



City of Los Angeles

Department of City Planning • Major Projects/EIR Analysis Section

City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

INITIAL STUDY

VAN NUYS–NORTH SHERMAN OAKS COMMUNITY PLAN AREA

6001 Van Nuys Mixed-Use Project

Case Number: ENV-2016-2233-EIR

Project Location: 6001-6059 N. Van Nuys Boulevard, 14514-14553 W. Oxnard Street, 14500-14552 W. Aetna Street, 16054 N. Vesper Avenue, Los Angeles, California, 91401

Council District: 6 - Nury Martinez

Project Description: The Project proposes the demolition of the existing 40,200-square foot vacant automobile dealership showroom and related structures followed by the construction of a new 5-story, approximately 530,000 square-foot transit-oriented mixed-use development, with 384 apartment units and 17,000 square feet of commercial space consisting of restaurant and retail uses. Parking would be contained within a subterranean residential parking garage and an at-grade commercial parking garage. A total of 532 residential parking spaces and 100 commercial parking spaces would be provided. The Project would be a maximum of 75-feet in height. The overall floor area ratio (FAR) would be 2.77:1; the Van Nuys Boulevard frontage of the site would have an FAR of 2.43:1 the balance of the site would have an FAR of 2.99:1.

The Project would require the approval of the following: (1) a General Plan Amendment to amend the Van Nuys–North Sherman Oaks Community Plan Project Site land use designation from Commercial Manufacturing to Regional Commercial on the eastern portion of the Project Site (the eastern portion of the Project Site extends approximately 212 feet west from the eastern property line), and to Community Commercial on the remainder of the Project Site; (2) a Vesting Zone Change and Height District Change from CM-1VL to C2-2D (with a “D” Limitation to restrict the FAR to 2.43:1) on the eastern portion of the Project Site and RAS4-1L on the remainder of the Project Site (which permits an FAR of up to 3:1); (3) Site Plan Review for a project that would result in an increase of 50 or more dwelling units; and (4) a Vesting Tentative Tract Map (VTTM-73682) for the merger and re-subdivision of the Project Site to separate the residential and commercial uses, including but not limited to a request for the vacation of Aetna Street, bisecting the Project Site from Van Nuys Boulevard on the east to Vesper Avenue on the west. Furthermore, the Applicant would request approvals and permits from the City of Los Angeles Department of Building and Safety (and other municipal agencies) for construction activities including but not limited to demolition, site clearing, excavation, shoring, grading, foundation, and construction of the mixed-use building.

APPLICANT:

Rodrigues Holdings LLC
303 N. Glenoaks Boulevard
Burbank, CA 91502

PREPARED BY:

Meridian Consultants LLC
910 Hampshire Rd., Ste. V
Westlake Village, CA 91361

ON BEHALF OF:

City of Los Angeles
Department of City Planning
Major Projects Section

OCTOBER 2016

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1.0 INTRODUCTION

PROJECT INFORMATION

Project Title: 6001 Van Nuys Mixed-Use Project

Project Case Number: ENV-2016-2233-EIR

Project Location: 6001 Van Nuys Boulevard¹
Los Angeles, CA 91401

Project Applicant: Rodrigues Holdings LLC
Attn: Gary Rodrigues, President
303 N. Glenoaks Boulevard, Suite M180
Burbank, CA 91502

Lead Agency: City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 750
Los Angeles, CA 90012

PROJECT SUMMARY

The subject of this Initial Study is a proposed mixed-use development (“Project”) to be located at 6001 Van Nuys Boulevard Los Angeles, California (“Project Site”). The Project Site is approximately 4.5 acres in size and is bound by Van Nuys Boulevard on the east, Oxnard Street on the south, Vesper Avenue on the west, and the Los Angeles County Metropolitan Transportation Authority (Metro) Orange Line Busway on the north. Aetna Street, between Van Nuys Boulevard and Vesper Avenue, bisects the Project Site.

The Project involves the demolition of the existing structures on the Project Site and the construction of a new 5-story, approximately 530,000-square-foot transit-oriented mixed-use development, with 384 residential apartment units and 17,000 square feet of commercial (restaurant and retail) space. Parking would be provided on the Project Site within a subterranean residential parking garage and an at-grade commercial parking garage. A total of 532 residential parking spaces would be provided in the subterranean parking garage, and 100 commercial parking spaces would be provided in the at-grade parking garage.

¹ Additional addresses affiliated with the Project include: 6001-2059 Van Nuys Boulevard, 14514-14553 Oxnard Street, 14500-14552 Aetna Street, and 16054 Vesper Avenue.

The Project would require the approval of a General Plan Amendment to amend the Van Nuys-North Sherman Oaks Community Plan Project Site land use designation from Commercial Manufacturing to Regional Commercial on the eastern portion of the Project Site² and Community Commercial on the remainder of the Project Site. In addition, implementation of the Project would require approval of a Vesting Zone Change and Height District Change from CM-1VL to C2-2D (with a “D” Limitation to restrict the floor-area ratio [FAR] to 2.43:1) on the eastern portion of the Project Site and RAS4-1L on the remainder of the Project Site (which permits an FAR of up to 3:1), and Site Plan Review.

The Applicant has also requested approval of a Vesting Tentative Tract Map (VTTM-73682) to merge the existing parcels, including the portion of Aetna Street between Vesper Avenue and Van Nuys Boulevard, and re-subdivide the site into five new lots (including one ground lot and four airspace lots). A review of the Project’s site plan is required as 384 apartment units are being proposed. Furthermore, the Applicant would request approvals and permits from the City of Los Angeles Department of Building and Safety (and other municipal agencies) for construction activities including but not limited to demolition, site clearing, excavation, shoring, grading, foundation, and construction of the mixed-use building.

PURPOSE OF INITIAL STUDY

The California Environmental Quality Act (CEQA) requires state and local agencies to identify potential significant environmental impacts of their actions and where possible avoid or mitigate those impacts. This Initial Study is a preliminary analysis of the Project prepared by and for the City of Los Angeles as the Lead Agency to determine whether an Environmental Impact Report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND) must be prepared for the Project. This Initial Study is an informational document, and its preparation and distribution by the City neither presupposes nor mandates any action on the part of the City, or other agencies from whom permits and other discretionary approvals would be sought, with respect to the Project. In accordance with the analysis contained in this Initial Study, the City concludes that there is evidence that the Project could cause a significant environmental effect; therefore, an EIR shall be prepared.

2 The eastern portion of the Project Site encompasses the portion of the Project Site that is approximately 212 feet west from the eastern property line.

ORGANIZATION OF INITIAL STUDY

This Initial Study is organized into six sections as follows:

Section 1.0, Introduction, provides introductory information regarding the Project and summarizes the purpose and structure of this study.

Section 2.0, Environmental Setting, summarizes the existing conditions of the Project Site and in the surrounding area.

Section 3.0, Project Description, provides a detailed description of the Project, including the environmental setting, project characteristics, related project information, project objectives, and environmental clearance requirements.

Section 4.0, Environmental Analysis, includes an analysis for reach resource topic and identifies the impacts of implementing the Project.

Section 5.0, References, identifies all printed references and individuals cited in this Initial Study.

Section 6.0, List of Preparers, identifies individuals who prepared this report.

2.0 ENVIRONMENTAL SETTING

PROJECT LOCATION

The Project Site is located within the Van Nuys neighborhood of the City of Los Angeles. The location of the Project Site is shown in **Figure 2.0-1, Project Location Map**.

EXISTING CONDITIONS

As shown in **Figure 2.0-2, Aerial Photograph of the Project Site**, the Project Site consists of approximately 196,169 square feet of lot area (4.5 acres), including the portion of Aetna Street between Vesper Avenue and Van Nuys Boulevard, and is currently developed with a vacant automobile dealership showroom, an auto vehicle storage lot, and other associated facilities. Vehicular access to the Project Site is provided through several driveways along Van Nuys Boulevard, Oxnard Street, and Vesper Avenue. The Project Site is identified under Assessor's Parcel Numbers (APNs) 2241-027-001 and -004 which are discussed in further detail below:

- APN 2241-027-001 is located north of Aetna Street and south of the Metro Orange Line Busway, between Van Nuys Boulevard and Vesper Avenue, and consists of 5 parcels. Addresses associated with APN 2241-027-001 include 14541 and 14531 West Aetna Street; 6054 North Vesper Avenue; and 6053 and 6059 North Van Nuys Boulevard. APN 2241-027-001 consists of a surface parking lot.
- APN 2241-027-004 is located north of Oxnard Street and south of Aetna Street, between Van Nuys Boulevard and Vesper Avenue, and consists of one parcel. The addresses associated with APN 2241-027-004 include 14500, 14540 and 14552 West Aetna Street; 14514, 14529, 14541, 14545 and 14553 West Oxnard Street; and 6001, 6007, and 6015 North Van Nuys Boulevard. APN 2241-027-004 contains a vacant auto dealership showroom, vehicle storage lots, and associated auto facilities.

Minimal vegetation is located along the site's northern boundary separating the site from the Metro Orange Line Busway as well as ornamental trees distributed across the Project Site. The site is not located within a Very High Fire Hazard Severity zone, flood zone, methane zone, Alquist-Priolo Fault zone, or landslide zone; however, the Project Site is located within an area susceptible to liquefaction.³

3 City of Los Angeles Department of City Planning, Parcel Profile Reports, Zoning Information and Map Access System (ZIMAS), <http://www.zimas.lacity.org>, accessed September 2016.

REGULATORY FRAMEWORK

Van Nuys–North Sherman Oaks Community Plan

The Project Site is located within the Van Nuys–North Sherman Oaks Community Plan Area. The Community Plan is generally bounded by the Southern Pacific Railroad on the north, the Tujunga Wash Channel on the east, the Ventura Freeway on the south, and Gloria Avenue, Valjean Avenue, and the Interstate 405 (I-405) on the west.

The Van Nuys–North Sherman Oaks Community Plan Land Use Map designates the Project Site as Commercial Manufacturing. **Figure 2-0-3, Land Use Map**, depicts the land use designations of the Project Site and the surrounding properties.

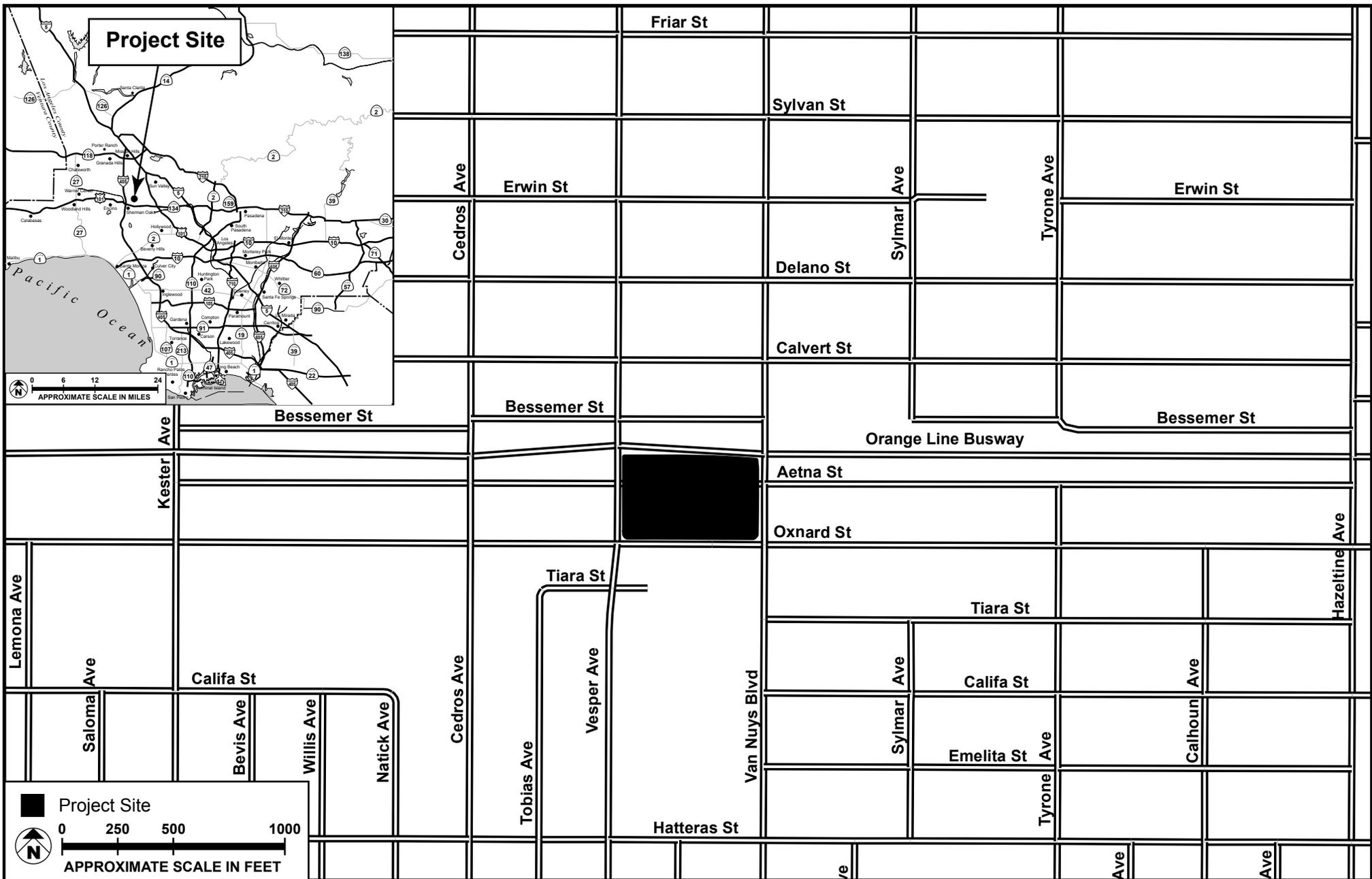
The Project Site is also located in an area that was identified in the Community Plan to be appropriate for a Transit-Oriented District (TOD) based on the projected extension of the Metro Red Line to the area. While the Red Line has not been extended beyond North Hollywood, the Metro Orange Line Busway was created to function as an extension of the Red Line. The Van Nuys Orange Line Bus Station is located just north of the Project Site along Van Nuys Boulevard. Therefore, TOD development is appropriate for the Project Site. To promote uses compatible with TOD uses, the Community Plan recommends amendments and zone changes from industrial to commercial uses for specific areas surrounding transit stations along Van Nuys Boulevard and Sepulveda Boulevard.⁴

