one- and two-bedroom condominium units would contain an average of approximately 1,000 square feet of floor area, comprising a total of approximately 1,916,000 square feet of residential space, plus approximately 150,000 square feet of recreational amenities on the lower residential level. The height of the building would extend up to approximately 150 feet. The residential building would be 13 stories, including eight stories of condominium units and one recreational level above four parking levels. Parking would include approximately 4,790 spaces on the four aboveground levels. Similar to the proposed project, access would be provided from Tobias Avenue and Cedros Avenue.

**F. 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 recommended for significant environmental impacts, and the level of impact significance after mitigation is also identified.

**Aesthetics**

*Visual Characteristics and Views*

*Project Impacts*

While setbacks and design of the proposed project would be consistent with applicable regulations and design guidelines for the project area, the height and massing of the proposed project would be significantly greater than what currently exists on the project site and in the project vicinity. That is, many of the nearby residential uses are characterized by shallow setbacks and box-like architecture that lacks articulation and architectural features. The height and mass of the proposed project significantly contrast with the existing conditions onsite and surrounding buildings. When compared to existing conditions, the proposed project would substantially contrast with the existing visual character of the surrounding area, which might be a potentially significant impact relative to height and mass. Alternatively, when taken into consideration along with the designation as a Regional Center, which are defined as “typically high-density places whose physical form is substantially differentiated from lower-density neighborhoods in the City” then it may be reasonable to conclude that the proposed project may be consistent with the building scale found in other Regional Centers and the impacts related to height and massing may be considered to be less than significant. This EIR takes the conservative approach and concludes that the height and massing may be potentially significant impacts.
With respect to architecture, the proposed project would be designed in a contemporary style using cement plaster, concrete, metal, and glass materials, which is a contrast to the nearby uses, characterized by stucco and wood materials. The proposed project would be significantly different in style than existing commercial development by the nature of its density and would be characterized by modern design. However, the proposed project would replace three incoherently designed, unconsolidated structures and associated surface parking lots with a single, uniformly designed mixed-use development with parking concealed in a structure. In addition, a “green screen” would be added to the proposed parking garage to screen it from residences to the north. Moreover, pockets of landscaping would be planted along Roscoe Boulevard. Thus, the proposed architecture would likely contribute to the area’s aesthetic value. In addition, the proposed project would be designed substantially in accordance with the Panorama City CDO Design Guidelines and Regulations (refer to Appendix F, Community Design Overlay Consistency Table). Therefore, impacts related to architecture would be less than significant.

Signage associated with the proposed project would be designed substantially in accordance with the Panorama City CDO Design Guidelines and Regulations (refer to Appendix F, Community Design Overlay Consistency Table), and the proposed project would be subject to approval of an ordinance establishing the Panorama Place Signage Supplemental Use District (SUD) pursuant to Section 13.11 of the LAMC. If approved, the SUD would establish new standards and guidelines pertaining to signage superseding existing standards and guidelines. These standards would include, but not be limited to, lighting designs to compliment any proposed signage. Although the signage may contrast with existing conditions, the contrast may not necessarily detract from the existing image or style of the Panorama City area. Accordingly, if the decision-makers determine that signage is appropriate at this site with the approval of the SUD, then the introduction of signage would have a less-than-significant impact in the area.

There would be no adverse impacts to the existing visual character of the project site associated with landscaping since implementation of the proposed landscaping plan is considered to be an improvement over existing conditions. Therefore, impacts associated with landscaping are considered to be less than significant.

As discussed in Section IV.G, Land Use and Planning, the proposed project would be consistent with applicable policies and regulations that address aesthetics.

Cumulative Impacts

The development of the related projects is expected to occur in accordance with adopted plans and regulations, which would result in individual review of the visual character of each project. In addition, the related projects would be required to submit a landscape plan to the City for review and approval. Therefore, cumulative impacts with respect to aesthetics would be less than significant.
Mitigation Measures

The proposed project would support the establishment of the area as a Regional Center, substantially comply with the CDO Guidelines, and with approval of the SUD, would adhere to all other applicable regulations related to aesthetics. No additional feasible mitigation measures are available.

Level of Significance After Mitigation

With approval of the SUD, the impacts related to visual character and the aesthetic image of the proposed project associated with signage would be less than significant; however, under a conservative analysis, impacts related to height and massing would remain potentially significant.

Light and Glare

Project Impacts

The project site is located in an urban area characterized by medium-density residential uses with higher density residential uses and commercial uses concentrated near the transit corridors of Sepulveda Boulevard, Roscoe Boulevard, Van Nuys Boulevard, and Lassen Street. Lighting sources from the proposed project would include interior lighting, exterior security lighting, signage lighting, and headlight from vehicles utilizing the project site ingress/egress, and internal circulation on the site. The proposed project would introduce light that would increase ambient nighttime lighting illumination levels beyond the property boundary of the project site. This increase in ambient nighttime illumination levels would constitute a significant impact.

Low-level security lighting on the project site would be installed as required for commercial and residential uses to provide a secure environment in and around the project site. In addition, site lighting would clearly demarcate vehicular circulation areas and create intimate settings within the garden and terrace areas. Moreover, lighting, for the purpose of complimenting the proposed signage, would also be installed. Perimeter light levels would be carefully monitored to minimize light spillover onto adjacent properties, as the majority of lighting features would be directed towards the building and directed downwards and away from the neighboring residential properties. Due to its scale, the proposed project demands a substantial increase in lighting from what currently exists on the project site; thus, light spillover onto nearby sensitive (residential) uses would likely occur. Therefore, a significant lighting impact would occur.

With respect to glare, the proposed project’s architectural features and facades would not be constructed of highly reflective materials. The proposed project would incorporate a variety of building materials, which would be selected and located so as to minimize the transmission of illumination from interior lights. The glass would not be highly reflective and would not be covered with mirrored tinting. Although new sources of glare would be introduced into the project area, impacts related to hazardous
conditions associated with glare would be less than significant due to the various features designed to minimize glare-related impacts.

**Cumulative Impacts**

Although none of the related projects are located immediately adjacent to the project site, due to its scale in relation to existing development in the area, light generated from the interior of the proposed residential tower could potentially be seen from substantial distances from the project site. Additionally, light from the project’s signage would be visible from a distance. As such, the proposed project could contribute to ambient light. Therefore, cumulative impacts associated with light are considered to be significant. With respect to glare, the proposed project’s architectural features and facades would not be constructed of highly reflected materials and incorporates design features to minimize glare-related impacts. Therefore, the proposed project’s contribution to cumulative glare would not be substantial and a less-than-significant impact would occur.

**Mitigation Measures**

(B-1) Typical lighting shall include low mounted, downward casting and shielded lights that do not cause excessive spillover onto adjacent properties and the utilization of motion detection systems where applicable.

(B-2) No flood lights shall be utilized.

(B-3) Lighting shall not “wash out” structures or any portions of the site.

(B-4) Low intensity, indirect light sources shall be encouraged.

(B-5) On-demand lighting systems shall be encouraged.

(B-6) Mercury, sodium vapor, and similar intense and bright lights shall not be permitted except where their need is specifically approved and their source of light is restricted.

(B-7) All light sources shall be shielded from off-site view to the extent possible.

(B-8) All buildings and structures shall consist of non-reflecting material or be painted with non-reflective paint.

(B-9) Generally, light fixtures shall not be located at the periphery of the property and light sources associated with the proposed parking garage should shut off automatically when the use is not operating.
All lighting shall be installed in accordance with building codes and the approved lighting plan during construction.

Light source directed toward signage shall limit, to the extent feasible, spillage.

Level of Significance After Mitigation

The lighting for the proposed project would be developed in accordance with the guidelines set forth in the CDO and LAMC to minimize spillover onto nearby sensitive land uses and hazardous conditions. Nevertheless, the scale of the proposed project would result in new sources of light, including signage that would be visible from nearby multi-family uses, and would inevitably result in spillover. Thus, impacts related to lighting would remain significant. With incorporation of design features described above, impacts related to glare would be less than significant.

Shade/Shadow

Project Impacts

The proposed project’s winter solstice shadows would cast shadows onto the multi-family residences located to the west and north of the site for more than three hours per day. Therefore, the impact from winter solstice shadows associated with the proposed project would be significant. Since no feasible mitigation is available to reduce the impact from winter solstice shadows, this impact would be significant and unavoidable.

The proposed project’s summer solstice shadows would cast shadows onto the multi-family residential uses located to the west of the project site for approximately two hours per day. As the summer solstice shadows would cast shadows onto the multi-family residential uses for less than four hours, the summer solstice shadows associated with the proposed project would not result in a significant impact.

Cumulative Impacts

Development of the proposed project in combination with the related projects would result in an increase of shading impacts of various land uses in an already urbanized area of the City. However, none of the related projects are in close enough proximity to the proposed project to combine with the proposed project to create additional shadow impacts. Therefore, cumulative shadow impacts would be less than significant.

Mitigation Measures

No feasible mitigation measures are available to reduce impacts related to shadow impacts.
Level of Significance After Mitigation

The proposed project would result in a significant and unavoidable shadow impact to nearby sensitive uses between late October and early April.

Air Quality

Project Impacts

AQMP Consistency

Projects that are consistent with the projections of employment and population forecasts identified in the Growth Management Chapter of the RCPG are considered consistent with the AQMP growth projections, since the Growth Management Chapter forms the basis of the land use and transportation control portions of the AQMP. The 2,670 new residents introduced into the Mission Hills-Panorama City-North Hills Community Plan area by the proposed project is within the City’s population projection for the Community Plan Area and has already been anticipated and planned for in the Mission Hills-Panorama City-North Hills Community Plan. Further, the 504 multi-family residences are within the City’s housing projection for the Mission Hills-Panorama City-North Hills Community Plan area and have already been anticipated and planned for in the Mission Hills-Panorama City-North Hills Community Plan. Thus, the proposed project would be consistent with the regional population and housing forecasts for the City of Los Angeles and the local population forecasts for the Mission Hills-Panorama City-North Hills Community Plan area, and it would not jeopardize attainment of State and national ambient air quality standards in the Basin and the Los Angeles County portion of the Basin.

In addition, due to the mixed-use design of the proposed project and the availability of various public transit opportunities in the project vicinity, including bus routes operated by the Metropolitan Transportation Authority (Metro), the City of Los Angeles Department of Transportation (LADOT), and the Metrolink commuter rail service, the proposed project is also planned in a way that minimizes VMT both within the project area and in the community, thereby, minimizing the amount of air pollutant emissions. Therefore, the proposed project would be consistent with the goals of the AQMP for reducing the emissions associated with new development. Therefore, the proposed project would not impair implementation of the AQMP, and this impact would be less than significant.

Construction Emissions

Mass Daily Emissions of ROG, NO₂, CO, SO₂, PM₁₀, and PM₂·₅

Construction activities at the project site would generate pollutant emissions from the following construction activities: (1) demolition, grading, and excavation; (2) construction workers traveling to and from project site; (3) delivery and hauling of construction supplies and debris to and from the project site;
(4) the fuel combustion by onsite construction equipment; and (5) building construction, including the application of architectural coatings.

Based on the URBEMIS 2002 computer model analysis, construction-related daily emissions would exceed SCAQMD significance thresholds for NO\textsubscript{x} during the site grading and excavation phase, while the peak daily emissions of the other four construction-related emissions (ROG, CO, NO\textsubscript{x}, SO\textsubscript{x}, PM\textsubscript{10}, and PM\textsubscript{2.5}) would not exceed SCAQMD significance thresholds. The exceedance of SCAQMD significance thresholds for NO\textsubscript{x} during the site demolition phase is primarily generated from the amount of onsite cut/fill that would occur on a peak construction day at the project site (i.e., approximately 4,000 cubic yards per day). As such, this would be a significant impact. Implementation of Mitigation Measure C-13, which would limit the daily amount of earthmoving on the project site during the grading and excavation phase, would reduce this impact to a less-than-significant level.

The construction-related daily emissions generated during the demolition and building phases would not exceed the regional emissions thresholds recommended by the SCAQMD for any of the criteria pollutants. Consequently, impacts associated with regional construction-related emissions from the proposed project during the site demolition and building phases would be less than significant.

**Localized Daily Emissions of NO\textsubscript{x}, CO, PM\textsubscript{10}, and PM\textsubscript{2.5}**

In accordance with SCAQMD’s methodology for analyzing localized air quality impacts, air quality dispersion modeling was performed for the proposed project to determine whether construction activities at the project site would cause or contribute to adverse localized air quality impacts on nearby off-site sensitive receptors. During construction of the proposed project, the nearest and most notable off-site sensitive receptors to the project site are the multi-family residences located adjacent to the northern boundary of the project site, across Cedros Avenue to the west of the project site, and across Roscoe Boulevard to the south of the project site.

Based on the dispersion modeling results for the proposed project, the localized air quality impacts associated with CO, PM\textsubscript{10}, and PM\textsubscript{2.5} concentrations during construction of the proposed project would be less than significant at the surrounding off-site sensitive receptors to the project site. Concentrations of NO\textsubscript{x} at the nearest sensitive receptors, which are the multi-family residences located adjacent to the northern boundary of the project site, however, would exceed the SCAQMD’s 0.18 ppm significance threshold. As such, impacts associated with NO\textsubscript{x} concentrations would be significant. Implementation of Mitigation Measure C-17, which would require that all heavy-duty diesel-powered construction equipment used onsite would be retrofitted with either lean-NO\textsubscript{x} or diesel oxidation catalysts to the extent that it is economically feasible and the equipment are readily available in the South Coast Air Basin, the NO\textsubscript{2} concentrations at the nearest surrounding sensitive receptors would be reduced but would remain significant.
As for the other off-site sensitive receptors that are located further away from the project site (i.e., the multi-family residential uses located to the west of the project site, across Cedros Avenue, and south of the project site, across Roscoe Boulevard), the peak PM$_{10}$ concentrations at these off-site sensitive receptors during construction at the project site would not exceed the SCAQMD threshold 10.4 µg/m$^3$. As such, localized air quality impacts associated with PM$_{10}$ at these sensitive receptors would be less than significant.