Los Angeles Municipal Code

Consistent with the Community Plan designation, the Project Site is zoned CM-1VL.⁵ The CM (Commercial Manufacturing) zone permits commercial manufacturing and industrial uses. Residential uses are limited to homeless shelters, joint living and work quarters, and uses compliant with the R3 Zone. The R3 (Multiple Dwelling) zone permits group dwellings, multiple dwellings, apartment houses, boarding houses, childcare facilities, accessory buildings and home occupations, and assisted living care housing. The 1VL classification is the zoning height district which limits structures to 45 feet, 3 stories or and FAR of 1.5:1. **Figure 2.0-4, Zoning Map**, depicts the Project Site's zoning designations and the zoning designations of the surrounding properties.

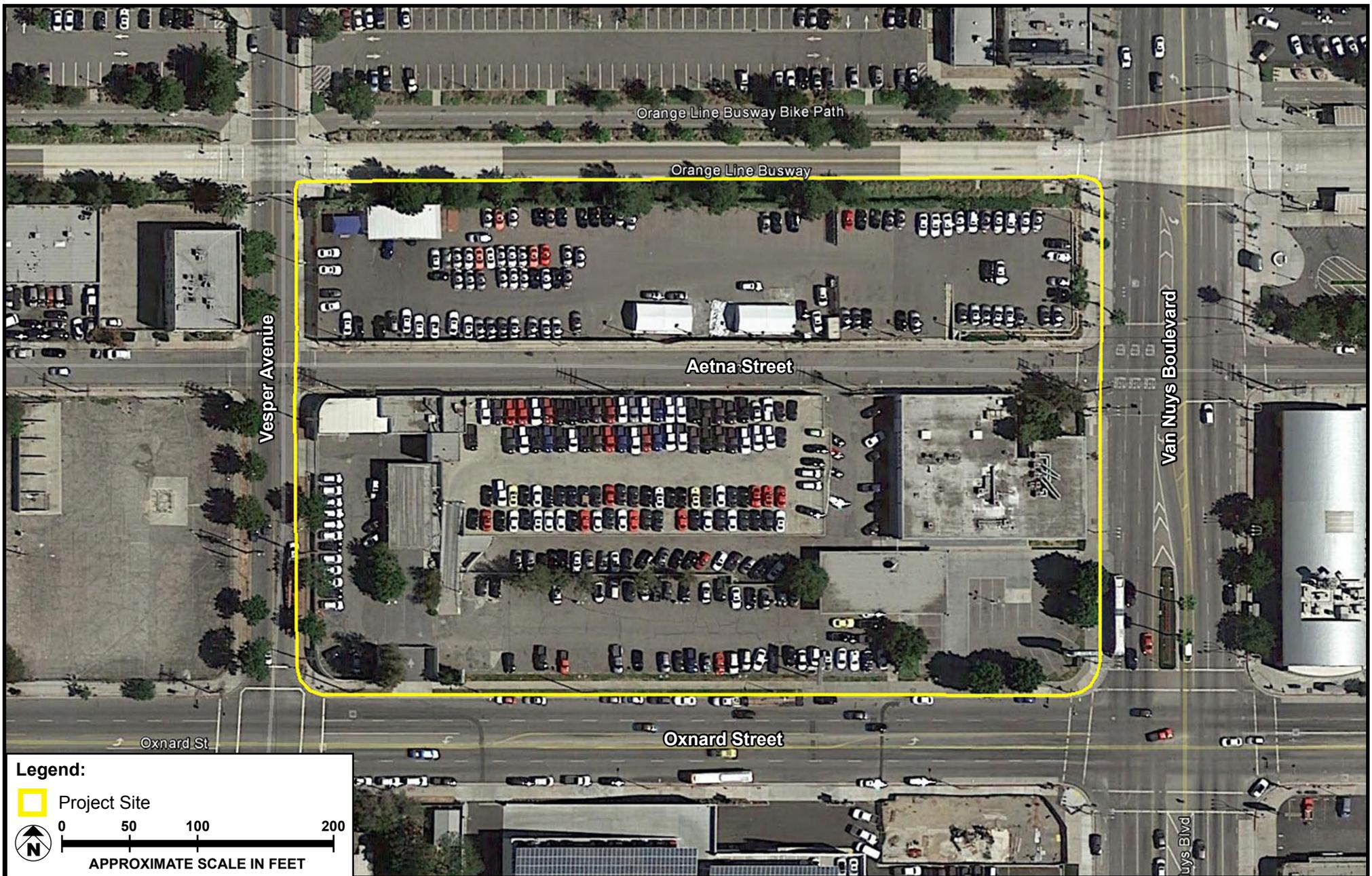
4 City of Los Angeles Department of City Planning, Van Nuys–North Sherman Oaks Plan (1998), <http://planning.lacity.org/complan/pdf/vnycptxt.pdf>.

5 City of Los Angeles Department of City Planning, Parcel Profile Reports, Zoning Information and Map Access System (ZIMAS), <http://www.zimas.lacity.org>, accessed May 2016.



SOURCE: General Plan Circulation, Department of City Planning, Los Angeles. <http://cityplanning.lacity.org/>. Accessed 8/13/2015; Meridian Consultants, LLC - August 2015

FIGURE 2.0-1



SOURCE: Google Earth - 2015; Meridian Consultants, LLC - 2015

FIGURE 2.0-2

LEGEND

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Low / Low I Residential
- Low Medium II Residential
- Medium Residential

COMMERCIAL

- Neighborhood Office Commercial

FRAMEWORK

COMMERCIAL

- General Commercial
- Community Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing

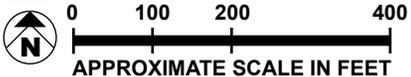
OPEN SPACE / PUBLIC FACILITIES

- Public Facilities



Legend:

Project Site



SOURCE: City of Los Angeles, Zone Information and Map Access System (ZIMAS) - 2016

FIGURE 2.0-3



LEGEND

GENERALIZED ZONING

- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5
- CR, C1, C1.5, C2, C4, C5, CW, ADP, LASED, CEC, USC, PVSP
- CM, MR, WC, CCS, UV, UI, UC, M1, M2, LAX, M3, SL
- PF

Legend:

Project Site

0 100 200 400
APPROXIMATE SCALE IN FEET

SOURCE: City of Los Angeles, Zone Information and Map Access System (ZIMAS) - 2016

FIGURE 2.0-4

SURROUNDING LAND USES

The properties directly surrounding the Project Site include single-family residences; automobile dealerships; surface parking lots; industrial and commercial buildings; and the Metro Orange Line Busway facilities.

The adjacent property located to the north of the Project Site is within the PF-1XL Zone and is improved with the Metro Orange Line Busway and bike path. Properties located beyond the Orange Line, to the north are zoned CM-1VL and C2-2 and improved with commercial, light industrial and automobile uses, including a 7-Eleven, the Van Nuys Volkswagen dealership, and an auto body and paint service.

The properties located to the east, across Van Nuys Boulevard, are within the PF-1XL and CM-1VL Zones and are improved with the Metro Orange Line Busway and bike path, the Van Nuys Orange Line Station, as well as the Station's surface parking lot. To the north of the Orange Line Busway is the Van Nuys Chrysler dealership. To the south of the Orange Line Busway is property zoned PF-1XL and improved with the Los Angeles Department of Water and Power's power distribution facilities and associated surface parking.

Properties located to the southeast, south and southwest of the Project Site, across Oxnard Street, are zoned CM-1, M-1, C2-1L, C2-1VL, P-1VL and R1-1. Caddy corner to the Project Site, to the southeast are one- and two-story light industrial buildings occupied by a paint store, bail bond agency, and mortuary within the CM-1 and C2-1L Zones. The properties immediately to the south of the Project Site, across Oxnard Street, are within the M1-1 and R1-1 Zones. The M1-1-zoned property, extending to the west from Van Nuys Boulevard for a distance of approximately 450 feet, is improved and occupied with a new car dealership and service facility. Two R1-1-zoned properties are located at the corner of Vesper Avenue and Oxnard Street, to the west of the new car dealership, and improved with single-family dwellings with their front yards fronting on Tiara Street. To the south of the new car dealership and service facility is property zoned C2-1VL and improved with a Keyes Lexus dealership.

To the west of the Project Site, across Vesper Avenue, are properties zoned CM-1VL. South of Aetna Street is improved with a surface parking lot, which is the planned location of Los Angeles Fire Department Station No. 39. North of Aetna Avenue is improved with a two-story, former City office building, now occupied by general office uses.

ACCESS AND CIRCULATION

The Project Site is approximately 1.5 miles north of US Highway 101 and just over 1 mile east of Interstate 405. Van Nuys Boulevard, adjoining the Project Site on the east, is designated as a Boulevard II in the City's Mobility Plan 2035. Oxnard Street, adjoining the Project Site on the south, is designated an Avenue II. Vesper Avenue, adjoining the Project Site on the west, is designated a Collector Street.

The Project Site is well served by public transit. The Van Nuys Metro Orange Line Busway Station is located at the corner of Van Nuys Boulevard and the Orange Line Busway, immediately northeast of the Project Site. This line provides Rapid Transit service to and from the North Hollywood Red Line Station and serves a number of valley communities including, but not limited to, Van Nuys, Winnetka, Canoga Park, Warner Center and Chatsworth where it provides direct connections with Metrolink and Amtrak regional services. Metro also operates local bus lines 233 and 237/656 and Rapid Lines 744 and 761 along Van Nuys Boulevard and local bus 154 along Oxnard Street. The City of Los Angeles Department of Transportation (LADOT) operates the Van Nuys/Studio City DASH Line which also serves the Project Site.

The Orange Line Busway is paralleled by a Class I bike path. In addition, Van Nuys Boulevard features a Class II bike lane.

3.0 PROJECT DESCRIPTION

PROPOSED DEVELOPMENT

The Applicant proposes to construct a new 5-story, approximately 530,000 square-foot transit-oriented, mixed-use building with 384 apartment units, approximately 8,000 square feet of restaurant floor area and approximately 9,000 square feet of retail floor area. The existing 40,200-square-foot vacant dealership showroom would be demolished and Aetna Street, between Van Nuys Boulevard and Vesper Avenue, would be vacated and merged into the Project Site. Construction is projected to occur from 2018 to 2020 with full occupancy of the Project in 2021.

As shown in **Figure 3.0-1, Conceptual Site Plan**, the Project's commercial uses would be located on the ground floor along Van Nuys Boulevard. Although the type of commercial tenants to occupy the ground floor space is subject to market conditions, the Applicant's intent and expectation is that the commercial space will be occupied by neighborhood-serving retail uses with up to 13 commercial tenant spaces, including 2 restaurants.

As shown in **Figure 3.0-1**, the ground floor residential units will front along Oxnard Street and Vesper Avenue, as well as the northern property line. Each residential unit located on the ground floor will have direct street access as well as access to the building's interior. As shown in **Figure 3.0-2, First-Floor Plan; Figure 3.0-3, Second-Floor Plan; Figure 3.0-4, Third-Floor Plan; Figure 3.0-5, Fourth-Floor Plan; and Figure 3.0-6, Fifth-Floor Plan**, the 5-story, mixed-use building would consist of 75 studios, 134 one-bedroom, 149 two-bedroom, and 26 three-bedroom units.

Residential open space would consist of five large courtyards around which the residential apartment units would be oriented. Three of the five courtyards would be located on the ground floor. A 20,000-square foot courtyard would be located in the center of the structure and feature a swimming pool and spa, while two smaller courtyards would be located in the western side of the building. Two additional courtyards would be located in the eastern portion of the building on the second floor. The Project also proposes a ground floor recreation room and pool building, a business center on the second floor, and a fitness room/gym with a mezzanine on the third floor. As illustrated by **Figure 3.0-7 and Figure 3.0-8, Building Elevations**, the Project would be a maximum of 73 feet tall.

Vehicular access to the Project Site would be provided via two driveways. Access to the residential subterranean parking garage would be gained through a gated driveway along Vesper Avenue. As shown in **Figure 3.0-9, Subterranean Parking Garage Level 2**, and **Figure 3.0-10, Subterranean Parking Garage Level 1**, a total of 532 parking spaces would be provided, which includes both tandem and single spaces. The second driveway would be located along Oxnard Street, which would include a loop-around drop-

off area and provide access to the at-grade parking garage for the commercial uses. As shown in **Figure 3.0-2**, the at-grade parking garage would provide a total of 100 spaces, including five American Disabilities Act (ADA) compliant parking spaces. Bicycle parking would also be provided as required by Code. Residential bicycle parking would include 39 short-term spaces and 384 long-term spaces, for a total of 423 spaces, while commercial bicycle parking for the restaurant and retail uses would include 9 short-term space and 9 long-term spaces, for a total of 18 spaces.

As a component of the merger and re-subdivision of the property, the Applicant proposes, at the Applicant's expense, to relocate and underground the utility lines currently running above grade along Aetna Street. The Applicant proposes a 12-foot wide utility easement for the undergrounding of these utilities, running along the entire length of the north side of the Project Site. Undergrounding of these existing above-grade utilities would provide substantial safety, reliability of service, and aesthetic improvements for the neighborhood and the public at large.

As shown in the elevations, the Project would be designed in a modern style. The buildings would include an exterior cement plaster finish with fiber-cement panels, cementitious siding, and masonry veneer. The ground-floor commercial/retail space would include elements such as decorative metal panel screening and signage bands, in addition to metal sunscreens/overhangs. The residential balconies would be built with a mix of metal and translucent glass, and feature metal overhangs.