**Operational Emissions**

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for cooking and space and water heating devices, and the operation of landscape maintenance equipment. Mobile emissions would be generated by the motor vehicles traveling to and from the project site.

Utilizing the URBEMIS 2002 computer model recommended by the SCAQMD, the total estimated daily operational emissions for the proposed project were estimated for mobile and area source emissions. Based on the results of the URBEMIS 2002 computer model, the operational emissions associated with the proposed project would exceed the established SCAQMD threshold levels for ROG, NO$_x$, CO, and PM$_{2.5}$ while the threshold levels for SO$_x$ and PM$_{10}$ would not be exceeded. The exceedance of the SCAQMD thresholds for ROG, NO$_x$, CO, and PM$_{2.5}$ would occur during both the summertime (smog season) and wintertime (non-smog season), and is primarily due to the net increase in motor vehicles traveling to and from the project site (i.e., the proposed project would generate a net increase of 16,334 vehicle trips to the project site). The net increase of 16,334 vehicle trips generated by the proposed project already includes adjustments to account for internal trips, transit trips, and pass-by trips that would result from the mixed-use nature of the proposed project as well as the existing public transportation available to serve the project site. Despite accounting for these factors, the operational emissions of the proposed project would still exceed the SCAQMC thresholds for ROG, NO$_x$, CO, and PM$_{2.5}$. As such, this impact would be significant.

**Localized CO Impacts**

The localized CO concentration impacts associated with the proposed project have been evaluated with the addition of traffic growth associated with cumulative development. The simplified CALINE4 screening procedure was used to predict future CO concentrations at the study area intersections in the vicinity of the project site in the year 2010 with cumulative development in order to provide a worst-case analysis of future conditions. Based on the results of the calculations, future (2010) 1-hour and 8-hour CO concentrations near the study intersections would not exceed their respective national or State ambient air quality standards. Therefore, implementation of the proposed project and cumulative development would not expose any possible sensitive receptors (such as residential uses, schools,
hospitals) located in close proximity to these intersections to substantial localized pollutant concentrations. This would be a less-than-significant impact with respect to the exposure of sensitive receptors to substantial pollutant concentrations.

**Consistency with General Plan Air Quality Element**

The Air Quality Element of the City of Los Angeles General Plan sets forth the goals, objectives, and policies that guide the City in the implementation of its air quality improvement programs and strategies. Based on a detailed analysis of the consistency of the proposed project with relevant policies in the City’s General Plan Air Quality Element, it was determined that the proposed project would be consistent with goals, objectives, and policies set forth in the City’s General Plan Air Quality Element, which include the minimization of particulate emissions during construction, improving the accessibility for the City’s residents to places of employment, shopping centers, and other establishments, and ensuring that new development would be compatible with pedestrians, bicycles, transit, and alternative fuel vehicles. Therefore, no impact would occur with respect to consistency with the applicable air quality policies in the General Plan.

**Greenhouse Gas Emissions**

No air regulatory agency, including the SCAQMD, or municipality, including the City of Los Angeles, has yet to establish project-level significance thresholds for greenhouse gas (GHG) emissions. In the absence of any other adopted thresholds, this EIR assumes that the proposed project would be considered to generate a substantial increase in greenhouse gas emissions if it is not consistent with any strategies from the 2006 Climate Action Team (CAT) Report that the Lead Agency deems to be applicable and feasible for the proposed land use. This would be considered a significant impact with regards to global climate change.

Based on a detailed analysis of the consistency of the proposed project with relevant strategies in the 2006 CAT Report, it was determined that the proposed project would be consistent with these policies set forth in the 2006 CAT Report, which include improving the energy and water efficiency for new buildings, encouraging jobs/housing proximity, promoting fuel conservation through proximity to public transportation, etc. Overall, the proposed project would be consistent with all feasible and applicable strategies to reduce GHG emissions in California. In particular, the following design features of the proposed project would reduce GHG emissions:

- As a mixed-use development, commercial facilities (including restaurant space) would be provided to support the residents of the proposed project.

- The project site is located within walking distance of shopping sites for project residents, and the proposed retail use would serve residents of the proposed project as well as being within walking distance of existing residents in the local vicinity.
• The proposed project would promote integrated urban living by offering residential amenities and services to complement and enhance the surrounding Regional Center Commercial land uses and the surrounding Panorama City community.

• The proposed project would add retail uses and high-density housing along the transit corridor of Roscoe Boulevard and in close proximity to the transit corridors of Sepulveda Boulevard and Van Nuys Boulevard, which could encourage the use of mass transit and reduce consumption of fossil fuels in vehicles.

Therefore, the impact of the proposed project associated with GHG emissions would be less than significant.

**Cumulative Impacts**

As long as growth in the Basin is within the projections for growth identified by SCAG, implementation of the 2003 AQMP would not be obstructed by such growth and cumulative impacts would be less than significant. Since the proposed project would be consistent with growth projections under SCAG’s 2001 RTP and the Mission Hills-Panorama City-North Hills Community Plan, and would minimize the VMT within the community, it would not have a cumulatively considerable contribution to any impact to implementation of their applicable air quality plan. Thus, cumulative impacts related to conformance with the 2003 AQMP would be less than significant.

According to the SCAQMD, individual construction projects that exceed the SCAQMD recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. NOx emissions would be cumulatively considerable without mitigation, and ROG, CO, SOx, PM10, and PM2.5 emissions would not exceed the SCAQMD significance thresholds for these criteria pollutants and, as such, emissions associated with these criteria pollutants would not be cumulatively considerable and would constitute a less-than-significant impact.

Operational emissions would exceed SCAQMD’s thresholds of significance for ROG, NOx, CO, and PM2.5 but would not exceed SCAQMD’s thresholds of significance for SOx and PM10. Consequently, the contribution of daily operational emissions of ROG, NOx, CO, and PM2.5 by the proposed project would be cumulatively considerable without mitigation.

One-hour and 8-hour CO concentrations near the study intersections would not exceed their respective national or State ambient air quality standards. Therefore, the cumulative impact of the proposed project with respect to CO concentrations is considered to be less than significant.
The proposed project would be consistent with all feasible and applicable strategies to reduce greenhouse gas emissions in California as identified in the 2006 CAT Report. Therefore, the proposed project’s contribution to global warming is not considered to be cumulatively considerable.

**Mitigation Measures**

(C-1) All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403.

(C-2) The owner or contractor shall keep the construction area sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.

(C-3) Site access points shall be swept or washed within 30 minutes of visible dirt deposit.

(C-4) All loads shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.

(C-5) All materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.

(C-6) Soil stabilizers shall be applied to inactive construction areas.

(C-7) Ground cover in disturbed areas shall be quickly replaced.

(C-8) All haul roads shall be watered twice daily.

(C-9) All stock piles of debris, dirt, or rusty materials shall be covered with a tarp.

(C-10) Vehicle speed on unpaved roads shall be reduced to less than 15 miles per hour (mph).

(C-11) Operations on any unpaved surfaces shall be suspended during first and second stage smog alerts.

(C-12) All clearing, grading, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 miles per hour [mph]), so as to prevent excessive amounts of dust.

(C-13) The maximum amount of earthmoving on the project site during the grading and excavation phase shall not exceed 3,000 cubic yards on any given day.
(C-14) The Project Applicant shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for an extended period of time (i.e., 5 minutes or longer).

(C-15) The Project Applicant shall require by contract specifications that construction operations rely on the electricity infrastructure surrounding the construction site rather than electrical generators powered by internal combustion engines to the extent feasible.

(C-16) Truck and equipment idling time shall be limited to five minutes or less.

(C-17) General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

(C-18) The Project Applicant shall require by contract specifications that all heavy-duty diesel-powered construction equipment used onsite would be retrofitted with either lean-NOX or diesel oxidation catalysts to the extent that it is economically feasible and the equipment is readily available in the South Coast Air Basin (meaning that the cost of the equipment use is not more than 20 percent greater than the cost of standard equipment and that the equipment does not have to be imported from another basin). (This measure does not apply to diesel-powered trucks traveling to and from the project site.)

(C-19) The Project Applicant shall require by contract specifications that all heavy-duty diesel-powered equipment operating and refueling at the project site, excluding haul trucks, would be equipped with diesel particulate filters to the extent that it is economically feasible and the equipment is readily available in the South Coast Air Basin (meaning that the cost of the equipment use is not more than 20 percent greater than the cost of standard equipment and that the equipment does not have to be imported from another basin). (This measure does not apply to diesel-powered trucks traveling to and from the project site.)

**Level of Significance After Mitigation**

With implementation of Mitigation Measure C-18, the NOX construction impacts on regional air quality would be reduced. However, the regional NOX impacts would still exceed the SCAQMD’s threshold of significance. As such, this impact would be significant and unavoidable.

With implementation of Mitigation Measure C-18, the highest PM10 concentration at the affected sensitive receptors (i.e., multi-family residences located adjacent to the northern boundary of the project site) would be reduced to approximately 10.97 μg/m³. However, the reduction of the peak PM10 concentration to 10.97 μg/m³ from implementation of Mitigation Measure C-18 would still exceed the 10.4 μg/m³ threshold for PM10. As such, the localized air quality impact associated with PM10
concentrations at the off-site multi-family residential uses located immediately north of the project site would be significant and unavoidable.

Overall, construction-related air quality impacts associated with ROG, CO, NOx, SOx, PM10, and PM2.5 would be less than significant.

The proposed project’s impacts on regional air quality would be significant for ROG, NOx, CO and PM2.5 due primarily to the net increase in motor vehicles traveling to and from the project site (a net increase of 16,344 vehicle trips).

The proposed project’s impacts on air quality resulting from localized levels of CO at the study intersections would be less than significant without mitigation.

The proposed project’s impacts to air quality resulting from GHG emissions would be less than significant without mitigation.

**Energy Conservation**

**Electricity**

**Project Impacts**

The proposed project is anticipated to consume approximately 25,492 kilowatt hours (kWh) per day. However, the City of Los Angeles Department of Water and Power (LADWP) has indicated that the estimated increase in electricity demand at the project site due to the proposed project would not have an adverse impact on LADWP’s electrical system, as LADWP would be able to accommodate the proposed project’s demand for electricity with its existing electricity supplies. Therefore, there would be an adequate power supply to serve the proposed project, and no impact would occur.

With modern energy efficient construction materials and compliance with Title 24 standards, the proposed project would be consistent with the State’s energy conservation standards and, therefore, would not conflict with adopted energy conservation plans. Furthermore, as the project would qualify for LEED certification and the Los Angeles Municipal Code (LAMC) incorporates the State’s Title 24 requirements, the proposed project would incorporate electricity conservation measures that meet and exceed the City’s requirements.

**Cumulative Impacts**

The total estimated electricity consumption by the related projects in combination with the proposed project would be approximately 27,039,263 kWh per year (74,080 kWh per day). The 24 related projects within the City of Los Angeles would be provided electricity service by the LADWP and have been factored into the LADWP’s projected load growth electricity demand. Furthermore, all of the related
projects would be required to comply with Title 24. Accordingly, the proposed project would not result in a cumulative electricity impact.

**Mitigation Measures**

There would be no impacts relating to electricity services. Nonetheless, the following features shall be incorporated as part of the design of the proposed buildings to ensure that the proposed project complies with Title 24, as well as ensure that no impact would result from operation of the proposed project.

**Mechanical**

(D-1) The following mechanical features shall be incorporated into each proposed building:

- Variable primary flow chilled water system;
- High efficiency water cooled chillers with a Variable Frequency Drive (VFD);
- High efficiency, low NOx boilers;
- High efficiency chilled water pump with VFD;
- Open cooling tower with propeller fan and VFD;
- Automatic isolation valves on chillers and boilers;
- Chilled and hot water temperature reset controls;
- High ΔT chilled and hot water system to reduce pump electrical requirement;
- Direct Digital Control system to optimize the system operation;
- Explore chillers series versus parallel arrangement;
- High efficiency water source heat pump units with two-position automatic valves;
- Condenser water pump with VFD serving water source heat pump units;
- High efficiency premium electrical motors;
- Possible thermal storage;
- Optimized roof, wall, and floor insulation (envelope);
- Optimized duct and pipe insulation;
- Demand control ventilation using carbon dioxide sensors (commercial);
- Duct and pipe design to minimize the pressure drop;
- Minimized duct leakage/duct sealing specifications;
- High efficiency Direct Expansion type AC equipment;
- Carbon monoxide monitoring system for garage ventilation;
- Possible variable air volume (VAV) versus constant system for large commercial/retail area with static pressure reset controls;
- Commissioning to verify and ensure that the fundamental building elements and systems are designed, installed and calibrated to operate as intended;
- Zero use of chlorofluorocarbons-based refrigerants in base building HVAC&R systems;
- Zero use of hydrochlorofluorocarbons-base refrigerants;
- Meet the minimal requirements of American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) 62-1999 standard (ventilation for acceptable indoor air quality). Locate the make-up air inlet away from contaminant sources such as cooling tower, sanitary vents, parking garage exhaust, loading dock, and street traffic;
- For mechanically ventilated building (retail/commercial), provide the system with air change effectiveness of 0.9 or greater as determined by ASHRAE 129-1997. For naturally ventilated building, demonstrate a distribution and laminar flow pattern that involves not less than 90% of the rooms in the direction of flow for at least 95% of the hours of occupancy. Consider the use of displacement ventilation, low velocity ventilation, and plug flow ventilation such as under floor or near floor delivery;
- During construction meet Sheet Metal and Air Conditioning Contractors’ National Association (SMACNA) indoor air quality guideline for occupied building under construction. Protect stored on-site or installed absorptive materials for moisture damage. Specify, filters with Minimum Efficiency Reporting Value (MERV) of 8 at each return air grille per ASHRAE 52.2-1999. Replace all filters prior to occupancy with MERV 13 filters;
• After construction/before occupancy, two-week flush out with MERV 13 filter at 100% outside air and replace filter afterward; and

• Install a permanent temperature and humidity monitoring system configured to provide operators control over thermal comfort performance and the effectiveness of humidification and/or dehumidification systems in the building.

Plumbing and Electrical

(D-2) The following plumbing and electrical features shall be incorporated into each proposed building:

• High efficiency low NOx domestic hot water boilers;

• Control of hot water recirculation pump by aqua stat;

• Optimized cold water booster pumps with high efficiency premium electrical motors and variable frequency drives;

• Optimized pipe insulation;

• Pipe design to minimize the pressure drop;

• Waterless urinals, water efficient shower heads, pressure assist and dual flush toilets, automatic faucet;

• Design exterior lighting such that all exterior luminaires with more than 1000 initial lamp lumens are shielded and all luminaries with more than 3500 initial lamp lumens meet the full cutoff and Illuminating Engineers Society of North America classification;

• Supply at least 5% of the building’s total energy use through the use of on-site renewable energy system including photovoltaic panel;

• Provide at least 50% of the building’s electricity from renewable sources by engaging in at least two-year renewable energy contract with the power company;

• Provide at least an average of one operable window and one lighting control zone per 200 square feet for all regularly occupied areas within 15 ft. of the perimeter wall;

• Utilize high efficiency lighting including T-5 or T-8 fluorescent lamp with electronic ballast LED energy star rated exit signs, metal halide lamps, low temperature fluorescent or solar powered fixtures for exterior lighting; and
• Lighting occupancy sensors.

*Level of Significance After Mitigation*

The proposed project would not result in significant impacts to electricity services.

**Natural Gas**

*Project Impacts*

The proposed project is anticipated to consume approximately 111,125 cubic feet of natural gas per day. However, SoCalGas has indicated that it can accommodate the natural gas needs of the proposed project from existing pressure mains and current supply. Thus, the proposed project would not result in an increase in demand for natural gas that exceeds available supply or distribution infrastructure capabilities, and no impact would occur.

The proposed project would comply with the standards in Title 24 as they relate to the conservation of natural gas. Furthermore, the proposed project would use modern energy-efficient construction materials and otherwise comply with the State’s energy conservation standards. Therefore, the proposed project would not conflict with adopted energy conservation plans. As the LAMC incorporates the State’s Title 24 requirements, the proposed project would incorporate natural gas conservation measures that meet the City’s requirements.

*Cumulative Impacts*

Implementation of the proposed project in conjunction with the 24 related projects identified within the SoCalGas service area would consume approximately 340,882 cubic feet per day and would increase the demand for natural gas. As the majority of these related projects are redevelopment projects of sites that are currently served by SoCalGas, these related projects and their corresponding, relatively small net increase in natural gas demand would result in a less-than-significant cumulative natural gas impact.

*Mitigation Measures*

There would be no impacts relating to natural gas services. As such, no mitigation measures are recommended.

*Level of Significance After Mitigation*

The proposed project would not result in significant impacts to natural gas services.
Geology and Soils

Project Impacts

Seismic Hazards

Possible sources or causes of seismically-induced hazards include fault rupture, seismic ground shaking, and liquefaction.

The project site does not lie within an Alquist-Priolo Special Studies Zone, nor is the project site within a State of California Earthquake Fault Zone. Therefore, the proposed project would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, and no impact would occur.

Due to the seismically active nature of the Southern California region, the project site is susceptible to ground shaking during a seismic event within the region. Potential impacts from seismic ground shaking are present throughout Southern California and would be of comparable intensity at the project site as it would be for large parts of the City and the region. However, the proposed project would comply with the Los Angeles Building Code to reduce seismic risks to an acceptable level. Therefore, the proposed project would not expose people or structures to potential substantial adverse effects relating to strong seismic ground shaking, and the associated impact would be less than significant. In addition, implementation of Mitigation Measures E-1 and E-2, listed below, would further reduce potential impacts associated with seismic ground shaking.

Liquefaction

According to the County of Los Angeles Seismic Safety Element, the City of Los Angeles Safety Element, and the California Division of Mines and Geology, the site is not within an area identified as having a potential for liquefaction. Although near surface soils may be relatively loose, the groundwater table is at too great a depth for liquefaction to be a potential impact. Therefore, no impact would occur with respect to liquefaction.

Settlement

Settlement is often caused by loose to medium-dense soils densified by building loads, wetting or seismic groundshaking. The upper portions of the alluvial deposits underlying the project site are generally relatively loose and are considered to be susceptible to settlement. However, the proposed project would implement the recommendations of the Geotechnical Report and design building foundations in accordance with the Los Angeles Building Code (see Mitigation Measures E-1 and E-2, listed below), potential impacts associated with settlement would be less than significant.
Slope Stability

The project site is not within an area identified as having a potential for seismic slope instability (slope instability resulting from seismic ground shaking). According to the City of Los Angeles Safety Element and the County of Los Angeles Seismic Safety Element the site is not within an area identified as having a potential for slope instability. There are no known landslides at the project site, nor is the project site in the path of any known or potential landslides. The alluvial-deposits underlying the project site are generally uncemented and susceptible to erosion. Due to their relatively loose nature, the upper alluvial deposits are susceptible to sloughing and failure if temporary cut slopes are constructed at angles greater than approximately 2:1. This would result in a potentially significant impact. However, implementation of the recommendations in the Geotechnical Report would address the potential impact associated with slope instability during the construction of the proposed project.

Expansive and Corrosive Soils

The alluvial deposits present at the project site typically have a low expansion potential, however, the silts and local clays could have medium to high expansion potential. Site soils could be corrosive to ferrous metals and deleterious to copper and concrete. This would result in a potentially significant impact. However, the proposed project would implement the recommendations of the Geotechnical Report and design building foundations in accordance with the Los Angeles Building Code to reduce potential impacts associated with expansive and corrosive soils to a less-than-significant level.

Landforms

There are no distinct or prominent geographic features, such as hilltops, hilltops, ridges, hill slopes, canyons, ravines, rock outcrops, water bodies, streambeds, or wetlands on or near the project site. In addition, there are no unique geologic features on or in the vicinity of the project site. Therefore, no unique geologic features will be modified or destroyed as a result of the proposed development, and no impact would occur.

Cumulative Impacts

The impacts on related projects sites would be specific to that particular related project site and its users, and would not be common or contribute to the impacts on other sites. In addition, development on each related project site would be subject to uniform site development and construction standards designed to protect public safety. The proposed project would in no way compound the effects of the related projects. Therefore, cumulative geology and soils impacts would be less than significant.
Mitigation Measures

(E-1) The project shall be designed and constructed in accordance with the recommendations provided in the *Report of Geotechnical Evaluation for Environmental Impact Report, Proposed Panorama Place Project 14665 through 14697 West Roscoe Boulevard, Panorama City District, Los Angeles, California*, dated July 31, 2006, prepared by MACTEC Engineering and Consulting, Inc. (included as Appendix D to this DEIR).

(E-2) The project shall be designed and constructed in accordance with the requirements of the Los Angeles Building Code.

(E-3) The project developer shall complete a grading plan that conforms to the City’s Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety’s Grading Division.

Level of Significance After Mitigation

With implementation of the mitigation measures recommended above, the proposed project’s potential adverse impacts associated with geology and soils would be reduced to a less-than-significant level.

Hazards and Hazardous Materials

Project Impacts

Accidental Hazardous Materials Release

Storage Tanks

A 250-gallon AST was identified on the project site. The removal of the AST as well as any other related contamination would be carried out in accordance with applicable City, State, and federal requirements. The LAFD would be consulted prior to removal to ensure that nearby sensitive receptors would not be adversely affected during the removal process and that any contaminated soil is properly handled and disposed of. Mitigation Measure F-1 is recommended below to reduce the potential impact associated with the accidental release of hazardous materials into the environment during the proposed removal of the AST.

Polychlorinated Biphenyls

According to the Phase I Environmental Site Assessment, the project site formerly operated hydraulic lifts that are still present on site. Older hydraulic lifts commonly contain PCB associated with hydraulic oil. Although no evidence of contamination associated with the hydraulic lifts was found during site reconnaissance, they pose a potential environmental concern due to their age and lack of adequate service
records. In addition, light ballasts currently located on the project site may contain PCBs. Mitigation Measure F-3 is recommended below to reduce the potential impact associated with PCBs during demolition and construction activities associated with the proposed project.

Asbestos-Containing Materials

Several types of ACM are present in the former department store and auto repair shop and, based on the age of the restaurant, it is possible that ACM is present is that structure as well. The occurrence of ACM at the site does not necessarily require any type of remediation; however, any ACM would have to be handled properly in the event buildings or fixtures containing such materials were demolished or remodeled and certain maintenance activities would be advised if ACM were left in place and the buildings reused. Mitigation Measure F-4 is recommended below to reduce the potential impact associated with ACM during demolition activities associated with the proposed project.

Lead-Based Paint

LBP materials may be present onsite. The LBP materials may require special handling and disposal in the event the building is demolished. Mitigation Measure F-5 is recommended below to reduce the potential impact associated with LBP during demolition and construction activities associated with the proposed project.

Proximity to a School

The project site is not located within one-quarter mile of an existing or proposed school. Therefore, no impact would occur with respect to the exposure of hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Hazardous Materials Sites

Based on the reported status and the locations of the area sites identified by the environmental database search, the identified sites do not represent significant threats to the environmental integrity of the project site. Therefore, no impact would occur with respect to hazardous materials sites.

Cumulative Impacts

Implementation of Mitigation Measures F-1 through F-7 below would reduce any project-related impacts to less-than-significant levels. Because hazardous material and risk of upset conditions are largely site-specific, each related project would require evaluation for potential threats. Further, local municipalities are required to follow local, State and federal laws regarding hazardous materials and other hazards. Therefore, cumulative impacts would be reduced to less-than-significant level.
Mitigation Measures

(F-1) All required remediation shall be completed in accordance with City and State regulations. Prior to issuance of a building permit, a letter from the appropriate agency (i.e., Los Angeles Fire Department and/or Department of Toxic Substances Control (DTSC)) certifying that all necessary remediation has been completed shall be submitted to the Department of Building and Safety.

(F-2) All required remediation shall be completed in accordance with City and State regulations

(F-3) Prior to demolition activities, an investigation of PCBs shall be conducted and identified PCBs shall be abated in accordance with City and State regulations.

(F-4) Prior to demolition of all existing onsite structures, all ACM identified in the Asbestos Survey, Montgomery Ward & Co., Panorama City, California, 91402, prepared for The Twining Laboratories, Inc. by Integral Engineering Services, Inc.(IES) in July 2001 shall be abated in accordance with City and State regulations

(F-5) Prior to demolition activities, an investigation of LBP materials shall be conducted and identified LBP materials shall be abated in accordance with City and State regulations.

(F-6) All accumulated waste shall be properly disposed. Appropriately labeled recycling bins shall be utilized for the collection of construction materials including, but not limited to: solvents, water-based paints, vehicular fluids, and broken asphalt, concrete, and wood. Non-recyclable materials shall be transported to an appropriate landfill, and toxic waste shall be transported and disposed of at a licensed disposal facility.

(F-7) If contaminated soils are encountered during construction activities, all construction activities shall be suspended in that particular area. Appropriate health and safety measures shall be implemented and construction will remain suspended until such time that appropriate remediation measures have been completed to the satisfaction of DTSC and/or the Department of Building and Safety.

Level of Significance After Mitigation

With implementation of Mitigation Measures F-1 through F-7, project impacts related to hazards and hazardous materials would be reduced to less-than-significant levels.
Land Use and Planning

Project Impacts

Land Use Compatibility

The proposed mixed-use project would be compatible with the existing residential and commercial uses in the project vicinity. The proposed multi-family residences would be located adjacent to existing multi-family residences north and west of the project site. The proposed retail uses would be located in proximity to existing commercial and retail uses along Tobias Avenue and Roscoe Boulevard, including the Panorama Mall. Access to the proposed project would be provided from driveways off of Tobias and Cedros Avenues. The proposed mixed-use pedestrian-oriented design would be located in proximity to existing public transit opportunities, including bus routes and the Metrolink Rail Line, with direct access to Downtown Los Angeles.

The proposed mixed-use project would be compatible with the types of uses surrounding the site; however, the project would introduce 12 levels of residential units, extending up to approximately 240 feet in total height, into an area characterized by low- to mid-rise development. The proposed project’s potential impact with regard to building height is discussed in detail in Section IV.B, Aesthetics, of this Draft EIR.

Overall, the proposed land uses would be generally compatible with the existing surrounding land uses and the associated impact would be less than significant.

Consistency with Land Use Plans, Policies, and Regulations

Regional Comprehensive Plan and Guide (RCPG)

The project site is located within the six-county region that comprises the SCAG planning area. The SCAG RCPG includes growth management policies that strive to improve the standard of living, maintain the regional quality of life, and provide social, political, and cultural equity. The proposed project would be consistent with policies set forth in the RCPG, as it would maximize an existing urbanized area accessible to transit through infill and redevelopment and be located in an area that is generally developed, thereby preserving other open space areas. A detailed analysis of the consistency of the proposed project with relevant policies in the RCPG is presented in Table IV.G-1, Project Consistency with Applicable Policies of the Regional Comprehensive Plan and Guide, in Section IV.G, Land Use and

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Planning, of this Draft EIR. The proposed project would be generally consistent with goals, objectives, and policies set forth in the RCPG; therefore, impacts would be less than significant.