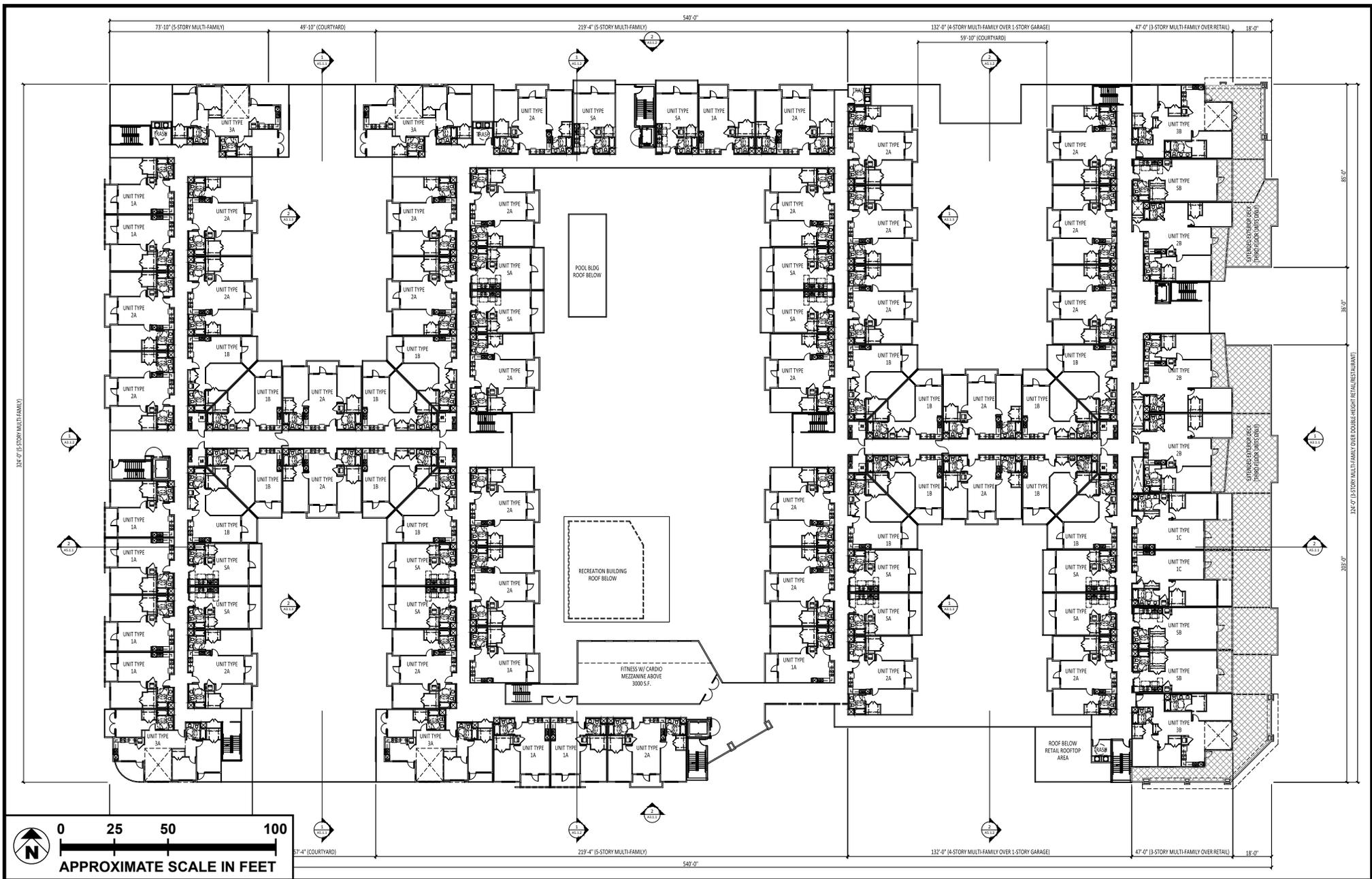


SOURCE: Metier Group, Inc. - May 2016

FIGURE 3.0-1

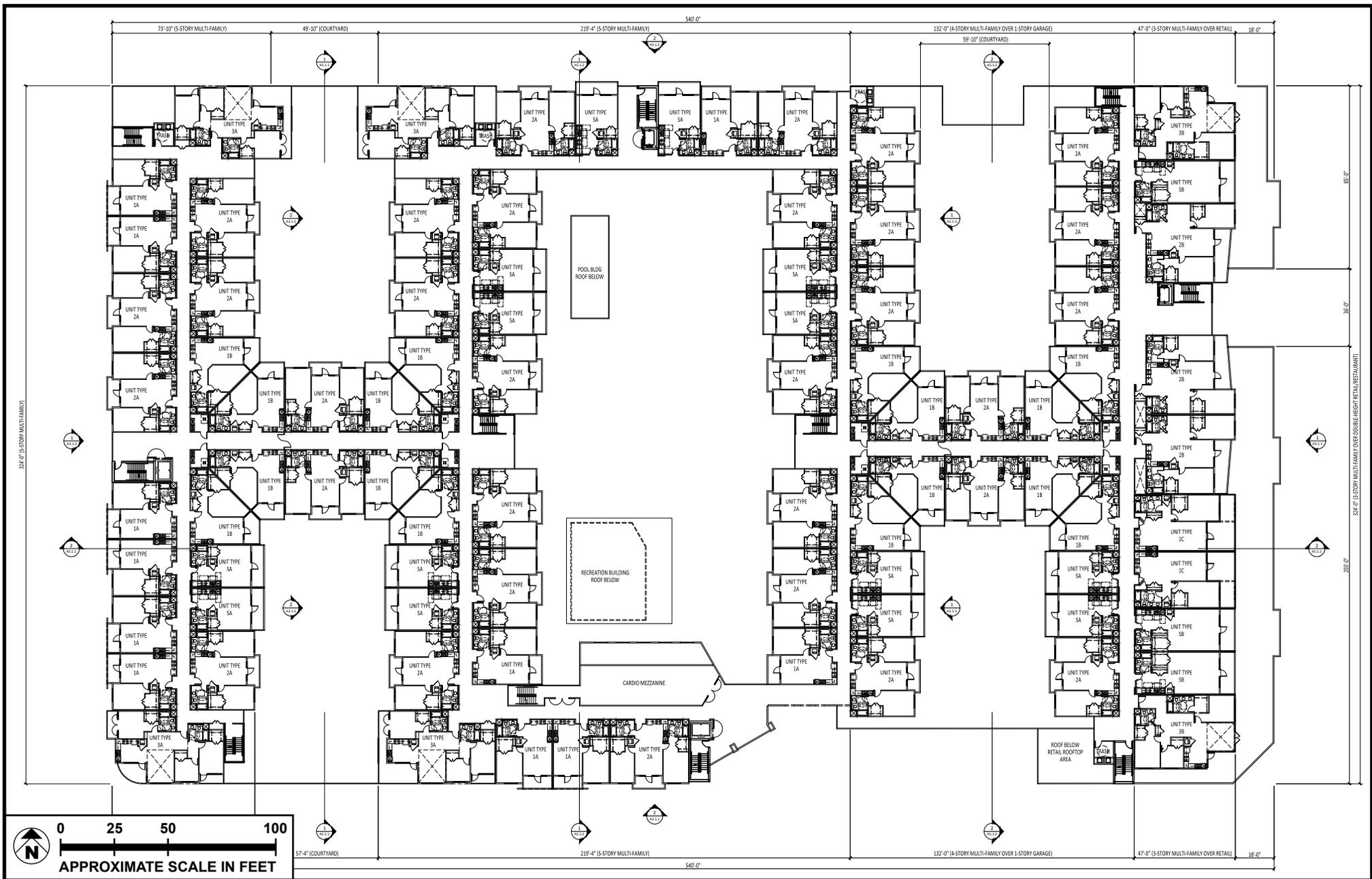


Conceptual Site Plan



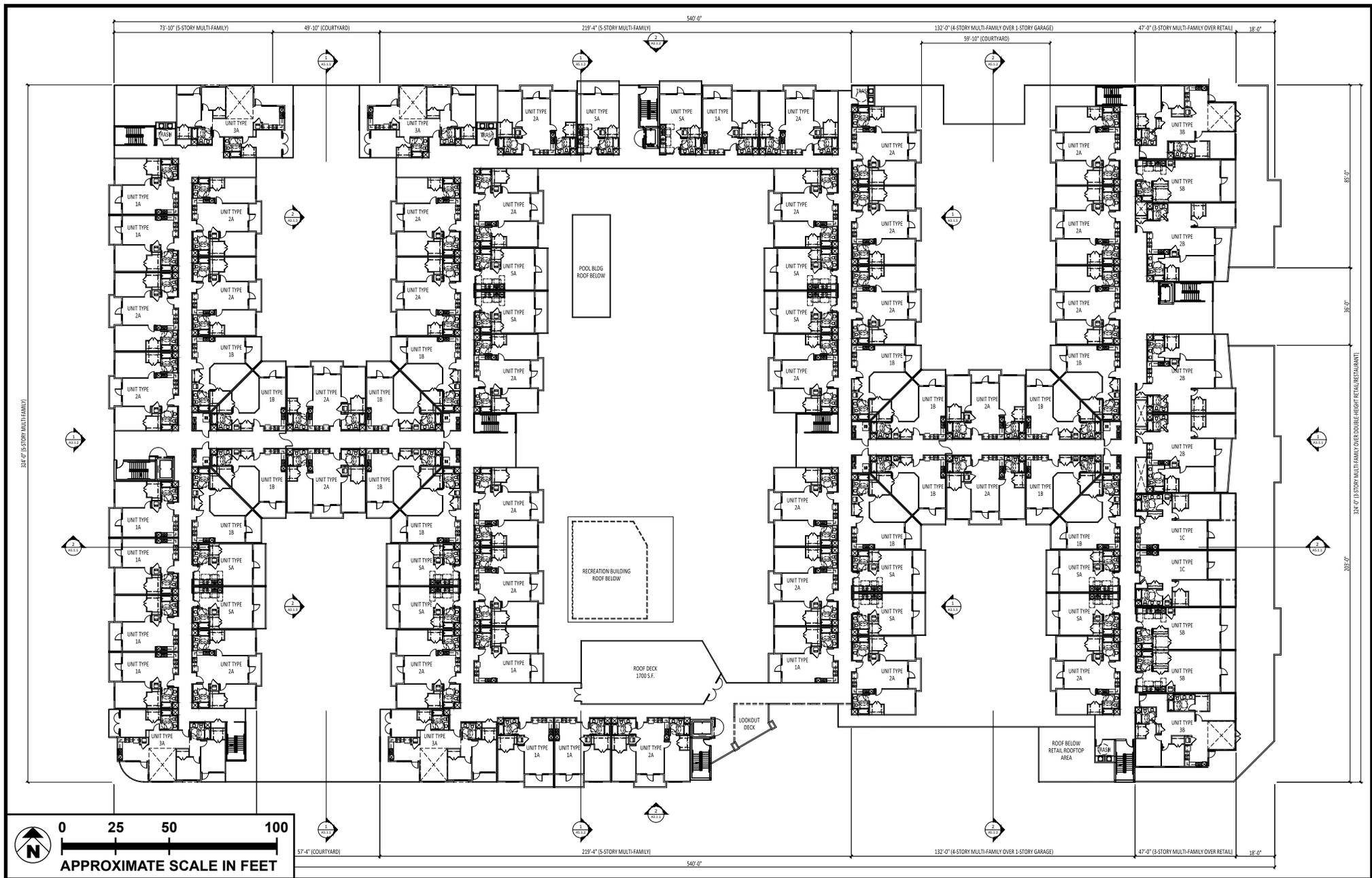
SOURCE: Metier Group, Inc. - May 2016

FIGURE 3.0-4



SOURCE: Metier Group, Inc. - May 2016

FIGURE 3.0-5



SOURCE: Metier Group, Inc. - May 2016

FIGURE 3.0-6

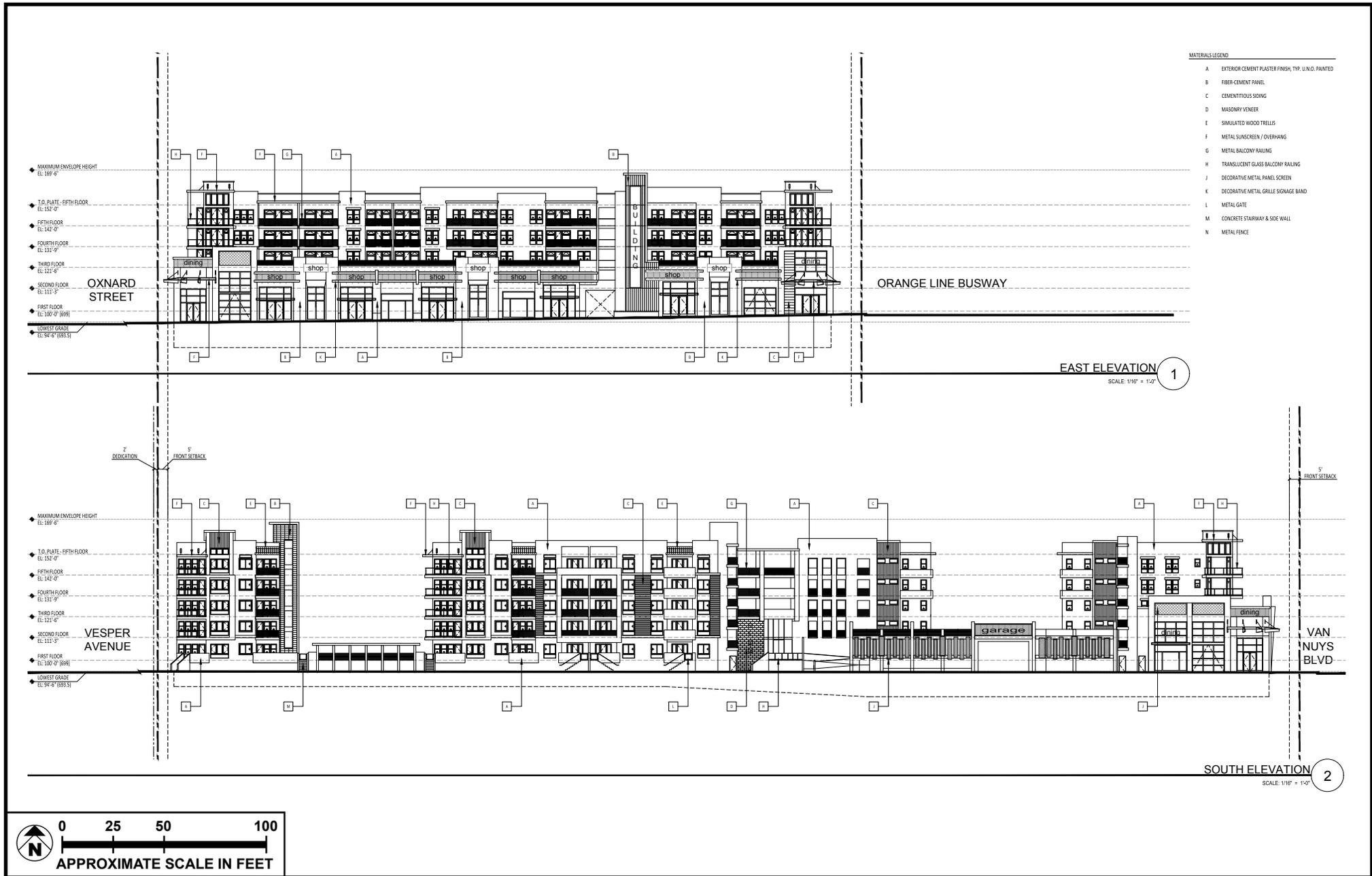
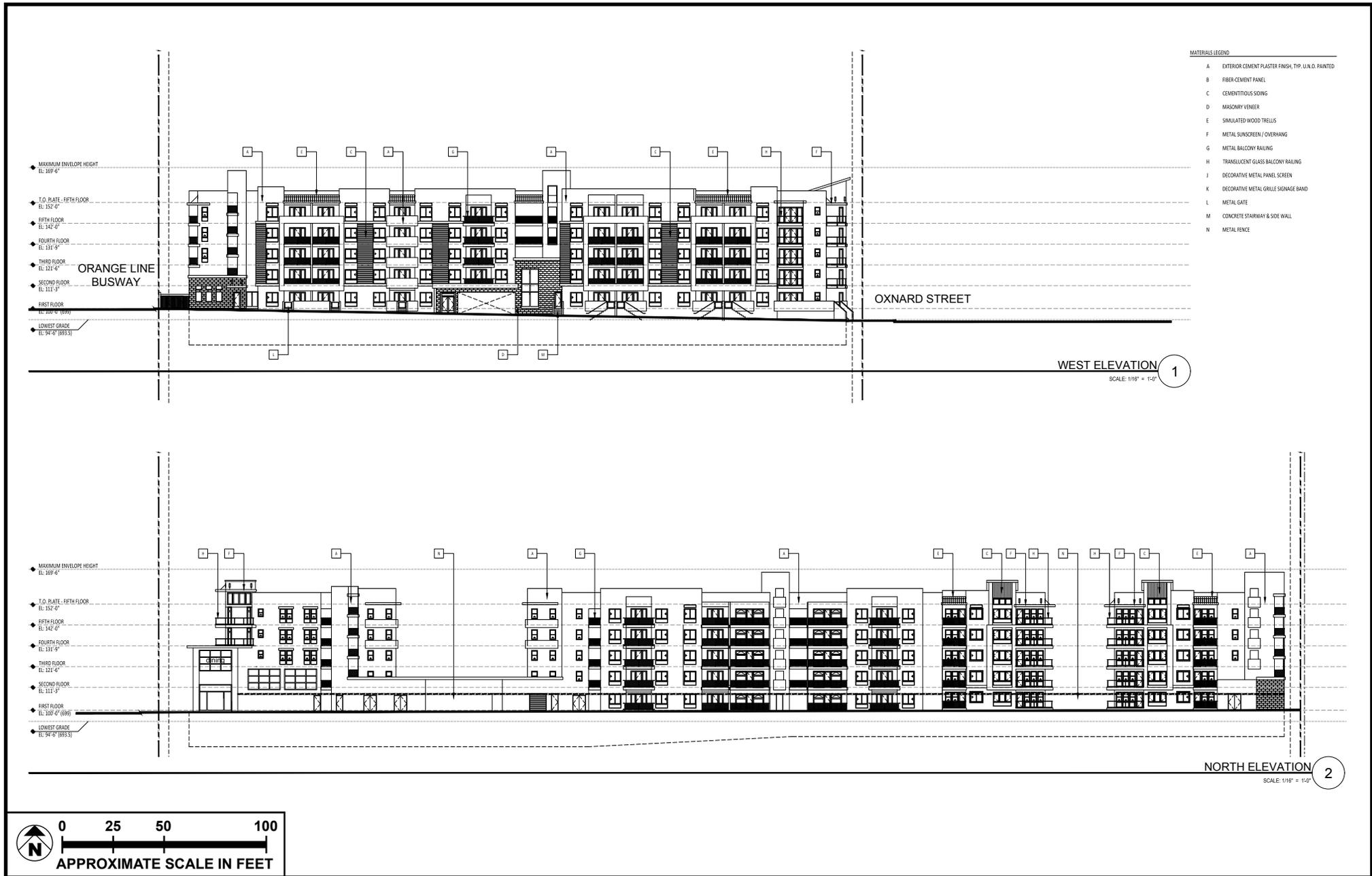
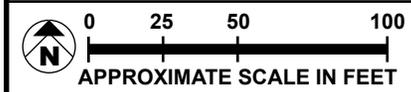
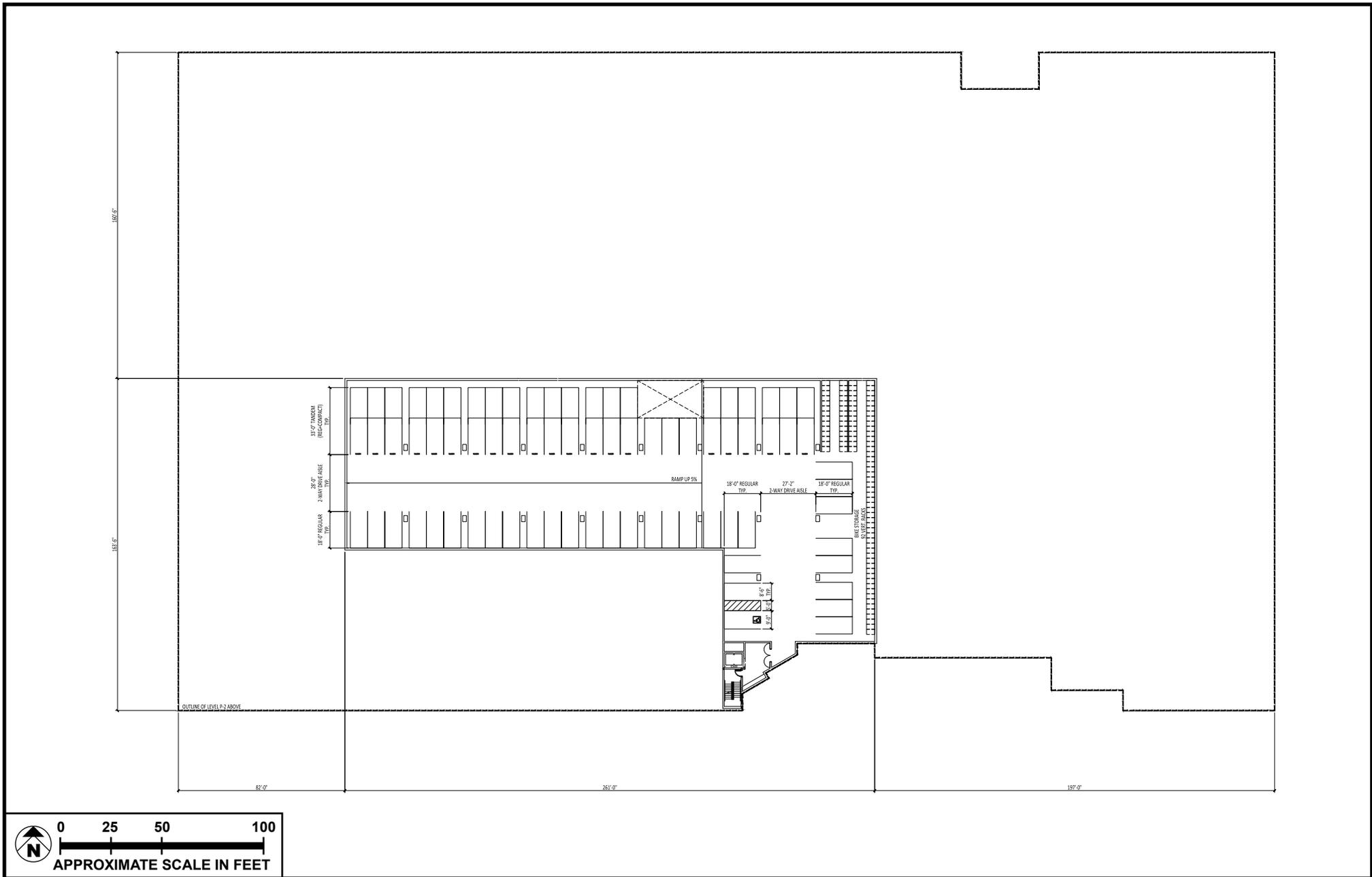