**Compass Growth Vision**

The proposed project would be consistent with the SCAG Compass Growth Vision Report, as it would maximize an existing urbanized area accessible to transit through infill and redevelopment and be located in an area that is generally developed or landscaped, thereby preserving other open space areas. A detailed analysis of the consistency of the proposed project with Growth Vision Report is presented in Table IV.G-2, Project Consistency with Applicable Principles of the Growth Vision Report, in Section IV.G, Land Use and Planning, of this Draft EIR.

**Destination 2030: 2004 Regional Transportation Plan**

The RTP is applicable to transportation investments that receive State or federal transportation funds in the SCAG region. As the proposed project does include such investments, it would not be subject to the goals and policies of the RTP. Notwithstanding, the proposed project would be consistent with the RTP in that it would place commercial and residential land uses, which would generate new employees and residents, close to existing public transit opportunities.

**City of Los Angeles General Plan**

**General Plan Framework Element**

The Long Range Land Use Diagram in the General Plan Framework Element identifies the project site as a Regional Center, which is described therein as a “focal point of regional commerce, identity and activity and containing a diversity of uses such as corporate and professional offices, residential, retail commercial malls, government buildings, major health facilities, major entertainment and cultural facilities and supporting services.” Furthermore, Regional Centers “…are typically high-density places whose physical form is substantially differentiated from the lower-density neighborhoods of the City. A detailed analysis of the consistency of the proposed project with relevant policies in the General Plan Framework Element is presented in Table IV.G-3, Project Consistency with Applicable Policies of the General Plan Framework Element, in Section IV.G, Land Use and Planning, of this Draft EIR. The proposed project would fully conform to definition of a Regional Center as it would be a high-density development whose physical form would be substantially differentiated from a lower-density neighborhood. Therefore, no impact would occur.

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5 *City of Los Angeles Planning Department, The Citywide General Plan Framework: An Element of the City of Los Angeles General Plan, approved July 27, 1996, Long Range Land Use Diagram, Figure 3-1.*
Mission Hills-Panorama City-North Hills Community Plan

The project site is designated for Regional Center Commercial land uses on the Community Plan Land Use Map. The Regional Center Commercial land use designation allows for a mix of commercial/retail and multi-family residential land uses to be developed throughout the project site. The proposed project would further the principals in the Community Plan with respect to the identification of the project site as a major opportunity site. The proposed project would introduce new community services into the neighborhood by providing community-serving commercial uses (e.g., retail stores, restaurants, etc.) and would support safe pedestrian access and public transit opportunities. The proposed project would support safe pedestrian access by including wide landscaped sidewalks and a mid-block covered boulevard. The proposed project would support public transit opportunities by providing housing in close proximity to existing public transit routes (see Section IV.K, Transportation/Traffic, for a description of the local public transit system). A detailed analysis of the consistency of the proposed project with relevant policies in the Community Plan is presented in Table IV.G-3, Project Consistency with Applicable Policies of the Community Plan, in Section IV.G, Land Use and Planning, of this Draft EIR. The proposed project would be consistent with the applicable policies set forth in the Community Plan; therefore, no impact would occur.

Urban Design

The administration of policies and standards set forth in Chapter V, Urban Design is achieved through Community Design Overlay Districts. See Appendix F for a detailed analysis of the proposed project’s design consistency. A detailed analysis of the consistency of the proposed project with relevant policies in the Community Plan is presented in Table IV.G-4, Project Consistency with Applicable Policies of the Community Plan. The proposed project would be generally consistent with applicable policies of the CDO and consistent with applicable policies of the Community Plan. Therefore, no impact would occur.

Pacoima/Panorama City Earthquake Disaster Assistance Redevelopment Plan

The Redevelopment Plan addresses development and rehabilitation within the Redevelopment Plan area. As previously discussed, all land uses within the Redevelopment Plan area are consistent with the General Plan. An analysis of the consistency of the proposed project with the objectives of the Redevelopment Plan is provided in Table IV.G-5, Consistency with Applicable Objectives of the Redevelopment Plan, in Section IV.G, Land Use and Planning, of this Draft EIR. The proposed project would be generally consistent with the applicable objectives of the Redevelopment Plan because it would revitalize the project site in a manner that would support the redevelopment of the neighborhood. Thus, no impact would occur.
Zoning Districts

The project site is currently zoned for Commercial [Q]C2-1-CDO and Parking [Q]P-1-CDO land uses in the LAMC. The C2 zone allows retail and multi-family residential land uses. The Parking zone allows parking land uses. The 1 associated with the zoning for the project site refers to Height District 1, which generally allows a maximum floor area ratio (FAR) of 1.5:1 within the Commercial zone. The [Q] Qualified Classification associated with the zoning for the project site refers to the Ordinance No. 175550 which sets forth certain uses, access and signage requirements, and prohibitions proposed on the project site.

Although the proposed land uses are consistent with the current C2 zoning designation, the project applicant is seeking a zone change/height district change, from [Q]C2-1-CDO and [Q]P-1-CDO to [Q]C2-2-CDO to change the current footprint zoning scheme on the property to one uniform zone in connection with the development of a mixed-use commercial/residential project, with a FAR of up to 3:1. With an approved zone change/height district change, from [Q]C2-1-CDO and [Q]P-1-CDO to [Q]C2-2-CDO, the proposed project would be consistent with the adopted City zoning classification and requirements for the project site. Therefore, the proposed project would result in a less-than-significant impact with respect to consistency with the Zoning Code.

With respect to signage, the project Applicant is seeking an ordinance establishing the Panorama Place Signage Supplemental Use District (SUD). With approval of the SUD, the proposed project’s impact with respect to signage would be less than significant.

Cumulative Impacts

Cumulative land use impacts could occur if related projects in the vicinity of the project site would result in land use impacts in combination with the proposed project. There are no related projects that are close enough to the proposed project to result in cumulative land use impacts. Further, all related projects would have to confirm to land use and zoning designations for each site. Therefore, the related projects in combination with the proposed project would not result in any cumulatively significant land use impacts.

Mitigation Measures

Implementation of the proposed project would not result in any significant land use impacts. As such, no mitigation measures are necessary.

Level of Significance After Mitigation

The proposed project would not result in significant impacts to land use.
Noise

Project Impacts

Construction Noise

Project development would require the use of heavy equipment for demolition, site grading and excavation, installation of utilities, paving, and building fabrication. Development activities would also involve the use of smaller power tools, generators, and other sources of noise. During each stage of demolition and construction, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity.

The nearest and most notable offsite sensitive receptors to the project site are the multi-family residences located adjacent to the northern boundary of the project site, across Cedros Avenue to the west of the project site, and across Roscoe Boulevard to the south of the project site. Project construction-related noise levels at these residences to the north, west, and south may reach as high as 91, 83, and 78.3 dBA $L_{eq}$ during site grading, excavation, and finishing. Based on criteria established in the *L.A. CEQA Threshold Guide*, construction activities lasting more than one day, which would increase ambient exterior noise levels by 10 dBA or more at a noise sensitive use, may result in a potentially significant impact. Based on the existing ambient noise levels at these offsite noise-sensitive receptors, an increase in ambient exterior noise levels exceeding 10 dBA $L_{eq}$ would occur at all three offsite locations as a result of construction activities at the project site. In addition, the *L.A. CEQA Threshold Guide* also states that construction activities lasting more than 10 days in a three month period, which would increase ambient exterior noise levels by 5 dBA or more at a noise sensitive use, would also normally result in a significant impact. Therefore, potentially significant short-term noise impacts related to construction would occur.

However, Section 41.40 of the LAMC regulates noise from demolition and construction activities. Exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturday. Demolition and construction are prohibited on Sundays and all federal holidays. In terms of construction noise, Section 112.05 of the LAMC limits the operation of powered equipment and powered hand tools to between the hours of 7:00 a.m. to 10:00 p.m., and prohibits the noise levels generated by construction machinery from exceeding 75 dBA at 50 feet from residential uses. However, according to Section 112.05 of the LAMC, the noise limitation of 75 dBA at 50 feet from offsite, noise-sensitive uses does not apply where compliance is technically infeasible. It has been the City’s standard practice to exempt construction projects from the City’s noise standards as long as these projects conform to Sections 41.40 and 112.05 of the LAMC, including operating within the permissible hours and days of the week. The construction activities associated with the proposed project would comply with the noise regulations established in Sections 41.40 and 112.05 of the LAMC. Implementation of Mitigation Measures H-1 through H-4, which would require the implementation of noise reduction devices and techniques during
construction at the project site, would serve to reduce the noise levels associated with construction of the proposed project to the maximum extent feasible. Thus, the proposed project would be in compliance with the City’s Code with respect to construction, and would not violate the noise standards established in the LAMC. Nevertheless, because construction noise levels associated with the proposed project are likely to exceed existing ambient noise levels by more than 5 dBA for more than 10 days in a three-month period and by more than 10 dBA for more than one day, construction-related noise impacts would be significant and unavoidable upon the offsite sensitive receptors identified above. Therefore, construction activities associated with the proposed project would generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity.

Construction-Related Groundborne Vibration

Construction activities that would occur within the project site would include demolition and excavation, which would have the potential to generate low levels of groundborne vibration. Construction activities would have the potential to impact the nearest offsite sensitive receptors to the project site, which include the existing multi-family residences located adjacent to the northern boundary of the project site as well as the existing multi-family residences located to the west, across Cedros Avenue, and south, across Roscoe Boulevard, of the project site. During construction activities, the existing offsite multi-family residences to the west, north, and south of the project site could be exposed to groundborne vibration levels as high as approximately 77.9, 86.0, and 73.2 VdB, respectively. The City of Los Angeles has not adopted any thresholds for groundborne vibration impacts; therefore, the noise analysis uses the Federal Railway Administration’s (FRA) vibration impact thresholds. Because the vibration levels experienced at the multi-family residences to the west and south of the project site would not exceed the FRA’s threshold of 80 VdB for residences, the vibration impact at these offsite sensitive uses would be less than significant. The multi-family residences to the north of the project site, however, would experience vibration levels of approximately 86.0 VdB, which would exceed the Federal Railway Administration’s threshold of 80 VdB for residences. As such, this impact would be potentially significant.

It should be noted, however, the construction activities associated with the proposed project will be required to comply with Section 41.40 of the LAMC, which prohibits exterior demolition and construction activities between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturday. Thus, although vibration levels as high as 86 VdB could occur at the existing multi-family residences located adjacent to the northern boundary of the project site, none of the construction activities associated with the proposed project would occur during recognized sleep hours. Implementation of Mitigation Measure H-3, which serves to locate groundborne vibration construction activities as far as possible from the nearest vibration-sensitive land uses, would reduce the vibration levels experienced at these sensitive receptors. Nevertheless, because vibration-sensitive receptors may be in close proximity to active construction during early evening hours, a potentially significant impact would occur. As no feasible mitigation measures are available to reduce the vibration...
level at the existing multi-family residences located north of the project site to below 80 VdB, this impact would be significant and unavoidable.

*Operational Noise – Traffic*

Long-term noise concerns from the development of the proposed project have the potential to affect offsite locations, resulting primarily from vehicular traffic utilizing the local roadways along affected roadway segments analyzed in the project traffic study. Offsite locations in the vicinity would experience increased noise caused by traffic generated by the proposed project.

The proposed project would increase local noise levels by a maximum of 6.9 dBA CNEL for the roadway segment of Cedros Avenue, between Roscoe Boulevard and Chase Street. Because this increase in noise levels would exceed the 5.0 dBA CNEL threshold, this impact would be potentially significant. This substantial increase in noise levels at this roadway segment is due to the substantial increase in vehicles that would travel along this segment in order to access the project site. Because no feasible mitigation measures are available to reduce the roadway noise levels at this roadway segment, this impact would be significant and unavoidable. However, the noise levels at this location would be within the “normally acceptable” and “conditionally acceptable” ranges for the immediately adjacent multi-family residences.

With the exception of the roadway segment of Cedros Avenue, between Roscoe Boulevard and Chase Street, all of the remaining roadway segments that are analyzed in the project site vicinity would not exceed the City’s noise thresholds pertaining to operational noise. Thus, the noise levels experienced at these roadway segments would not represent a substantial permanent increase in ambient noise levels, and impacts at these roadway segments would be less than significant.

*Operational Noise – Onsite Non-Vehicular Noise*

Temporary or periodic increases in ambient noise levels could occur from the heating, ventilation, and air conditioning (HVAC) systems which would be installed in the proposed buildings. However, the design of these onsite HVAC units and exhaust fans would be required to comply with the regulations under Section 112.02 of the LAMC, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, the onsite equipment would be designed such that they would be shielded and appropriate noise muffling devices would be installed on the equipment to reduce noise levels that affect nearby noise-sensitive uses. In addition, nighttime noise limits would be applicable to any equipment items required to operate between the hours of 10:00 p.m. and 7:00 a.m. As such, this impact would be less than significant.
Operational Noise – Parking Facility

As part of the proposed project, a total of approximately 2,900 parking spaces would be provided within the northern component of the proposed project in the form of up to two subterranean parking levels and up to six above-ground parking levels. Noise would also be generated by activities within the designated parking-levels in the northern component of the proposed project. Typical sources of noise within parking garages include tires squealing, engines accelerating, doors slamming, and car alarms. Noise levels associated with parking on the above-grade levels in the northern component of the proposed project would fluctuate with the amount of automobile and human activity, and physical design of the structure. Because all sides of the parking facility would be enclosed for the subterranean parking levels, parking facility noise from these up to two levels would be inaudible at both the onsite and offsite residential uses.

During times when the largest number of people would enter and exit the project site, the noise levels would typically range from 60 to 70 dBA L eq. There would also be times in the day when very little activity occurs and the noise levels average 50 to 60 dBA L eq. The exterior-to-interior reduction of older residential units in California is generally 20 to 25 dBA, while the reduction of newer residential units is generally 30 dBA or more. The proposed project would be constructed in accordance with Title 24 insulation standards of the California Code of Regulations for residential buildings. With implementation of the recommended mitigation measures below, impacts associated with noise generated as a result of the operation of the proposed project would not adversely affect the existing offsite residential uses or the proposed residential uses in the project site, and this impact would be less than significant.

Cumulative Impacts

With conformance with LAMC Sections 41.40 and 112.05, cumulative construction noise impacts would be less than significant. Moreover, due to the distance between the project site and the related projects, neither construction noise nor groundborne vibration is expected to be cumulatively significant.

Cumulative impacts associated with mobile source noise would be cumulatively significant for the segment of Cedros Avenue between Roscoe Boulevard and Chase Street, due to the project’s projected increase in ambient noise levels of 6.9 dBA CNEL.

Mitigation Measures

Construction

(H-1) The project shall comply with the City of Los Angeles Noise Ordinance No. 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.
(H-2) Construction and demolition shall be restricted to the hours of 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday, and prohibited on all Sundays and federal holidays.

(H-3) Noise and groundborne vibration construction activities whose specific location on the project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses;

(H-4) Barriers such as plywood structures or flexible sound control curtains shall be erected between the proposed project and the existing multi-family residential buildings surrounding the project site to the west, north, and south to minimize the amount of noise to the maximum extent feasible during construction.

(H-5) An information sign shall be posted at the entrance to the construction site that identifies the permitted construction hours and provides a dedicated telephone number to receive information about the construction process and to report complaints regarding excessive noise levels. An ongoing log of calls received shall be maintained as part of the mitigation monitoring and reporting program.

(H-6) Construction and demolition activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.

(H-7) The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

Operation

(H-8) All new mechanical equipment associated with the proposed project shall comply with Section 112.02 of the City of Los Angeles Municipal Code, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels.

(H-9) The Project Applicant shall comply with the Noise Insulation Standards of Title 24 of the California Code Regulations, which ensure an acceptable interior noise environment.

(H-10) All exterior windows within the residential units at the project site shall be constructed with double-pane glass and use exterior wall construction which provides a Sound Transmission Class of 50 or greater as defined in UBC No. 35-1, 1979 edition or any amendment thereto. The applicant, as an alternative, may retain an acoustical engineer to submit evidence, along
with the application for a building permit, any alternative means of sound insulation sufficient to mitigate interior noise levels below a CNEL of 45 dBA in any habitable room.

**Level of Significance After Mitigation**

Temporary construction noise impacts would be significant. Temporary construction-related vibration impacts at sensitive receptors would be significant. The project would cause a substantial increase in noise levels for a roadway segment of Cedros Avenue, between Roscoe Boulevard and Chase Street, which would be a significant impact.

**Population and Housing**

**Project Impacts**

The proposed project would introduce approximately 452,400 square feet of commercial space and 504 condominium units, which would include 36 one-bedroom, 240 two-bedroom, and 228 three-bedroom dwelling units. With respect to indirect population growth, based on the Los Angeles Unified School District (LAUSD) employee generation factor of 2.2371 employees per 1,000 square feet of retail area, the proposed project would be expected to generate approximately 1,012 new permanent employees. The proposed project is not anticipated to induce substantial indirect population growth in association with temporary construction jobs or the minimal infrastructure extensions proposed. With respect to direct population growth, based on the Community Plan ratio of approximately 3.29 persons per dwelling unit, the proposed project would be expected to introduce approximately 1,658 new residents. Therefore, in total, the proposed project would introduce approximately 2,670 new individuals to the Community Plan Area through both indirect and direct population growth.

The proposed project’s 2,670-person increase in population would represent approximately 25 percent of the remaining population growth expected to occur within the Community Plan Area between 2005 and 2010. This would not be a substantial increase because the addition of 2,670 persons would be within the population projection in the Community Plan. Therefore, the proposed project would have a less-than-significant impact related to population growth.

The proposed project would add 504 housing units to the City’s housing inventory. This increase represents approximately six percent of the remaining housing growth expected to occur within the Community Plan Area between 2007 and 2010. This would not be a substantial increase because the addition of 504 housing units would be within the housing projection in the Community Plan. Current housing inventory for the Redevelopment Plan Area is not available from the City at this time. The proposed project, which would provide approximately two homes for every job created (i.e., a job-to-housing ratio of 0.49:1.0), would provide much-needed residential opportunities to house new employees in the area. This would assist in balancing the City of Los Angeles subregion job-to-housing ratio, anticipated to reach 1.27:1.0 in 2010, and the Community Plan Area job-to-housing ratio, anticipated to
reach 1.01:1.0 in 2010. Therefore, the proposed project would have a less-than-significant impact related to housing growth.

Overall, the proposed project would result in a less-than-significant impact with respect to indirect and direct population and housing growth and would conform to local and regional growth projections and jobs/housing balance projections.

**Cumulative Impacts**

Of the relevant related projects, the housing provided under the proposed project and related projects would be within the housing growth projections provide in the Community Plan and Redevelopment Plan. Therefore, cumulative impacts related to population and housing would be less than significant.

**Level of Significance After Mitigation**

The proposed project would have a less-than-significant impact with respect to population and housing.

**Public Services**

**Fire Protection**

**Project Impacts**

Project construction would not be expected to tax fire fighting and emergency services to the extent that there would be a need for new, expanded, consolidated, or relocated fire facilities, in order to maintain acceptable service ratios, response times, or other performance objectives of the City of Los Angeles Fire Department (LAFD). Therefore, construction-related impacts to fire protection services would be less than significant.

The proposed project is anticipated to be adequately served by existing fire flows at the project site, and by the emergency accesses proposed. With respect to response distance to existing fire stations, the project site is over 1.5 miles from a fire station housing a truck company. However, the proposed project would install fire sprinklers within, at minimum, the commercial component, and potentially the residential component. Therefore, the LAFD is anticipated to be able to accommodate the proposed project’s increased demand for fire protection service and the proposed project would not necessitate the construction, consolidation, expansion, or relocation of a fire station to maintain acceptable service ratios, response times, or other performance objectives of the LAFD. Operational impacts related to fire protection services would be less than significant.
Cumulative Impacts

Overall, as the proposed project would have a less-than-significant impact with the implementation of recommended mitigation measure, the proposed project would not combine with related projects to create a cumulative impact to fire protection services. With both the proposed project and related projects’ adherence to all applicable local and State fire protection regulations, cumulative impacts would be less than significant.

Mitigation Measure

(J-1) The project applicant shall consult with the LAFD regarding the installation of private fire hydrants, sprinklers, and/or other fire prevention and suppression features within the proposed project.

Level of Significance After Mitigation

Implementation of the mitigation measure listed above would reduce impacts associated with fire protection to a less-than-significant level.

Police Protection

Project Impacts

During project construction, the project applicant will employ common sense precautions (i.e., use of temporary fencing, employment of roving security guards, etc.) to ensure that there is less need for local law enforcement at the construction site. Construction-related traffic (i.e., commuting construction workers and truck deliveries) is anticipated to be predominantly freeway-oriented and would not substantially impact the surrounding area. Project construction would not be expected to tax police protection services to the extent that there would be a need for new, expanded, consolidated, or relocated police facilities, in order to maintain acceptable service ratios, response times, or other performance objectives of the City of Los Angeles Police Department (LAPD). Therefore, construction-related impacts to police protection services would be less than significant.

During operation, the approximately 2,670 new persons (including residents and employees) introduced to the project site on a daily basis would require an additional three officers in order to maintain the current officer-to-population ratio in the Mission Area. However, the LAPD has stated that there are no current plans to increase the existing staffing level at the Mission Area Community Police Station or to expand or replace this station, which was recently constructed. With respect to emergency response times, as discussed in Section IV.J, Transportation and Traffic, of this Draft EIR, with the implementation of the mitigation measures recommended in therein, the proposed project would improve operating conditions on surrounding intersections as compared to future conditions without the proposed project.
This would, in turn, be expected to improve the LAPD’s response time to access the project site in the event of an emergency. With respect to emergency access, the proposed project is anticipated to be adequately served by the three new driveways proposed, including one on Tobias Avenue and two on Cedros Avenue, as well as the new mid-block vehicular and pedestrian linkage between Tobias Avenue and Cedros Avenue. Overall, the LAPD is anticipated to be able to accommodate the proposed project’s increased demand for police protection service and the proposed project would not necessitate the construction, consolidation, expansion, or relocation of a police station to maintain acceptable service ratios, response times, or other performance objectives of the LAPD. Operational impacts related to police protection services would be less than significant.

**Cumulative Impacts**

Similar to the proposed project, each of the related projects would be individually subject to LAPD review, and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles. Related projects would also contribute additional tax revenue that could be used for expansion of police services as necessary. Therefore, the proposed project would not have a cumulatively considerable effect on police protection services, and the cumulative impact to police protection services would be less than significant.

**Mitigation Measures**

(J-2) The proposed project design guidelines shall describe access control to proposed structures including parking areas, proposed security lighting, landscaping planning and minimization of dead space to eliminate areas of concealment, and provision of security patrol throughout the project site if needed. The Design out Crime Guidelines: Crime Prevention Through Environmental Design, published by LAPD, shall be used for reference. All crime prevention features shall be approved by the LAPD prior to the issuance of a building permit.

(J-3) Prior to issuance of the Certificate of Occupancy for the proposed project, the Applicant shall provide the LAPD’s Mission Area Commanding Officer with a diagram of all portions of the project site which includes access routes and any other applicable information that may facilitate police response.

**Level of Significance After Mitigation**

Implementation of the mitigation measures listed above would reduce impacts associated with police protection to a less-than-significant level.
Schools

Project Impacts

Based on LAUSD student generation factors, the proposed project’s 504 residential units and approximately 452,400 square feet of commercial space would generate an increase of approximately 218 students, including 115 elementary students, 52 middle school students, and 51 high school students, that would be anticipated to attend LAUSD schools in the project area (see Table IV.J-5, Estimated Student Generation by the Proposed Project, in Section IV.J.3, Schools). Two of the schools serving the project area (i.e., Noble New Elementary School #1 and Monroe Senior High School) are already operating over capacity. Therefore, the proposed project would not be anticipated to send any additional elementary or high students to either of these schools, but would instead utilize other existing and proposed elementary and high schools serving the area (i.e., Noble Avenue Elementary School, Monroe New Elementary School, Valley Region Elementary School #6, East Valley Area New High School #2, East Valley Area New High School #3, and Valley Region High School #4). With respect to the schools that would enroll students from the proposed project, the proposed project would not cause any schools to exceed their capacity (see Table IV.J-6, Proposed Project Impact on LAUSD Schools, in Section IV.J.3, Schools). As the proposed project would not exceed the capacity of any existing or future schools serving the project area, the proposed project would not result in the need for construction of new schools or modifications to existing schools and impacts to schools would be less than significant.

Although the proposed project would result in a less-than-significant impact with respect to school services, the following mitigation measure is recommended to ensure that the proposed project would not contribute to a cumulatively significant impact to schools.

Cumulative Impacts

As with the proposed project, applicants of the related projects would be required to pay developer fees to the LAUSD; payment of these fees would fully mitigate any impact that the proposed project and related projects would have on school services in accordance with SB50. With payment of these fees, cumulative impacts on schools would be reduced to less-than-significant levels.

Mitigation Measure

(J-4) The project applicant shall pay all applicable school fees to the Los Angeles Unified School District (LAUSD) to offset the impact of additional student enrollment at schools serving the project area.
Level of Significance After Mitigation

Implementation of the mitigation measure listed above would reduce potential cumulative impacts associated with schools to a less-than-significant level.

Parks and Recreational Facilities

Project Impacts

Implementation of the proposed project’s 504 residential units would introduce approximately 1,658 new permanent residents to the project area (see also Section IV.I, Population and Housing), thereby, increasing the demand for parks and recreational facilities. (In general, employees of commercial sites are not expected to substantially utilize parks and recreational facilities during working hours, as they are more likely to utilize facilities near their homes during non-work hours.) The proposed project would provide approximately 143,190 square feet (3.3 acres) of combined common and private open space, including 34,572 square feet (0.8 acre) of landscaping at the ground-floor and on the sixth-floor recreational deck. The proposed project would also provide additional recreational amenities with the 110,190-square-foot (2.5 acres) recreational deck. Combined, the proposed project would provide approximately 3.3 acres of common and private open space, including landscaping and recreational amenities. However, not all of the proposed open space, landscaping and recreational amenities would count towards meeting the standard ratio of parkland to population as determined under the General Plan Framework Element (i.e., 3.3 acres).

LAMC Section 17.12(b) will require that the proposed project dedicate at least 1.9 acres of parks and recreational facilities or pay an in-lieu fee. As required, the proposed project would dedicate or pay in-lieu fees equal to providing 1.9 acres of parks and recreational facilities. The proposed project would also ensure that in the aggregate three acres per 1,000 residents would be provided in park and recreational improvement and/or payment of fees which meets the short-term and intermediate range standards of the PRP as well as the requirements of LAMC Section 17.12. The provision of the proposed onsite open space, landscaping, and recreational amenities, together with the payment of any required Quimby fees (see mitigation measure, below) would reduce the proposed project’s impact upon parks and recreational facilities to a less-than-significant level.

Cumulative Impacts

Similar to the proposed project, the applicants of the residential related projects would be required to pay Quimby fees or Parkland fees, and/or to incorporate park and recreational facilities onsite. With the mandatory payment of the Quimby fees, cumulative parks and recreation impacts would be reduced to a less-than-significant level.
Mitigation Measure

(J-5) In order to address the parks and recreational facility demands generated by the proposed project, the project applicant shall, in coordination with the LADRP, either: (1) include the development of additional recreational and park amenities within the project site to provide a total of three acres per 1,000 project residents; or (2) pay Quimby and/or Park fees to add, improve, and/or expand existing parks and recreational facilities in the project area; or (3) provide a combination thereof.