FIGURE 3.0-7



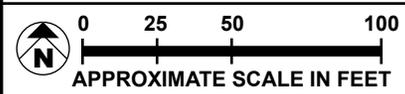
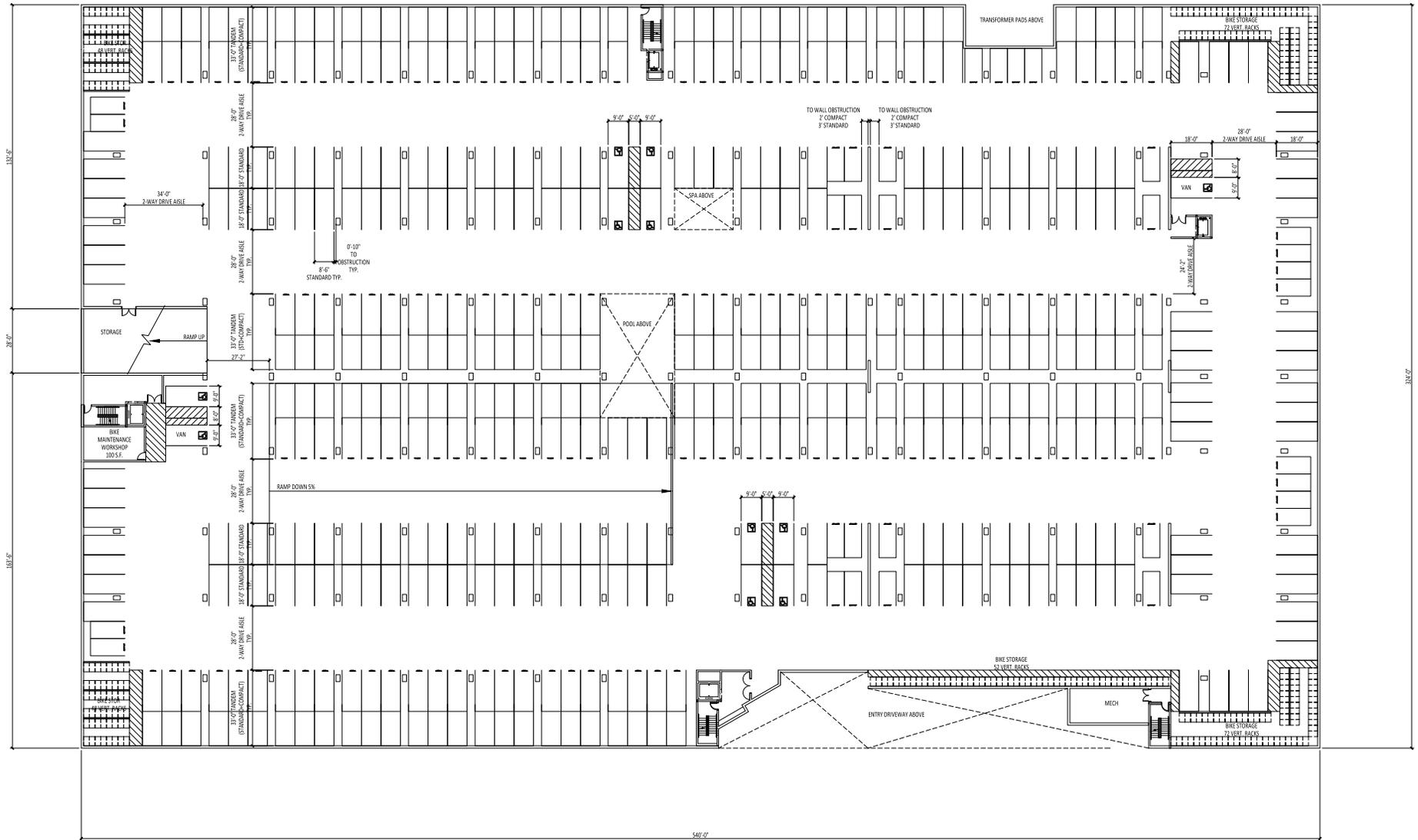
SOURCE: Metier Group, Inc. - May 2016

FIGURE 3.0-8



SOURCE: Metier Group, Inc. - May 2016

FIGURE 3.0-9



SOURCE: Metier Group, Inc. - May 2016

FIGURE 3.0-10

REQUESTED DISCRETIONARY ACTIONS

The Applicant has requested approval of the following actions:

General Plan Amendment: Approval of a General Plan Amendment to amend the land use designation indicated on the Community Plan Land Use Map from Commercial Manufacturing to Regional Commercial on the eastern portion of the Project Site, and to Community Commercial on the remainder of the Project Site. The eastern portion of the Project Site encompasses that portion of the Project Site that extends approximately 212 feet west from the eastern property line.

Vesting Zone Change and Height District Change: Approval of a Vesting Zone Change and Height District Change from CM-1VL, Commercial Manufacturing Zone, to C2-2D, Commercial Zone line with a “D” Limitation to restrict FAR to 2.43:1, on the eastern portion of the Project Site, measuring approximately 212 feet west from the eastern property, and RAS4-1L, Residential/Accessory Services Zone, which would permit an FAR of up to 3:1, on the remainder of the Project Site.

Vesting Tentative Tract Map: Approval of a Vesting Tentative Tract Map for the merger and re-subdivision of the Project Site in order to separate the residential and commercial portions of the Project, including, but not limited to, a request for the vacation and merger of Aetna Street, which bisects the Project Site from Van Nuys Boulevard on the east to Vesper Avenue on the west.

Site Plan Review: Site Plan Review approval for a development project that results in an increase of 50 or more dwelling units.

Other: Demolition, grading, excavation, and building permits for the Project Site; and Tree Removal Permit for the removal of existing street trees around the Project Site.

This Initial Study and the associated EIR will serve as the environmental document for the City’s discretionary action and ministerial permits or approvals associated with development of the Project, including approval of the haul route. These documents are also intended to cover all federal, state, regional, and/or local government discretionary or ministerial permits or approvals that may be required to develop the Project, whether or not they are explicitly listed above.

4.0 INITIAL STUDY AND CHECKLIST

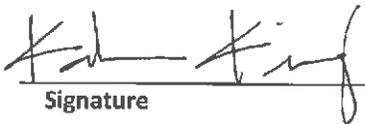
CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY and CHECKLIST
(CEQA Guidelines Section 15063)

| | | | |
|---|--|---|--|
| LEAD CITY AGENCY: City of Los Angeles, Department of City Planning | | COUNCIL DISTRICT: CD 6 – Nury Martinez | DATE: October 6, 2016 |
| RESPONSIBLE AGENCIES: Southern California Air Quality Management District Los Angeles Regional Water Quality Control Board | | | |
| PROJECT TITLE: 6001 Van Nuys Mixed-Use Project | ENVIRONMENTAL CASE: ENV-2016-2233-EIR | CASE NOS: CPC-2016-2232-GPA-ZC-HD-SPR-VZC | |
| PREVIOUS ACTIONS CASE NO. N/A | <input checked="" type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions | | |
| PROJECT LOCATION: 6001-6059 N. Van Nuys Boulevard, 14514-14553 W. Oxnard Street, 14500-14552 W. Aetna Street, 16054 N. Vesper Avenue, Los Angeles, California 91401 | | | |
| PROJECT DESCRIPTION: See Section 3.0 of this Initial Study. | | | |
| ENVIRONMENTAL SETTING: See Section 2.0 of this Initial Study. | | | |
| COMMUNITY PLAN AREA: Van Nuys-North Sherman Oaks STATUS: <input type="checkbox"/> Preliminary <input type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Proposed <input checked="" type="checkbox"/> Does NOT Conform to Plan <input checked="" type="checkbox"/> Adopted in 1999 | | AREA PLANNING COMMISSION: South Valley | CERTIFIED NEIGHBORHOOD COUNCIL: Van Nuys |
| EXISTING ZONING: CM-1VL | MAX DENSITY ZONING: 2.43:1 | LA River Adjacent: No | |
| GENERAL PLAN LAND USE: Commercial Manufacturing | MAX. DENSITY PLAN: Same as zoning | PROPOSED PROJECT DENSITY: 2.43:1 in the proposed C-2 Zone 2.99:1 in the RAS4 proposed Zone | |

Determination (to be completed by Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

Planning Assistant

Title

(213) 978-1195

Phone

INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, Sections 15000–15387). The thresholds of significance are based on the *Los Angeles (L.A.) CEQA Thresholds Guide*.⁶

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less than Significant with Mitigation Incorporated” applies where the incorporation of a mitigation measure has reduced an effect from “Potentially Significant Impact” to “Less than Significant Impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross referenced).
5. Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.

⁶ City of Los Angeles, *L.A. CEQA Thresholds Guide* (2006).

- b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the Project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
 7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whichever format is selected.
 9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

| | | |
|--|--|--|
| <input type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FORESTRY RESOURCES <input checked="" type="checkbox"/> AIR QUALITY <input type="checkbox"/> BIOLOGICAL RESOURCES <input checked="" type="checkbox"/> CULTURAL RESOURCES <input type="checkbox"/> GEOLOGY AND SOILS <input checked="" type="checkbox"/> GREENHOUSE GAS EMISSIONS | <input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input checked="" type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE | <input checked="" type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> PUBLIC SERVICES <input checked="" type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION AND TRAFFIC <input checked="" type="checkbox"/> UTILITIES <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE |
| INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency) BACKGROUND | | |
| <p>Proponent Name: Rodrigues Holdings LLC Phone Number: (818) 859-7843</p> <p>Applicant Address: 303 N. Glenoaks Boulevard, Suite M180 Burbank, CA 91502</p> <p>Agency Requiring Checklist: City of Los Angeles Department of City Planning Major Projects Divisions Date Submitted: October 2016</p> <p>Proposal Name (if applicable): 6001 Van Nuys Mixed-Use Project</p> | | |

| | | Potentially Significant Impact | Potentially Significant Impact unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|---|--------------------------------|---|-------------------------------------|-------------------------------------|
| <i>EACH DETERMINATION INDICATED IS BASED UPON ANALYSIS PRESENTED FOLLOWING THE CHECKLIST</i> | | | | | |
| 4.1 AESTHETICS | | | | | |
| <i>Would the Project:</i> | | | | | |
| a. | Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. | Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. | Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4.2 AGRICULTURE AND FOREST RESOURCES | | | | | |
| <i>Would the Project:</i> | | | | | |
| a. | Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. | Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. | Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. | Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. | Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | | Potentially Significant Impact | Potentially Significant Impact unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---------------------------------|--|-------------------------------------|---|-------------------------------------|-------------------------------------|
| 4.3 AIR QUALITY | | | | | |
| <i>Would the Project:</i> | | | | | |
| a. | Conflict with or obstruct implementation of the SCAQMD or congestion management plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. | Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. | Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. | Expose sensitive receptors to substantial pollutant concentrations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. | Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4.4 BIOLOGICAL RESOURCES | | | | | |
| <i>Would the Project:</i> | | | | | |
| a. | Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by The California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the city or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. | Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | | Potentially Significant Impact | Potentially Significant Impact unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|-------------------------------|---|-------------------------------------|---|-------------------------------------|-------------------------------------|
| d. | Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. | Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. | Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4.5 CULTURAL RESOURCES | | | | | |
| <i>Would the Project:</i> | | | | | |
| a. | Cause a substantial adverse change in significance of a historical resource as defined in State CEQA Section 15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. | Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA Section 15064.5? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. | Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. | Disturb any human remains, including those interred outside of formal cemeteries? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. | Cause a substantial adverse change in the significance of a Tribal Cultural Resources as defined in Public Resources Code §21074? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4.6 GEOLOGY AND SOILS | | | | | |
| <i>Would the Project:</i> | | | | | |
| a. | Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: | | | | |
| i. | Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state geologist for the area or based on other substantial evidence of a known fault? Refer to division of mines and geology special publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | Potentially Significant Impact | Potentially Significant Impact unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--|-------------------------------------|---|-------------------------------------|-------------------------------------|
| | ii. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | iii. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. | Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. | Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. | Be located on expansive soil, as defined in table 18-1-b of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. | Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4.7 GREENHOUSE GAS EMISSIONS | | | | | |
| <i>Would the Project:</i> | | | | | |
| a. | Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. | Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4.8 HAZARDS AND HAZARDOUS MATERIALS | | | | | |
| <i>Would the Project:</i> | | | | | |
| a. | Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. | Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | Potentially Significant Impact | Potentially Significant Impact unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|---|--------------------------------|---|-------------------------------------|-------------------------------------|
| d. | Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. | For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h. | Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4.9 HYDROLOGY AND WATER QUALITY | | | | | |
| <i>Would the Project:</i> | | | | | |
| a. | Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | Potentially Significant Impact | Potentially Significant Impact unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|-----------------------------------|--|-------------------------------------|---|-------------------------------------|-------------------------------------|
| d. | Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. | Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. | Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g. | Place housing within a 100-year flood plain as mapped on federal flood hazard boundary or flood insurance rate map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h. | Place within a 100-year flood plain structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i. | Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j. | Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4.10 LAND USE AND PLANNING | | | | | |
| <i>Would the Project:</i> | | | | | |
| a. | Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. | Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | | Potentially Significant Impact | Potentially Significant Impact unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|------------------------------------|--|-------------------------------------|---|------------------------------|-------------------------------------|
| 4.11 MINERAL RESOURCES | | | | | |
| <i>Would the Project:</i> | | | | | |
| a. | Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. | Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4.12 NOISE | | | | | |
| <i>Would the Project:</i> | | | | | |
| a. | Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. | Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. | A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. | A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. | For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. | For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4.13 POPULATION AND HOUSING | | | | | |
| <i>Would the Project:</i> | | | | | |
| a. | Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | | Potentially Significant Impact | Potentially Significant Impact unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|-----------------------------|--|-------------------------------------|---|------------------------------|-------------------------------------|
| b. | Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. | Displace substantial numbers of people necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4.14 PUBLIC SERVICES | | | | | |
| <i>Would the Project:</i> | | | | | |
| a. | Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| | i. Fire protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | ii. Police protection? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | iii. Schools? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | iv. Parks? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | v. Other public facilities? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4.15 RECREATION | | | | | |
| <i>Would the Project:</i> | | | | | |
| a. | Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. | Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | | Potentially Significant Impact | Potentially Significant Impact unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|---|---|-------------------------------------|---|-------------------------------------|-------------------------------------|
| 4.16 TRANSPORTATION AND TRAFFIC | | | | | |
| <i>Would the Project:</i> | | | | | |
| a. | Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. | Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. | Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. | Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. | Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. | Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4.17 UTILITIES & SERVICE SYSTEMS | | | | | |
| <i>Would the Project:</i> | | | | | |
| a. | Exceed wastewater treatment requirements of the applicable regional water quality control board? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. | Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | | Potentially Significant Impact | Potentially Significant Impact unless Mitigation Incorporated | Less than Significant Impact | No Impact |
|--|--|-------------------------------------|---|-------------------------------------|--------------------------|
| c. | Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. | Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. | Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. | Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. | Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4.18 MANDATORY FINDINGS OF SIGNIFICANCE | | | | | |
| a. | Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self--sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. | Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects). | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. | Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

4.1 AESTHETICS

Impact Analysis

Senate Bill (SB) 743, effective January 1, 2014, deems the aesthetic impacts of residential infill projects located in defined transit priority project areas as less than significant under CEQA. Zoning Information File (ZI) No. 2452 issued by the Planning Department includes a map of the Transit Priority Areas (TPAs) located in the City. As shown on the map, the Project Site is located within the boundaries of a TPA.⁷ Therefore, any aesthetic impacts, including but not limited to (a) adverse effects on scenic vistas, (b) damage to scenic resources, (c) degradation of existing visual character, (d) light and/or glare, and (e) shade shadow are deemed less than significant as a matter of law. Notwithstanding the mandate imposed by SB 743, the following aesthetic analysis of the Project is provided for informational purposes only.

Discussion

a. Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact. Based on the L.A. CEQA Thresholds Guide a significant impact could occur for a non-SB 743 project if a project were to introduce incompatible visual elements within a field of view containing a scenic vista or substantially block views of a scenic vista. Scenic vistas generally are either panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) or focal views (visual access to a particular object, scene, or feature of interest).

The Project Site is located in a developed area within the Van Nuys–North Sherman Oaks Community Plan Area. The Project Site is approximately 1 mile east of the I-405 and approximately 1.5 miles north of the US 101. Views surrounding the Project Site are generally urban in character and defined by low-rise commercial and residential buildings.

The Project Site is not located within or along a designated scenic corridor, and no scenic views exist from or through the currently developed site. The Project would develop a 5-story, mixed-use project, including a total of 384 apartment units and 17,000 square feet of retail and commercial space. The Project would alter the existing views and character of the Project Site and the immediate surrounding area in a manner that is compatible with the urban form of the City, and specifically the Van Nuys–North Sherman Oaks Community Plan Area. The Project would be visually compatible with the surrounding

⁷ City of Los Angeles. Zoning Information (ZI), (No. 2452), “Transit Priority Areas (TPAs)/Exemptions to Aesthetics and Parking Within TPAs Pursuant to CEQA,” <http://zimas.lacity.org/documents/zoneinfo/ZI2452.pdf>.

area and is consistent with planned TOD development as identified in the Community Plan. Furthermore, pursuant to Section 21099(d)(1) of the California Public Resources Code (PRC), the Project proposes a new mixed-use building located on an infill site within a TPA. As such, the Project would not block or otherwise impede an existing view of a scenic vista. Impacts would be less than significant and no further evaluation is required in an EIR.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less than Significant Impact. Based on the LA CEQA Thresholds Guide a significant impact could occur for a non-SB 743 project if scenic resources would be damaged and/or removed due to development of a project. The Project Site has not been designated or identified as a scenic resource and is not located near a designated scenic highway. Currently, a short portion of the Pasadena Freeway (also known as the Arroyo Seco Historic Parkway) is the only scenic highway official designated by the California Department of Transportation (Caltrans) in the City of Los Angeles.⁸

Pursuant to Section 21099(d)(1) of the California Public Resources Code (PRC), the Project proposes a new mixed-use building located on an infill site within a TPA. Further, the Project would not substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway, as none of these resources exist on or near the Project Site. As such, Project impacts would be less than significant, and no further evaluation is required in an EIR.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less than Significant Impact. Based on the LA CEQA Thresholds Guide a significant impact could occur for a non-SB 743 project if a project were to introduce incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the surrounding area.

The surrounding area is urban in nature and features low rise commercial and residential buildings. The Project would add a 5-story, 73-foot tall mixed-use development and alter the existing visual character of the Project Site. However, this change would not be considered adverse, as the Project Site does not currently possess high aesthetic value. The land uses and buildings surrounding the Project Site vary in age and architectural style from industrial structures to single-family dwelling units constructed mostly

⁸ State of California Department of Transportation, California Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/, accessed August 2016.

from the 1940s through the 1970s. The proposed 5-story mixed-use building would be consistent with the general urban character of adjacent uses along Van Nuys Boulevard and create a buffer between the single-family dwelling units to the south and the industrial uses and the Metro Orange Line Busway to the north.

The Project would be designed in a modern style. The massing of the Project would be broken up with courtyards and individual balconies. New street trees will be planted along the west, south, and east parkways. The architectural façade would be made up of an exterior cement plaster finish with fiber-cement panels, cementitious siding, and masonry veneer. The ground-floor commercial/retail space would include elements such as decorative metal panels screening and signage bands, in addition to metal sunscreens/overhangs. Further, the above ground utilities would be moved underground at the Applicant's expense. The surface parking lot would be located behind the ground floor commercial uses and would not be visible from the street. Landscaped areas and courtyards would be located throughout the Project Site. Incorporation of these design features would ensure that the Project would be consistent with the Citywide Design Guidelines for multi-family and commercial mixed-use projects.⁹

Therefore, construction of the Project would result in significant visual improvements to the Project Site. Furthermore, pursuant to Section 21099(d)(1) of the California Public Resources Code (PRC), the Project proposes a new mixed use building located on an infill site within a TPA. As such, aesthetic impacts would be less than significant, and no further evaluation is required in an EIR.

d. Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less than Significant Impact. Based on the LA CEQA Thresholds Guide a significant impact would occur for a non-SB 743 project if the project were to introduce new sources of light or glare on the Project Site that would be incompatible with the surrounding uses or that pose a safety hazard, (e.g., to motorists driving in the area).

Shade/Shadow

The analysis of the Project's potential shade/shadow impacts focuses on changes in shading conditions for those off-site sensitive uses and activities that are dependent on access to natural light. Off-site uses and activities that meet this criterion include routinely used outdoor spaces associated with residential, recreational, or institutional uses (pre-schools, schools, nursing homes); commercial uses such as

9 City of Los Angeles Residential Citywide Design Guidelines Multi-Family Residential and Commercial Mixed-Use Projects http://cityplanning.lacity.org/Code_Studies/CDOGuidelines/CPC2010-714-MS_C ExhibitC.pdf, accessed September 2016.

pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; and existing solar collectors. Immediate uses surrounding the Project Site include manufacturing, commercial, and industrial uses that are not dependent on access to natural light. The single-family dwelling units southwest of the Project Site would be considered sensitive uses, however, they would not be significantly impacted by shade/shadow associated with development of the Project. Shadows in the northern hemisphere are cast west in the early morning, cast north throughout the day, and cast east in the evening. Therefore, significant shade/shadow from the Project would not reach the single-family residences to the southwest and impacts would be less than significant.

Glare

The Project will be constructed on an infill site. The Project Site is currently developed with a vacant automobile dealership showroom, an auto vehicle storage lot, and other associated facilities that currently contribute sources of glare in the Project vicinity. Other reflective surfaces in the Project vicinity include automobiles traveling and parked on streets, exterior building windows, and surfaces of brightly painted buildings. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. The Project does not propose the use of highly polished materials or highly reflective metal material and glass that could reflect light and create glare. Materials used during construction of the Project would minimize glare and reflected heat by utilizing light- and cool-colored exterior wall materials balanced with low-reflective glass materials. Therefore, impacts related to glare would be less than significant.

Artificial Light

An adverse impact would occur if the Project were to create a substantial new source of artificial light that would adversely affect the surrounding area. Artificial light may be generated from individual (i.e., point) sources, as well as from indirect sources of reflected light. Uses such as residences, hospitals, and hotels are considered light sensitive since they are typically occupied by persons who are subject to disturbance by bright light sources during evening hours.