Level of Significance After Mitigation

Implementation of the mitigation measure listed above would reduce impacts associated with parks and recreation to a less-than-significant level.

Libraries

Project Impacts

Implementation of the proposed project would introduce approximately 1,658 new permanent residents and 1,012 new employees to the project site, resulting in as many as 2,670 new persons to the project area on a daily basis (see also Section IV.I, Population and Housing). (In general, employees of commercial sites are not expected to patronize libraries during working hours, as they are more likely to use libraries near their homes during non-work hours. Nonetheless, as the proposed project involves a substantial increase in commercial space in the project area, the new employees associated with the proposed project have also been included in this analysis.) Therefore, based on the State of California standards, the 2,670 new residents and employees introduced by the proposed project would generate the need for approximately 1,335 square feet of library space and 5,340 volumes of permanent collection (see Table IV.J-13, Proposed Project Library Space and Volume Demand, in Section IV.J-5, Libraries). The LAPL has stated that the existing Panorama City Branch Library would have inadequate capacity to meet the library demands of the proposed project.

The Revised Branch Facilities Plan was adopted by the Board of Commissioners on February 8, 2007 and recommends adding two new libraries to relieve congestion at the Panorama City Branch Library, including a new branch library in the Arleta community and a new branch library in the West Van Nuys/Lake Balboa community. These two new branches would each be 14,500 square feet and would

each serve a population of more than 45,000 residents; a combined total of over 90,000 persons. With the development of these two new library branches, there would be ample library facility space in the project area to accommodate the library service needs of the proposed project residents and employees. However, it is uncertain at this time whether and when any funding will be available to build these facilities. Therefore, it cannot be assumed that these new library facilities would be constructed in the project area prior to the buildout of the proposed project. If the new library facilities are not constructed prior to the buildout of the proposed project, the proposed project’s demand for library facilities would warrant the need for a new or the expansion of an existing library facility. As discussed above, the size of the library facility that would be needed to accommodate the demands of the proposed project would be approximately 1,335 square feet, the equivalent to the size of an approximately 37-square-foot room, the construction of which is not anticipated to result in a significant environmental impact.

Furthermore, the proposed project would incorporate design features to provide access point to Internet service to the community. Such access is intended to reduce the demand on library facilities.

Cumulative Impacts

Of the 24 related projects, only five projects (i.e., Related Project Nos. 10, 11, 19, 21, and 23) would provide residential uses. Based on a two-mile library service area, all five of these residential related projects would be expected to utilize the same library as the proposed project (i.e., the Panorama City Branch Library). The proposed project, in combination with ambient growth and the 24 related projects, would result in a cumulative increase of 19,034 residents and 1,715 employees who would demand library services. Therefore, based on the State of California standards, this would generate a cumulative demand for approximately 10,374 square feet of library space and 41,497 volumes of permanent collection.

Currently, two new libraries are proposed to relieve congestion at the Panorama City Branch Library, including a branch library in the Arleta community and a branch library in the West Van Nuys/Lake Balboa community. These two new branches would each be 14,500 square feet and would each serve a population of more than 45,000 residents; a combined total of over 90,000 persons. With the development of these two new library branches, there would be ample library facility space in the project area to accommodate the cumulative demand for library facilities. If the new library facilities are not

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8 Ibid.

9 Ibid.
constructed prior to the buildout of the proposed project and the related projects, the cumulative demand for library facilities could warrant the need for a new or the expansion of an existing library facility.

The size of the library facility that would be needed to accommodate the cumulative demand would be approximately 10,374 square feet, the equivalent to the size of an approximately 102-square-foot room, the construction of which is not anticipated to result in a significant environmental impact.

Mitigation Measure

Although library fees are not required of new developments by the City of Los Angeles, the following mitigation measure is recommended to reduce any demand on library facilities that may be associated with the proposed project.

(J-6) The project Applicant shall pay a fee of $100 per capita based upon the projected residential population of the Project. Based on a projected population of 1,658 permanent residents, a fee of $1,658,000 shall be provided by the applicant to the LAPL.

Level of Significance After Mitigation

With incorporation of design features to reduce the demand on library services and with payment of a fee to LAPL to reduce demands on LAPL facilities or services, and because of the size of any expanded facility required to address increased cumulative demand, the proposed project would have a less-than-significant impact with respect to library services.

Transportation/Traffic

Project Impacts

Construction Traffic

Construction of the proposed project would require demolition of all existing structures, grading, and eventual construction of buildings and structures. Traffic during construction activities would be generated by construction equipment and vehicles, crew vehicles, and haul trucks importing and exporting soil.

Depending on the exact nature of construction activity (e.g., demolition/excavation, concrete pouring, landscaping, or deliveries), truck traffic would be expected to be distributed evenly across the workday, with most truck trips occurring during off-peak hours between 9:00 AM and 4:00 PM. Throughout the six-month grading/excavation phase, approximately 195,000 cubic yards of material would be excavated, all of which would be exported.
The demolition of the existing structures and asphalt is expected to generate approximately 14,000 cubic yards of demolition debris. During peak excavation periods, it is estimated that the proposed project would generate up to approximately 133 truckloads per day (2,000 cubic yards ÷ 15 cubic yards per truck) or approximately 266 total haul trips per day (average of roughly 38 total haul trips per hour). These haul trips, in combination with demolition debris, would increase traffic on local streets and intersections. To ensure truck travel is limited to certain streets (e.g., Roscoe Boulevard), a Truck Haul Route program would be submitted to LADOT prior to construction. Nevertheless, because of the temporary nature of trips and the fact that truck trips would generally occur outside of commuter traffic peak hours, the impact of truck trips during these periods would be less than significant.

With respect to worker trips, it is anticipated that the majority of construction workers would arrive and depart the site outside of the peak traffic hours. Typical of construction-related practices in the region, workers would arrive before 7:00 AM and depart between 3:00 PM and 3:30 PM. The proposed project would have an estimated 326 construction workers on the project site each day during the peak construction period (145 commercial worker trips + 181 multi-family residential worker trips). These workers would generate approximately 326 trips per day, based on a typical industry standard factor of 0.5 trips per day per worker. These 326 trips per day would be added to the local street network during construction activities. The impact of construction worker trips on peak-hour traffic would be less than significant, given the non-peak nature of construction worker traffic and the potential that the work force would commute from all directions of the Los Angeles region. Therefore, a less-than-significant impact is anticipated with respect to the local street network and regional freeways.

It is not expected that complete closures of any streets would be required during construction. Site deliveries and staging of all equipment and materials would be organized in the most efficient manner possible to avoid any impacts to the neighborhood and surrounding traffic. Lane closures would be avoided wherever and whenever possible so as not to disturb traffic on Cedros and Tobias Avenues. However, it may be necessary at times to temporarily use either a parking lane and/or a traffic lane on either of these two streets or Roscoe Boulevard for certain construction activities. Temporary lane closures are not expected to occur on Chase Street to the north of the project site. Because such potential lane closures would be temporary, the associated impact would be less than significant.

With respect to pedestrian access, it may be necessary to close and/or redirect sidewalks adjacent to the project site during a portion of the construction schedule for safety reasons. Because the street system surrounding the project site is a fully developed street grid with sidewalks on both sides of the streets, pedestrians walking along Cedros Avenue, Tobias Avenue, and Roscoe Boulevard would be redirected to

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Based on 452,400 square feet of commercial area and 504 multi-family residential units.
the opposite side of the street. Given the proximity of available alternate pedestrian routes, this is considered to be a less-than-significant impact.

With respect to transit stops, construction of the project would not disturb or require the relocation of transit stops in the area to more than one quarter mile from their existing locations. As such, no significant impact would occur.

Operational Traffic

The proposed project would develop approximately 504 residential units and approximately 452,400 square feet of commercial space, generating a total of approximately 16,334 total daily trips, including approximately 719 AM peak hour trips and 1,448 PM peak hour trips. Based on the proposed project’s incremental increase in future traffic volumes at 16 study intersections, the proposed project would result in a significant traffic impact prior to mitigation at 13 intersections in the AM peak hour and 14 intersections in the PM peak hour. These intersections consist of the following:

1. Nordhoff Street and Sepulveda Boulevard;
2. Nordhoff Street and Van Nuys Boulevard;
3. Parthenia Street and Sepulveda Boulevard;
4. Chase Street and Tobias Avenue;
5. Chase Street and Van Nuys Boulevard (PM peak hour only);
6. Roscoe Boulevard and I-405 Freeway Southbound On-/Off-Ramps;
7. Roscoe Boulevard and I-405 Freeway Northbound On-/Off-Ramps;
8. Roscoe Boulevard and Sepulveda Boulevard;
9. Roscoe Boulevard and Cedros Avenue;
10. Roscoe Boulevard and Tobias Avenue;
11. Roscoe Boulevard and Van Nuys Boulevard;
12. Roscoe Boulevard and Woodman Avenue;
13. Roscoe Boulevard and Coldwater Canyon Avenue/Sheldon Street; and
No impact would occur at the intersection of Parthenia Street and Van Nuys Boulevard/Vesper Avenue (Study Intersection 4) or the intersection of Chase Street and Cedros Avenue (Study Intersection 5) during either peak hour. Mitigation measures are identified below to reduce impacts at 11 of the 14 impacted study intersections to less-than-significant levels. After mitigation, the proposed project is expected to have a significant impact in the AM and PM peak hour at one intersection (Roscoe Boulevard and I-405 Freeway SB on/off-ramps).

With respect to the County of Los Angeles Metropolitan Transit Agency’s (Metro) Congestion Management Program (CMP), the proposed project would not add 150 or more trips in any direction during either peak hour any of the surrounding CMP freeway segments and would not add 50 or more trips during either peak hour to any of the surrounding CMP arterial monitoring intersections. Because the proposed project would remain below the CMP threshold values for freeway segments and arterial monitoring intersections, no further analysis of impacts to CMP impacts is required and the proposed project would have a less-than-significant impact with respect to the CMP consistency.

With respect to project access, the five driveways proposed are anticipated to provide adequate access to the project site during operation and impacts related to project access would be less than significant.

With respect to parking, the proposed project would introduce a total of 2,900 parking spaces within up to two subterranean levels and up to six above-grade levels, including 1,766 commercial spaces and 1,134 residential parking spaces. The 1,134 residential parking spaces proposed would meet the City’s Code requirement of 1,134 parking spaces for the 504 condominium units (2.25 spaces per unit). However, based on a Code analysis of the individual commercial uses, 2,024 parking spaces would be required by the City’s Code for the commercial portion of the project. However, 1,766 commercial parking spaces would be provided as part of a shared parking field, given that different commercial uses have different peak hour periods. Thus, a shared parking demand analysis was performed. Based on a shared parking analysis, the 1,766 commercial parking spaces proposed would exceed the peak demand of approximately 1,620 commercial parking spaces. Therefore, the proposed project would result in a less-than-significant impact associated with parking.

Transit System

With respect to public transit, the proposed project is a mixed-use project located along Roscoe Boulevard, one block from Van Nuys Boulevard, both of which provide easy access to multiple transit lines. Therefore, the proposed project would promote the utilization of public transit by project residents, employees, and other site visitors, consistent with the designation for Roscoe Boulevard as a future transit priority in the Transit Priority Arterial Streets map and Transit Linked to Urban Form map, and consistent
with the Regional Center designation for the project site.\textsuperscript{11} Furthermore, the proposed project would provide convenient access to the nearby Metrolink commuter rail line station on Van Nuys Boulevard, consistent with the Rail/Transit Corridor map.\textsuperscript{12} Overall, impacts related to the project’s consistency with the Transportation Element would be less than significant. The proposed project would generate 50 transit person trips during the AM Peak Hour and 119 transit person trips during the PM Peak Hour. Metro provided current ridership usage information for bus lines 152/153, 169, 233, 353, and 761. Based on this information, the peak-hour ridership (average of arrivals and departures) was determined for the Roscoe Boulevard/Van Nuys Boulevard location.\textsuperscript{13} Current ridership utilizes approximately 52 percent of the transit service capacity during the AM peak hour and 59 percent during the PM peak hour. With the addition of project transit trips, approximately 55 percent and 65 percent of the service capacity would be utilized during the respective AM and PM peak hours. Therefore, adequate transit capacity would be available to serve demand and the proposed project would have a less-than-significant impact to transit system.

\textit{Cumulative Impacts}

\textit{Project Construction}

None of the related projects identified are located along any of the streets immediately adjacent to the project site. The nearest related projects are at the southeast corner of Van Nuys Boulevard and Parthenia Street (i.e., Related Project No. 12) and the southwest corner of Van Nuys Boulevard and Lanark Street (i.e., Related Project No. 15), both located over three blocks from the project site. Due to this distance, any temporary traffic lane or sidewalk closures that the proposed project may require along Roscoe Boulevard, Tobias Avenue, or Cedros Avenue would not necessarily affect the same vehicles and pedestrians that would be affected by any temporary lane or sidewalk closures along Van Nuys Boulevard, Parthenia Street, or Lanark Street associated with Related Project Nos. 12 and 15. As such, the proposed project would not be anticipated to contribute to a cumulative impact and cumulative construction traffic impacts would be less than significant.

\textsuperscript{11} City of Los Angeles Department of City Planning, General Plan Transportation Element, Maps B.2: Transit Priority Arterial Streets in the City of Los Angeles, July 1997; City of Los Angeles Department of City Planning, General Plan Transportation Element, Figure 3: Transit Linked to Urban Form in the City of Los Angeles, July 1997.

\textsuperscript{12} City of Los Angeles Department of City Planning, General Plan Transportation Element, Maps B.1: Rail/Transit Corridors in the City of Los Angeles, June 1998.

\textsuperscript{13} Ridership information was not provided for Line 167. To compensate, ridership estimates were made based on information regarding the other five bus lines as well as information from the Metro website.
Project Operation

The analysis of project-related traffic impacts considers the effects of the proposed project in combination with the traffic associated with background growth in the region and the related projects. Consequently, the potential impacts of cumulative growth are already incorporated into the traffic model and are equivalent to those indicated for the “Future (2010) Without Project,” “Future (2010) With Project” and “Future (2010) With Project and Mitigation” scenarios. As indicated in Table IV.K-8, the proposed project combined with cumulative growth would have a significant impact at 14 study intersections prior to mitigation. However, with implementation of the recommended mitigation measures, the proposed project would have one significant traffic impact. Therefore, cumulative impacts to intersections would be potentially significant.

With respect to CMP consistency, the CMP analysis is a project-specific analysis that is only triggered if a proposed project contributes more trips than the CMP thresholds for freeways and arterial monitoring intersections. As the proposed project would not exceed these thresholds, the proposed project’s incremental contribution to CMP impacts would be less than significant.

With respect to access, impacts related to project access are generally site-specific. Furthermore, as discussed previously, the nearest related projects to the project site are located approximately three blocks away and the proposed project itself would not have any significant impacts at immediately adjacent intersections. As such, cumulative impacts related to project access would be less than significant.

With respect to parking, the proposed project is anticipated to be able to accommodate all of its peak demands for parking onsite; therefore, the proposed project would not have the potential to combine with any related projects (the nearest of which are located approximately three blocks away) to create a cumulative impact to parking. The cumulative impact to parking would be less than significant.

Mitigation Measures

Construction Traffic

(K-1) Sidewalk access along Roscoe Boulevard, Cedros Avenue and Tobias Avenue shall be provided to maintain pedestrian access.

(K-2) A Construction Management Plan or Worksite Traffic Control Plan shall be prepared by the Applicant and submitted to the City Department of Transportation prior to construction which includes the following:

- The name and telephone number of a construction manager who can be reached 24 hours a day;
• An up-to-date list of local police, fire, and emergency response organizations and procedures for the continuous coordination of construction activity, potential delays, and any alerts related to unanticipated road conditions or delays, with local police, fire, and emergency response agencies. Coordination shall include the assessment of any alternative access routes that might be required through the project site area, and maps showing access to and within the project site and to adjacent properties;

• Procedures for the training of traffic safety personnel (flag persons) to assist in emergency response; and

• The location, times, and estimated duration of any roadway or sidewalk closures, traffic detours, use protective devices, warning signs, and queuing areas.

(K-3) Provide flag persons as necessary to minimize impact to traffic flow and to ensure safe movement into and out of the project site.

(K-4) Heavy-duty construction trucks shall arrive no sooner than 7:00 AM and depart no later than 3:30 PM.

(K-5) Construction vehicles shall not be permitted to queue where they would interfere with traffic movement or block access to adjacent businesses or residences.

Operational Traffic

(K-6) Nordhoff Street and Sepulveda Boulevard: Restripe the east leg of Nordhoff Street to provide an approximate 100-foot westbound right-turn-only lane approaching the intersection.

(K-7) Nordhoff Street and Van Nuys Boulevard: Provide for the installation of the City of Los Angeles’ Automated Traffic Surveillance and Control (ATSAC) and Adaptive Traffic Control System (ATCS) to upgrade the traffic signal control at the intersection.

(K-8) Parthenia Street and Sepulveda Boulevard: Widen by up to 4 feet on the north side of the east leg of Parthenia Street. Restripe the east leg of Parthenia Street and the north leg of Sepulveda Boulevard to provide an approximate 100-foot westbound right-turn-only lane and an approximate 100-foot southbound right-turn lane approaching the intersection.

(K-9) Chase Street and Tobias Avenue: Remove the four-way stop sign control and install a new traffic signal, including ATSAC/ATCS, at the intersection.
(K-10) Chase Street and Van Nuys Boulevard: Provide for the installation of ATSAC/ATCS to upgrade the traffic signal control at the intersection.

(K-11) Roscoe Boulevard and I-405 Northbound On-/Off-Ramps: Restripe the east leg of Roscoe Boulevard to provide two through lanes, one shared right-turn/through lane and one right-turn-only lane westbound approaching the intersection. The striping plan for this mitigation measure must be approved by Caltrans.

(K-12) Roscoe Boulevard and Sepulveda Boulevard: Widen by up to 1 foot on the north side of the east leg of Roscoe Boulevard. Restripe the east leg of Roscoe Boulevard and the north leg of Sepulveda Boulevard to provide an approximately 100-foot westbound right-turn-only lane and an approximately 100-foot southbound right-turn only lane approaching the intersection.

(K-13) Roscoe Boulevard and Cedros Avenue: Provide additional dedication of up to 10 feet (up to 40 feet total half-street dedication) and widen by up to 10 feet (up to 30 feet total half-street roadway) on the east side of Cedros Avenue along the proposed project’s frontage. From Roscoe Boulevard to no more than approximately 200 northerly, stripe Cedros Avenue to provide a left-turn lane and a right-turn-only lane southbound approaching the intersection, and two lanes northbound departing the intersection.

Provide additional dedication of up to six feet (up to 56 feet total half-street dedication) and widen by up to four feet (up to 44 feet total half-street roadway) on the north side of Roscoe Boulevard along the proposed project’s frontage. (Note: This dedication and widening is the same as proposed for the mitigation of Roscoe Boulevard and Tobias Avenue.) As necessary, widen other portions of Roscoe Boulevard near the intersection. Restripe Roscoe Boulevard to add a second eastbound left-turn lane approaching the intersection. Install a new traffic signal, including ATSAC/ATCS, at the intersection.

(K-14) Roscoe Boulevard and Tobias Avenue: Provide additional dedication of up to 10 feet (up to 40 feet total half-street dedication) and widen by up to 10 feet (up to 30 feet total half-street roadway) on the west side of Tobias Avenue along the proposed project’s frontage. From Roscoe Boulevard to no more than approximately 350 feet northerly, restripe Tobias Avenue to provide a shared left-turn/through lane and a right-turn-only lane southbound approaching the intersection, and two lanes northbound departing the intersection.

Provide additional dedication of up to 6 feet (up to 56 feet total half-street dedication) and widen by up to four feet (up to 44 feet total half-street roadway) on the north side of Roscoe Boulevard along the proposed project’s frontage. (Note: This dedication and widening is the same as proposed for the mitigation of Roscoe Boulevard and Cedros Avenue.)
Avenue.) As necessary, widen other portions of Roscoe Boulevard near the intersection. Restrripe Roscoe Boulevard to add a second eastbound left-turn lane approaching the intersection. Provide for the installation of ATSAC/ATCS to upgrade the traffic signal control at the intersection.

(K-15) Roscoe Boulevard and Van Nuys Boulevard: Provide for the installation of ATSAC/ATCS to upgrade the traffic signal control at this intersection.

(K-16) Roscoe Boulevard and Woodman Avenue: Provide for the installation of ATSAC/ATCS to upgrade the traffic signal control at this intersection.

(K-17) Roscoe Boulevard and Coldwater Canyon Avenue/Sheldon Street: Provide for the installation of ATSAC/ATCS to upgrade the traffic signal control at this intersection.

(K-18) Saticoy Street and Van Nuys Boulevard: Provide for the installation of ATSAC/ATCS to upgrade the traffic signal control at this intersection.

In addition, the following mitigation measures are recommended to ensure compliance with the City’s requirements with respect to the Transportation Demand Management Ordinance:

(K-19) TDM ordinance (LAMC 12.26.J). The project shall comply with the provisions of Ordinance No. 168,700 (LAMC Section 12.26.J). The Applicant shall record a covenant and agreement to maintain in a state of good repair applicable transportation demand management and trip reduction measures including, but not limited to, the requirements listed in LAMC Section 12.26.J.3.

(K-20) TDM program. Prior to the issuance of a building permit, a finalized TDM program, shall be reviewed and approved by the Department of City Planning, and submitted to the Department of Building and Safety. The applicant shall record covenant that runs with the land, to provide and maintain in a state of good repair transportation demand and trip reduction measures. A range of TDM measures that may be considered include, but are not limited to, the following:

- Enrollment into Metro’s B-TAP card program for onsite residents and employees;
- MTA portal onsite within Paseo area where transit maps and schedules are provided;
- Information brochures showing alternative travel mode and rideshare opportunities to residents, visitors and employees;
- Provide carpool sign-up board in common areas for residents travelling to the same locations for work; and/or
Streetscape improvements to the existing bus stop on the north side of Roscoe Blvd. between Tobias Ave. and Cedros Ave.

Level of Significance After Mitigation

Impacts related to CMP consistency, project access, and parking would be less than significant. With the implementation of the recommended mitigation measures, less-than-significant impacts with respect to construction traffic would be further reduced. With respect to intersection impacts, as shown in Table IV.K-8, prior to the implementation of mitigation measures, the proposed project would have a significant impact at 13 intersections during the AM peak hour and 14 intersections during the PM peak hour. With the implementation of the recommended mitigation measures, the proposed project’s impact at 13 of these 14 impacted study intersections would be reduced to less-than-significant levels. The proposed project would have one significant and unavoidable impact at the intersection of Roscoe Boulevard and I-405 Freeway Southbound On-/Off-Ramps during both the AM and PM peak hour.

Utilities

Wastewater

Project Impacts

The project site is served by the existing vitrified clay pipe (VCP) 8-inch sewer line in Tobias Avenue that feeds into a 12-inch line in Roscoe Avenue. Based on wastewater generation rates provided by the City of Los Angeles Bureau of Engineering, the proposed project is estimated to generate a total of 186,635 gallons per day (gpd) of wastewater. Based on this estimate, the City Wastewater Engineering Services Division has stated that the current system may not be able to accommodate the total sewage flow of the proposed project. The Wastewater Engineering Services Division indicated that further gauging and evaluation would be needed as part of the permit process to identify a sewer connection point for the proposed project and to identify whether sufficient sewer line capacity exists to support the proposed project.

Prior to issuance of City permits, the Applicant would be required to provide a Sewer Availability Report to the City Department of Public Works. If it is determined that additional sewer line capacity is needed to accommodate the proposed project’s wastewater flow, the Applicant would be required to either (a) replace the existing sewer lines larger capacity sewer lines or (b) provide secondary (“relief”) sewer lines. As such, Mitigation Measures L-1 and L-2, which would require further evaluation of the existing sewer system to determine whether sufficient capacity is available and, if necessary, the construction of a secondary sewer line to serve the proposed project, are recommended below.

The City of Los Angeles Bureau of Sanitation has stated that the Hyperion Treatment Plant, which would ultimately receive the proposed project’s sewage flow, would have sufficient capacity to serve the
proposed project. Thus, as adequate wastewater treatment capacity is available to serve the proposed project’s projected demand. As the proposed project’s additional wastewater flow would not substantially or incrementally exceed the future scheduled capacity of the Hyperion Treatment Plant, no impact on this wastewater treatment facility would occur. Cumulative Impacts

The estimated wastewater generation by the related projects in combination with the proposed project is approximately 404,073 gpd (0.4 mgd). The design capacity of the HTP is 450 mgd, and HTP’s current average wastewater flow is 350 mgd. Therefore, the HTP has a remaining capacity of approximately 100 mpg, and the cumulative sewage generation would be within the design capacity of the HTP, representing about 0.4 percent of the remaining capacity. Therefore, the cumulative impact of the related projects in combination with the proposed project on wastewater facilities would be less than significant.

Mitigation Measures

(L-1) In accordance with LAMC Sections 62.105, the project developer shall obtain a permit from the City of Los Angeles Department of Public Works. As required, the project developer shall conduct further detailed gauging and evaluation of the project site’s existing local sewer lines to identify a sewer connection point for the site and determine if sufficient capacity is available to serve the proposed project.

(L-2) If the local sewer lines around the project site have insufficient capacity to serve the proposed project, the project developer shall provide a replacement line or a secondary line from the project site to the nearest sewer line with sufficient capacity to serve the proposed project. If partial lane closures are needed, the project developer shall employ flagmen during the construction of the new sewer line to facilitate the flow of traffic in the project vicinity.

Water Supply

Impacts

Water Supply

Based on wastewater generation rates provided by the LADWP, the proposed project would result in the net demand for approximately 160,163 gallons per day (gpd) (approximately 179 AFY) of water. In its Water Supply Assessment for the proposed project (see Appendix B to this Draft EIR), the LADWP concluded that adequate water supplies would be available to meet the water demands of the proposed project. LADWP anticipates that the projected water demands from the proposed project could be met during normal, single-dry, and multiple-dry water years, in addition to the existing and planned future demands on LADWP. As such, no new or expanded water entitlements or resources would be necessary for the operation of the proposed project and a less-than-significant impact would occur. While the
proposed project would not result in significant impacts to water supply, Mitigation Measures L-3 through L-22, listed below, are recommended to further reduce the proposed project’s demand for water.

In addition, as discussed in Section IV.I (Population and Housing) of this EIR, both the direct and direct population growth associated with the proposed project has already been anticipated and planned for in the Community Plan. In addition, the proposed 504 multi-family residences are within the housing projection in the Community Plan. Thus, the proposed project would not exceed the housing or population growth projections of the applicable Community Plan, and thus is assumed in the City’s future water infrastructure plans.

Local Water Infrastructure

The existing 12-inch, eight-inch, and six-inch water mains under Roscoe Avenue, Cedros Avenue, and Tobias Avenue, respectively, would serve the project site with potable water. According to LADWP, the existing water infrastructure and supply would be able to accommodate the proposed project’s water demands. As such, no construction of new or expansion of existing infrastructure would be needed to accommodate the proposed project. Thus, the proposed project would have no impact on water infrastructure.