The Project Site is located in a well-lit urban portion of the City where there are high levels of ambient nighttime lighting, including street lighting, architectural and security lighting, and indoor building illumination (light emanating from the interior of structures that passes through the windows), all of which are common in densely populated areas. The existing, vacant dealership showroom, auto vehicle storage lot, and associated facilities currently contribute sources of artificial light on the Project Site.

The Project would include sources of artificial light typical of residential and commercial uses. Night lighting would be necessary to illuminate the residential portion of the building, retail entrances, and common open-space areas. The nighttime lights would provide adequate night visibility for residents

and visitors and to provide a measure of security. The Project lighting is not anticipated to be greater than existing site conditions. In addition, the Project would incorporate lighting design specifications to meet City standards as outlined in Chapter 9, Article 3, Section 93.0117 and Chapter 1, Article 2, Section 12.21 A5(k)¹⁰ of the Los Angeles Municipal Code (LAMC). Therefore, impacts would be less than significant.

Pursuant to Section 21099(d)(1) of the California Public Resources Code (PRC), the Project proposes a new mixed use building located on an infill site within a TPA. As such, impacts associated with light and glare would be less than significant. No further evaluation is required in an EIR.

10 LAMC Chapter 9, Article 3, Section 93.0117, Outdoor Lighting Affecting Residential Property. LAMC Chapter 1, Article 2, Section 12.21 A5(k).

4.2 AGRICULTURE AND FORESTRY RESOURCES

Discussion

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

No Impact. The Project Site is located within a developed, urbanized area of the City (see **Figure 2.0-2**). The Project Site is developed with a vacant automobile dealership showroom, auto vehicle storage lot, and other associated facilities. Surrounding uses include single-family residences, dealership showrooms, surface parking lots, industrial and commercial buildings, and the Metro Orange Line Busway. No farmland or agricultural activity exists on or near the Project Site. No portion of the Project Site is designated as “Prime Farmland”, “Farmland of Statewide Importance,” “Unique Farmland,” or “Farmland of Local Importance.”¹¹ The Project Site and surrounding uses are not currently used for agricultural use. No impacts would occur and no further evaluation is required in an EIR.

- b. *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

No Impact. The Project Site is located in the Van Nuys-North Sherman Oaks Community Plan Area and zoned CM-1VL (Commercial Manufacturing). The General Plan land use designation for the Project Site is Commercial Manufacturing. The Project Site is not zoned for agricultural use nor does agricultural uses occur on the Project Site. Only land located in an agricultural preserve is eligible for enrollment under a Williamson Act contract. Accordingly, the Project Site does not contain any lands covered by a Williamson Act contract. There are no designated agricultural land uses or Williamson Act contracts in use adjacent to or near the Project Site.¹² No impacts would occur and no further evaluation is required in an EIR.

11 California Department of Conservation, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2014 Map; <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/los14.pdf>

12 California Department of Conservation, Division of Land Resource Protection, “The Land Conservation (Williamson) Act” (2013), <http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx>.

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

No Impact. As discussed above, the Project Site is zoned CM-1VL. The Project Site is not designated or zoned for forest or timberland or used for foresting. As stated previously, the Project Site is in a developed area of the City and is surrounded by dealership showrooms, surface parking lots, industrial and commercial buildings, and the Metro Orange Line Busway. The site and the surrounding area do not contain any forest land or land zoned for timberland production. Implementation of the Project would not conflict with existing zoning for, or cause rezoning of forest land or timberland. No impact would occur and no further evaluation is required in an EIR.

- d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?***

No Impact. See response to Section 4.2 threshold (c), above.

The Project Site is not designated or zoned for forest or timberland or used for foresting. Additionally, the Project Site is located in an urbanized area of the City and is not within any forestland area. No impact would occur and no further evaluation is required in an EIR.

- e. Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?***

No Impact. See response to Section 4.2 threshold (a) through (d), above.

Neither the Project Site nor nearby properties are currently utilized for agricultural or forestry uses. The Project Site is not classified in any “Farmland” category designated by the State of California. No impact would occur and no further evaluation is required in an EIR.

4.3. AIR QUALITY

Discussion

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact. Based on the L.A. CEQA Thresholds Guide a significant air quality impact could occur if the Project were not consistent with the applicable Air Quality Management Plan (AQMP) or would represent a substantial hindrance to employing the policies or obtaining the goals of that plan. In the case of projects proposed within the City of Los Angeles or elsewhere in the South Coast Air Basin (SCAB, Basin), the applicable plan is the AQMP, which is prepared by the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the agency principally responsible for comprehensive air pollution control in the Basin. To that end, the SCAQMD works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments, and cooperates actively with all state and federal government agencies. The SCAQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

The Project Site is located in the SCAB. The Project's demolition, construction, and operational activities would generate pollutant emissions. Additionally, operation of the Project would contribute to population growth within the City. Thus, the Project would have the potential to conflict with the SCAQMD's current AQMP. This issue will be further addressed in an EIR.

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. Based on the L.A. CEQA Thresholds Guide, a project may have a significant impact where project-related emissions would exceed federal, state, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. The Project would contribute to regional and localized air pollutant emissions during construction and operation.

The Project involves the demolition of an existing 40,200 square foot automobile dealership showroom and the associated parking facilities, and the construction of a new 5-story, mixed-use development. A total of 384 apartment units and 17,000 square feet of retail and commercial space would be constructed on the approximately 4.5-acre Project Site. As previously mentioned, the Project Site is located in the SCAB, which is currently in attainment under the California ambient air quality standards (CAAQS) for nitrogen dioxide (NO₂) and nonattainment under the CAAQS for ozone (O₃), particulate matter 10 micrometers or less in diameter (PM₁₀), and particulate matter 2.5 micrometers or less in

diameter (PM_{2.5}).¹³ The Project's demolition, construction, and operational activities would generate pollutant emissions that could contribute to an existing or projected air quality exceedance. Therefore, the Project has the potential to violate air quality standards. This issue will be further addressed in an EIR.

c. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?*

Potentially Significant Impact. Based on the L.A. CEQA Thresholds Guide a significant impact could occur if the Project were to add a considerable cumulative contribution to federal or state nonattainment pollutants. In regards to determining the significance of the Project contribution, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project-specific impacts. Furthermore, SCAQMD states that if an individual development project generates less than significant construction or operational emissions, then development and operation of the project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment.

The Project Site is located in the SCAB, and is designated under the CAAQS as attainment for NO₂ and nonattainment for O₃, PM₁₀, and PM_{2.5}. Under the National AAQS, the SCAB is designated as attainment for NO₂ and PM_{2.5}, and nonattainment for O₃ and PM₁₀. Construction of the Project may increase existing levels of criteria pollutants and contribute to the nonattainment status for these criteria pollutants in the SCAB. As stated above, short-term air pollutant emission would occur during construction activities associated with implementation of the Project.

While operation of the Project is not anticipated to result in cumulatively considerable contribution to existing nonattainment conditions, construction of the Project could result in significant impacts. This issue will be further addressed in an EIR.

¹³ SCAQMD, *Final 2016 Air Quality Management Plan* (February 2016).

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Project construction activities and operations, as described above, may increase air emissions above current levels. In addition, concentrations of pollutants may have the potential to impact nearby sensitive receptors. Sensitive receptors are defined as schools, residential uses, hospitals, resident care facilities, daycare centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The nearest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Project are the single- and multifamily residential uses to the south and northwest of the Project Site, respectively. This issue will be further addressed in an EIR.

e. Create objectionable odors affecting a substantial number of people?

Less than Significant Impact. A significant impact would occur if the Project resulted in objectionable odors that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The Project involves no elements related to these types of activities; therefore, no odors are anticipated.

During construction, activities associated with the operation of equipment, the application of asphalt, and the application of architectural coatings and other interior and exterior finishes may produce discernible odors typical of most construction sites. As construction-related emissions dissipate from the area, odors associated with these emissions would also decrease, dilute, and become unnoticeable.

According to the SCAQMD *California Environmental Quality Act (CEQA) Air Quality Handbook*, land uses that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting refineries, landfills, dairies, and fiberglass molding.¹⁴ The Project would not include any of these odor-producing uses; odors associated with Project operation would be limited to on-site waste generation and disposal and occasional minor odors generated during food preparation at on-site restaurant operation. All trash receptacles would be covered and properly maintained in a manner as to minimize odors, as required by City and Los Angeles County Health Department regulations, and be emptied on a regular basis. Therefore, implementation of the Project would not generate objectionable odors affecting a substantial number of people. Impacts related to odors would be less than significant and no further analysis is required in an EIR.

14 South Coast Air Quality Management District, CEQA Air Quality Handbook, <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook>, accessed August 2016.

4.4 BIOLOGICAL RESOURCES

Discussion

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

Less than Significant Impact. A significant impact would occur if the Project were to remove or modify habitat for any species identified or designated as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the state or federal regulatory agencies cited above. The Project Site is located in an urbanized area of the City and is currently developed with a vacant automobile dealership showroom, an auto vehicle storage lot, and associated facilities. Given the developed nature of the Project Site and the surrounding area, species likely to occur on site are limited to small terrestrial and avian species typically found in developed settings. Impacts would be less than significant, and no further evaluation is required in an EIR.

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

No Impact. A significant impact would occur if riparian habitat or any other sensitive natural community identified locally or regionally, or by the state and/or federal regulatory agencies cited above, would be adversely modified by the Project. The Project Site is currently developed with a vacant automobile dealership showroom, an auto vehicle storage lot, and other associated facilities. No riparian or other sensitive natural community is located on or adjacent to the Project Site. Implementation of the Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities. No impact would occur and no further evaluation is required in an EIR.

- c. *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

No Impact. A project could have a significant impact on biological resources if it would result in the alteration of an existing wetland habitat. The Project Site is not near nor does it contain wetland habitat or a blue-line stream. Implementation of the Project would not have a substantial adverse effect on

federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA) through direct removal, filling, hydrological interruption, or other means. No impact would occur and no further evaluation is required in an EIR.

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

Less than Significant Impact. A significant impact would occur if the Project were to interfere or remove access to a migratory wildlife corridor or impede the use of native wildlife nursery sites. The Project Site is currently developed and is located within an urban area that is highly disturbed. No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located on the Project Site or in the surrounding area. However, a number of mature trees are scattered across the Project Site. Although the trees are mainly ornamental and nonnative, they may provide suitable habitat, including nesting habitat, for migratory birds. The Migratory Bird Treaty Act of 1918 (MBTA) implements the United States' commitment to four treaties with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. The US Fish and Wildlife Service administers permits to take migratory birds in accordance with the MBTA. The City requires that all projects comply with the MBTA by either avoiding grading activities during the nesting season (February 15 to August 15) or conducting a site survey for nesting birds prior to commencing grading activities. The Applicant will be required to comply with the provisions of the MBTA. Adherence to the MBTA regulations would ensure that if construction occurs during the breeding season, appropriate measures would be taken to avoid impacts to any nesting birds if found. With adherence to the MBTA requirements, less than significant impacts would occur and no further analysis is required in an EIR.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than Significant Impact. A significant adverse impact would occur if the Project were to be inconsistent with local regulations pertaining to biological resources. The City's amended Protected Tree Ordinance provides guidelines for the preservation of all oak trees indigenous to California (excluding the scrub oak or *Quercus dumosa*) as well as the following tree species: Southern California black walnut

(*Juglans californica* var. *californica*), western sycamore (*Platanus racemosa*), and California bay (*Umbellularia californica*).¹⁵

According to the Tree Inventory Report¹⁶ conducted for the Project, no protected trees were identified on the Project Site. All tree removal processes would comply with existing City regulations enforced and monitored by the Board of Public Works Urban Forestry Division. All significant¹⁷ non-protected trees removed during construction of the Project shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Further, existing street trees removed during construction would be replaced with new street trees. Compliance with the City's standards would reduce any potential impacts to the existing trees located on the Project Site to less than significant. No further evaluation of this topic is required in an EIR.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. A significant impact could occur if the Project were inconsistent with mapping or policies in any adopted habitat conservation plan. The Project Site is not located in an area with significant biological resources and is not subject to any Habitat Conservation Plan, Natural Community Conservation Plan, or other related plans. In addition, the Project is not located within a designated Significant Ecological Area (SEA) as identified by the City.¹⁸ Therefore, implementation of the Project would not conflict with the provisions of an adopted habitat conservation plan. No impact would occur and no further evaluation is required in an EIR.