Potable Water Quality

The Los Angeles Aqueduct Filtration Plant (LAAFP) in Sylmar treats most of the water delivered to residences and businesses in Los Angeles. The LAAFP has a design capacity of 600 mgd, and the average plant flow is approximately 450 mgd in non-summer months and 550 mgd during summer months. Thus, the LAAFP’s current average water flow throughout the year is approximately 475 mgd. The remaining capacity of the LAAFP is, therefore, approximately 125 mgd or 21 percent of its total capacity. The proposed project’s additional treatment demand of approximately 160,163 gpd (0.16 mgd) could, therefore, be accommodated by the LAAFP, and no significant impacts would occur with respect to potable water quality.

Fire Flow

The Los Angeles Fire Department (LAFD) has determined that the overall fire flow requirement for the proposed project is 6,000 gpm from four fire hydrants flowing simultaneously with a 20 PSI minimum residual pressure. The LAFD has further stated that this flow can be met by the existing water system serving the project site. Therefore, as current water pressure and availability in the project area are sufficient to meet the LAFD’s existing fire flow requirements, no impacts related to fire flow requirements would occur.
Although the proposed project would have a less-than-significant impact on water supply, the following mitigation measures are recommended to ensure compliance with Sections 121.00 through 122.00 of the LAMC.

**Cumulative Impacts**

Estimated water consumption by the related projects in combination with the proposed project would be approximately 485,125.6 gpd (approximately 543 AFY). However, LADWP anticipates that it would be able to meet the projected water demand associated with the proposed project, in addition to the existing and other planned future uses in the LADWP’s system. Furthermore, the water requirement for any project that is consistent with the City’s General Plan has been anticipated in the planned growth of the water system. Moreover, each related project would be required to comply with City and State water conservation programs. Therefore, no significant cumulative impact with respect to water supply is anticipated from development of the proposed project and related projects.

Similarly, water treatment demand would be well within the design capacity of the LAPF. Thus, the cumulative impact related to water treatment would be less than significant.

**Mitigation Measures**

(L-3) High efficiency toilets (1.28 gallons per flush or less, includes dual flush);

(L-4) High efficiency urinals (0.5 gallons per flush or less, includes waterless);

(L-5) Restroom faucet flow rate of 1.5 gallons per minute or less;

(L-6) Public restroom self-closing faucets;

(L-7) Showerhead flow rate of 2.0 gallons per minute or less;

(L-8) Limit of one showerhead per shower stall;

(L-9) High efficiency clothes washers (water factor 6.0 or less);

(L-10) High efficiency dishwashers (Energy Star rated);

(L-11) 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;

(L-12) Cooling towers shall be operated at a minimum of 5.5 cycles of concentration;
(L-13) Onsite water recycling systems shall be required for wastewater discharge from commercial
laundries, dye houses, food processing, and certain manufacturing operations (subject to a
payback threshold of five years or less); all water recycling system for all new car wash
facilities shall be mandated.

(L-14) Strict prohibition of single-pass cooling;

(L-15) Irrigation system requirements:

(a) Weather-based irrigation controller with rain shutoff;

(b) Flow sensor and master valve shutoff (large landscapes);

(c) Matched precipitation (flow) rates for sprinkler heads;

(d) Drip/microspary/subsurface irrigation where appropriate;

(e) Minimum irrigation system distribution uniformity of 75 percent;

(f) Proper hydro-zoning, turf minimization and use of native/drought tolerant plant
    materials; and

(g) Use of landscape contouring to minimize precipitation runoff.

(L-16) Metering requirements;

(a) All dwelling units/commercial spaces shall include individual meters and billing for
    water use; and

(b) All irrigated landscapes of 5,000 square feet or more shall include separate meters or
    submeters.

(L-17) Mandated use of recycled water (where available) for appropriate end uses (irrigation,
    cooling towers, sanitary); and

(L-18) Required compliance with all City of Los Angeles SUSMP requirements, and encouraging
    the implementation of BMPs that have stormwater recharge or reuse benefits.

(L-19) The project developer shall ensure that the landscape irrigation system be designed, installed
    and tested to provide uniform irrigation coverage. Sprinkler head patterns shall be adjusted to
    minimize over spray onto walkways and streets.
(L-20) The project developer shall install either a “smart sprinkler” system to provide irrigation for
the landscaped areas or, at a minimum, set automatic irrigation timers to water landscaping
during early morning or late evening hours to reduce water losses from evaporation.
Irrigation run times for all zones shall be adjusted seasonally, reducing water times and
frequency in the cooler months (fall, winter, spring). Sprinkler timer run times shall be
adjusted to avoid water runoff, especially when irrigating sloped property.

(L-21) The project developer shall include drought-tolerant, low-water-consuming plant varieties to
reduce irrigation water consumption.

(L-22) The project developer shall install low-fl ush water toilets and water-saving showerheads in
new construction. Low-flow faucet aerators should be installed on all sink faucets.

Level of Significance After Mitigation

The proposed project would not have an impact on water supply. However, the implementation of the
recommended mitigation measures would further reduce the proposed project’s demand for water.

Solid Waste

Project Impacts

Construction activities generate a variety of scraps and wastes, with the majority of recyclables being
wood waste, drywall, metal, paper, and cardboard. The demolition of existing structures and construction
of the proposed project is estimated to generate approximately 2,200 tons of solid waste over the
construction period. Recycling of construction-related waste materials in compliance with AB 939 would
substantially reduce this waste stream that would otherwise go to a landfill. Therefore, approximately
1,100 tons of demolition and construction waste would be disposed of in the landfills. Assuming that
construction would occur approximately 22 days each month for three years, the proposed project would
dispose of an average of 1.4 tons of solid waste per day. The remaining combined daily intake of the
Sunshine Canyon and Chiquita Canyon Landfill is 7,457 tons per day. As such, they would have
adequate capacity to accommodate the average daily construction waste of 1.4 tons generated by the
proposed project over its three-year construction period. Therefore, a less-than-significant impact
associated with construction waste would occur.

Operation of the proposed project would result in ongoing generation of solid waste. Over the long-term,
the proposed project would be expected to generate approximately 4,278 pounds or 2.1 tons of solid waste
per day, or 766.5 tons per year. With compliance with AB 939, approximately 2,139 pounds (1.1 tons) of
solid waste per day from the proposed project’s total daily solid waste generation would be recycled
rather than disposed of in a landfill. As such, the proposed project would generate 2,139 pounds or 1.1
tons of solid waste per day that would be disposed in local landfills. The Sunshine Canyon Landfill is
permitted to receive 12,100 tons per day and currently receives 5,648 tons per day. Therefore, the Sunshine Canyon Landfill can receive the additional 6,452 tons per day before it reaches its permitted daily capacity. If the entire 2,139 pounds or 1.1 tons per day of solid waste generated by the proposed project was disposed of in the Sunshine Canyon Landfill, it would have more than enough permitted capacity to accommodate this additional contribution of solid waste per day.

The proposed project’s impacts on the City’s solid waste disposal facilities would be less than significant and mitigation measures are, therefore, not required. Nonetheless, Mitigation Measures L-23 through L-25 are recommended to further reduce the proposed project’s already less-than-significant solid waste impacts.

Cumulative Impacts

Estimated solid waste generation by the related projects in combination with the proposed project would be approximately 34,100 pounds (17 tons) per day. Similar to the proposed project, the related projects would participate in regional source reduction and recycling programs and would have the option of choosing its own recycling facility. The Sunshine Canyon Landfill has the capacity to accommodate this cumulative solid waste. Moreover, diversion of some of this solid waste may occur. In either instance, the proposed project’s cumulative solid waste impact would be less than significant.

Mitigation Measures

(L-23) In compliance with AB 939, the construction contractor shall only contract for waste disposal services with a company that recycles construction-related wastes. The contract specifying recycled waste service shall be presented to the City of Los Angeles Department of Building and Safety prior to Certificate of Occupancy.

(L-24) In compliance with AB 939, to facilitate the onsite separation and recycling of construction-related wastes, the construction contractor should provide temporary waste separation bins onsite during construction.

(L-25) In compliance with AB 939, to support recycling of operational wastes, the proposed project would include a residential recycling program.

Level of Significance After Mitigation

Implementation of the mitigation measures listed above would further reduce the proposed project’s less-than-significant impact associated with solid waste.
G. MITIGATION MEASURES FOR LESS-THAN-SIGNIFICANT IMPACTS

Section IV.A of this Draft EIR briefly describes those environmental issues that were determined not to be significantly affected by the proposed project. While all issue areas identified in Section IV.A would result in less-than-significant impacts, mitigation measures are recommended for two issue areas, Cultural Resources and Hydrology/Water Quality, to fully reduce less-than-significant impacts. The mitigation measures provided below are also listed in Section IV.A.

Mitigation Measures (Cultural Resources)

While no significant impacts are anticipated, the following mitigation measures are recommended in the event that archaeological or paleontological resources are unexpectedly encountered.

(A-1) If any archaeological materials are encountered during the course of the project development, the project shall be halted. The services of an archaeologist shall be secured by contacting the Center for Public Archaeology - Cal State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist to assess the resources and evaluate the impact. Copies of the archaeological survey, study or report shall be submitted to the UCLA Archaeological Information Center. A covenant and agreement shall be recorded prior to obtaining a grading permit.

(A-2) If any paleontological materials are encountered during the course of the project development, the project shall be halted. The services of a paleontologist shall be secured by contacting the Center for Public Paleontology - USC, UCLA, Cal State Los Angeles, Cal State Long Beach, or the Los Angeles County Natural History Museum to assess the resources and evaluate the impact. Copies of the paleontological survey, study or report shall be submitted to the Los Angeles County Natural History Museum. A covenant and agreement shall be recorded prior to obtaining a grading permit.

(A-3) If human remains are discovered at the project site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City of L.A. Public Works Department and County Coroner shall be immediately notified. If the remains are determined by the County Coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment of disposition of the remains.

Mitigation Measures (Hydrology and Water Quality)

The following mitigation measures are included as part of the requirements set forth by Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board (LARWQCB).
Construction

(A-4) Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.

(A-5) Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

(A-6) Stockpiles and excavated soil shall be covered with secured tarps or plastic sheeting. All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete; wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes shall be discarded at a licensed regulated disposal site.

(A-7) Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains. Dry cleanup methods shall be used whenever possible, and the pavement shall not be hosed down during materials spills.

(A-8) Dumpsters shall be covered and maintained. Place uncovered dumpsters under a roof or cover with tarps or plastic sheeting.

(A-9) Where truck traffic is frequent, gravel approaches shall be used to reduce soil compaction and limit the tracking of sediment into streets.

(A-10) 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 drips and spills.

Operation

(A-11) The project shall be designed to comply with all applicable requirements of the Los Angeles County MS4 Permit and Standard Urban Stormwater Mitigation Plan (SUSMP) pertaining to the detention, treatment, and/or discharge of stormwater, including the following:

- Stormwater BMPs shall retain or treat 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 pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.

- The 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 other landscaped areas.

- The proposed project shall incorporate 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. The outlets of culverts, conduits or channels shall be protected from erosion by discharge velocities by installing rock outlet protection. Rock outlet protection is a physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Sediment traps below the pipe outlet shall be installed. The Applicant shall inspect, repair, and maintain the outlet protection after each significant rain.

- Any connection to the sanitary sewer shall have authorization from the Bureau of Sanitation.

- The proposed project shall reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.

- The Proposed Project shall install roof runoff systems where site is suitable for installation.

- Messages shall be painted that prohibits the dumping of improper materials into the storm drain system adjacent to storm drain inlets. 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. Legibility of stencils and signs shall be maintained.
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.

The owner(s) of the property shall 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.

(A-12) The commercial uses of the project shall be designed to comply with all applicable requirements of the Los Angeles County MS4 Permit and Standard Urban Stormwater Mitigation Plan (SUSMP) pertaining to the detention, treatment, and/or discharge of stormwater, including the following:

- The loading dock areas shall be covered or design drainage to minimize run-on and run-off of stormwater. Direct connections to storm drains from depressed loading docks (truck wells) shall be prohibited.

- Repair/maintenance bays shall be indoors or designed in such a way that doesn’t allow storm water run-on or contact with storm water runoff. The repair/maintenance bay drainage system shall be designed to capture all washwater, leaks and spills. If required, obtain an Industrial Waste Discharge Permit.

- Cleaning of vehicles and equipment shall be performed within designated covered or bermed wash area paved with Portland concrete, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connect 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 (at least twice a year) to remove any solids; and the oil absorbent pads must be replaced regularly, once in fall just before the wet season, and in accordance with manufacturer’ specifications. Vehicle/equipment wash areas shall be self-contained and/or covered, equipped with a clarifier, or other pretreatment facility, and properly connected to the sanitary sewer.

- The use of hazardous materials and waste shall be reduced by: using detergent-based or water-based cleaning systems; and avoid chlorinated compounds, petroleum distillates, phenols, and formaldehyde.
Runoff shall be safely conveyed from the tops of slopes and stabilize disturbed slopes. Natural drainage systems shall be utilized to the maximum extent practicable.

The proposed project shall protect slopes and channels and reduce run-off velocities by complying with Chapter IX, Division 70 of the Los Angeles Municipal Code and utilizing vegetation (grass, shrubs, vines, ground covers, and trees) to provide long-term stabilization of soil.

The proposed project shall reduce and recycle wastes, including: paper; glass; aluminum; oil; and grease.

Materials with the potential to contaminate stormwater shall 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 shall 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.

Cleaning of oily vents and equipment shall 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 shall be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads shall be replaced regularly according to manufacturer’s specifications.

The proposed project shall store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Containers shall be washed in an area with properly connected sanitary sewer.

Liquid storage tanks (drums and dumpsters) shall 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 shall be used whenever grease containers are emptied.