15 LAMC, ch. IV, art. 6, sec. 46.01, Preservation of Protected Trees, Definition.

16 Tree Inventory Plan, Jan C. Scow Consulting Arborists, LLC (revised 5/24/16)

17 8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground

18 City of Los Angeles General Plan, Conservation Element, Exhibit B1, SEAs and Other Resources
<http://planning.lacity.org/cwd/gnlpln/consvelt.pdf>.

4.5 CULTURAL RESOURCES

Discussion

a. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

Potentially Significant Impact. Section 15064.5 of the State CEQA Guidelines defines historical resources as (1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in a historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A Project-related significant adverse effect would occur if the Project were to adversely affect a historical resource meeting one of the above definitions.

Furthermore, the State Office of Historic Preservation recommends that properties more than 45 years of age be evaluated for their potential as historic resources. The existing automobile dealership showroom facilities are more than 50 years of age and may be historically significant. This issue will be further addressed in an EIR.

b. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Potentially Significant Impact. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that either meet the criteria for historical resources or constitute unique archaeological resources. A Project-related significant adverse effect could occur if the Project were to affect archaeological resources that fall under either of these categories. The Project includes the construction of a subterranean parking garage, which is anticipated to require excavations between 6 and 15 feet below the existing grade.¹⁹ While the potential for the accidental discovery of archaeological materials is considered low, the presence or absence of such materials cannot be determined until the site is excavated. This issue will be further addressed in an EIR.

¹⁹ Geotechnologies, Inc. Geotechnical Engineering Investigation—Van Nuys Mixed-Use Development (July 2015).

c. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Potentially Significant Impact. A project-related significant adverse effect could occur if grading or excavation activities associated with the Project would disturb paleontological resources or geologic features that presently exist beneath the Project Site. The Project Site has been previously graded and is currently improved with existing dealership showroom facilities and paved lots. While the Project Site and immediate surrounding areas do not contain any known vertebrate paleontological resources, construction of the subterranean parking garage would require various grading and/or excavation activities on the site. Although no paleontological resources are known to exist on site, there is a possibility that paleontological resources exist at subsurface levels. This issue will be further addressed in an EIR.

d. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

Potentially Significant Impact. A project-related significant adverse effect could occur if grading or excavation activities associated with the Project would disturb previously interred human remains. The Project Site is located in a heavily urbanized area and is currently developed. No known human burials have been identified on the Project Site. However, it is possible that unknown human remains could be encountered during excavation and grading of the subterranean parking structure. As such, if proper care is not taken during construction, damage to or destruction of these unknown remains could occur. This issue will be further addressed in an EIR.

e. *Cause a substantial adverse change in the significance of a Tribal Cultural Resources as defined in Public Resources Code §21074?*

Potentially Significant Impact. Assembly Bill 52 (AB 52) establishes a formal consultation process for California Native American Tribes to identify potential significant impacts to Tribal Cultural Resources, as defined in Public Resources Code §21074, as part of CEQA. As specified in AB 52, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The Native American Heritage Commission (NAHC) has provided a list of Native American groups and individuals who could have knowledge of the religious and/or cultural significance of resources that may be in and near the Project Site. An informational letter regarding the Project was mailed concurrent with the NOP to Native American tribes known to have resources in this area. This issue will be further addressed in an EIR.

4.6 GEOLOGY AND SOILS

Impact Analysis

The following section summarizes and incorporates by reference information from the Geotechnical Engineering Investigation, Proposed Mixed Use Development, 6001-6059 Van Nuys Boulevard, Van Nuys, California, dated July 1, 2015 (referred to hereafter as the Geotechnical Report) prepared by Geotechnologies, Inc. The Geotechnical Report is included as **Appendix A** of this Initial Study.

Discussion

- a. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:***
- i. **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.****

Less than Significant Impact. A significant impact could occur if the Project Site were to be located within a state-designated Alquist-Priolo Zone or other designated fault zone.

Fault rupture is the surface displacement that occurs along the surface of a fault during an earthquake. The California Geological Survey (CGS) designates faults as active, potentially active, or inactive. The Alquist-Priolo Earthquake Fault Zoning Act establishes standards regulating development adjacent to active faults and areas designated as Earthquake Fault Zones. In addition, the City designates Fault Rupture Study Zones on each side of active and potentially active faults to establish areas of hazard potential.

There are several principal active faults located in the Southern California metropolitan region including the San Andreas Fault, approximately 35 miles northwest of downtown Los Angeles. Several additional active faults traverse the populated areas of Los Angeles County, including the Sierra Madre Fault, which traverses parts of Altadena and other foothills communities; the Raymond Fault which crosses the City of San Marino; and the Hollywood and Santa Monica Faults, which travel along the southern edge of the Hollywood Hills and Santa Monica Mountains.

However, no active or potentially active faults delineated as Alquist-Priolo Earthquake Fault Zones are known to be present beneath the Project Site.²⁰ The Northridge Hills and Chatsworth Faults are the

²⁰ Geotechnologies. Geotechnical Engineering Investigation (July 2015).

faults closest to the Project Site and are approximately 3.5 and 9.0 miles north of the site, respectively.²¹ The potential risk for surface fault rupture through the Project Site is considered low.

The Project would comply with the California Building Code (CBC), which contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards.²² Therefore, the Project would not expose people or structures to substantial adverse effects associated with fault rupture. Impacts would be less than significant and no further analysis is required in an EIR.

ii. Strong seismic ground shaking?

Less than Significant Impact. A significant impact could occur if the Project were to represent an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California. The intensity of ground shaking depends primarily on the earthquake's magnitude, the distance from the source, and the site response characteristics. The Project Site is located within the seismically active Southern California region and therefore could be subject to moderate and possibly strong ground motion due to earthquakes on the Northridge Hills and Chatsworth Faults. However, the Project would conform to all applicable provisions of the CBC with respect to new construction. Adherence to current building codes and engineering practices would ensure that the Project would not expose people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with locations in the Southern California region. Therefore, impacts would be less than significant and no further analysis is required in an EIR.

iii. Seismic-related ground failure, including liquefaction?

Less than Significant Impact. According to the City's General Plan, the Project Site is located within an area susceptible to liquefaction.²³ Soils data collected from borings taken 60 feet below the ground surface of the Project Site were used in the Geotechnical Report to better determine the liquefaction potential on the site. While groundwater was not encountered at the Project Site to a depth of 60 feet below the ground surface, the highest groundwater levels historically have been identified around 15 feet below the ground surface.²⁴ The additional analysis completed for the Project's Geotechnical

21 California Institute of Technology, Southern California Earthquake Data Center, "Significant Earthquakes and Faults," <http://scedc.caltech.edu/significant/>, accessed on August 2015.

22 California Building Code (CBC), tit. 24, pt. 2, <http://www.bsc.ca.gov/codes.aspx>, accessed September 2016.

23 City of Los Angeles General Plan, Safety Element, Exhibit B, Areas Susceptible to Liquefaction (1996).

24 Geotechnologies. Geotechnical Engineering Investigation (July 2015).

Report revealed that the soils underlying the Project Site are not prone to liquefaction during a major seismic event.

The Project would comply with CBC provisions for soil preparation to minimize hazards from liquefaction and other seismically related ground failures. Prior to the issuance of grading or building permits, the Applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the City of Los Angeles Department of Building and Safety (LADBS) for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, and selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. Compliance with the existing regulations and the conditions included in the LADBS's Geology and Soils Report Approval Letter would ensure that potential liquefaction impacts would be reduced to less than significant levels. No further evaluation is required in an EIR.

iv. Landslides?

No Impact. A project-related, significant adverse impact could occur if the Project were to be located in a hillside area with soil conditions that would suggest a high potential for sliding. The Project Site is located on relatively level terrain and no landslides are mapped in the vicinity of the Project Site. Based on the Geotechnical Report prepared for the Project, the probability of seismically induced landslides occurring on the Project Site is considered low due to the general lack of elevation difference in slope geometry across or adjacent to the site. Therefore, the Project would result in no impacts related to landslides. No further evaluation is required in an EIR.

b. *Would the project result in substantial soil erosion or the loss of topsoil?*

Less than Significant Impact. A project could have significant sedimentation or erosion impacts if it would: (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition that would not be contained or controlled on site. The Project Site is developed with impermeable surfaces, and no areas of the site are susceptible to erosion under existing conditions. The Project Site and surrounding areas are disturbed and developed; the land is relatively flat and contains minimal rises or changes in elevation. No major slopes or bluffs are on or adjacent to the site. Although development of the Project has the potential to result in the erosion of soils during

construction activities, erosion would be reduced through implementation of SCAQMD Rule 403—Fugitive Dust to minimize wind- and water-borne erosion at the Project Site.

Additionally, because the Project Site is greater than 1 acre in size, the Project would be required to implement a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities.²⁵ The site-specific SWPPP would be prepared prior to earthwork activities and would be implemented during Project construction. The SWPPP would include best management practices (BMPs) and erosion control measures to prevent pollution in stormwater discharge. Typical BMPs that could be used during construction include good housekeeping practices (e.g., street sweeping, proper waste disposal, vehicle and equipment maintenance, concrete washout area, materials storage, minimization of hazardous materials, proper handling and storage of hazardous materials, etc.) and erosion/sediment control measures (e.g., silt fences, fiber rolls, gravel bags, stormwater inlet protection, soil stabilization measures, etc.). The SWPPP would be subject to review and approval by the City for compliance with the City's *Development Best Management Practices Handbook: Part A, Construction Activities*.²⁶ Additionally, all Project construction activities would comply with the City's grading permit regulations, which require the implementation of grading and dust control measures, including a wet weather erosion control plan if construction occurs during rainy season. Through compliance with these existing regulations, the Project would not result in any significant impacts related to soil erosion during the construction phase.

During the Project's operational phase, a majority of the Project Site would be developed with impervious surface and all stormwater flows would be directed to storm drainage features and would not come into contact with bare soil surfaces. Therefore, soil erosion impacts associated with construction and operation of the Project would not occur and soil erosion impacts would be less than significant. No further evaluation is required in an EIR.

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

Less than Significant Impact. A significant impact could occur if the Project were to be built in an unstable area without proper site preparation or design features to provide adequate foundations for

25 <https://www.epa.gov/npdes/stormwater-discharges-construction-activities>

26 http://www.lastormwater.org/wp-content/files_mf/parta.pdf

buildings, thus posing a hazard to life and property. The Geotechnical Report concluded that the potential for seismically induced settlement at the Project Site is considered low. Further, the site's geotechnical conditions are favorable for foundations and the required retaining walls, provided that the recommendations specified in the Geotechnical Report are included in the design and construction of the Project to the satisfaction of LADBS. Impacts would be less than significant, and no further evaluation is required in an EIR.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than Significant Impact. A significant impact could occur if the Project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings. Expansive soils generally result from specific clay minerals that expand when saturated and shrink when dry. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper mitigation measures, heaving and cracking of both building foundations and slabs-on-grade could result. Based on the Geotechnical Report prepared for the Project on-site geologic materials are in the low- to moderate-expansion range. In addition, the Project would be subject to the City's Building Code and the CBC, as well as recommendations specified within the Geotechnical Report to minimize hazards from liquefaction and other seismic-related ground failures. Impacts would be less than significant, and no further evaluation is required in an EIR.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project Site is located in a developed area of the City that is served by a wastewater collection, conveyance, and treatment system operated by the City of Los Angeles. The Project would connect to the City's existing sewer system and would not require the use of septic tanks or alternative wastewater disposal systems. Thus, the Project would not result in any impacts related to soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. Therefore, no impacts related to this issue would occur. No further evaluation is required in an EIR.

4.7 GREENHOUSE GAS EMISSIONS

Discussion

a. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Potentially Significant Impact. A significant impact would occur if the Project would generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment. GHG emissions refer to a group of emissions that are believed to affect global climate conditions. The international scientific community has recognized that GHGs are contributing to global climate change. The Project would result in short-term emissions of GHGs during construction. These emissions would generally be associated with the operation of construction equipment and the disposal of construction waste and demolition debris. GHG emissions would also result from operation of the Project, such as automobiles and commercial service trucks traveling to and from the site, as well as consumption of electricity, natural gas, water, landscape equipment, and generation of solid waste and wastewater. This issue will be further addressed in an EIR.

b. *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Potentially Significant Impact. Because the Project would have the potential to emit GHG emissions, construction and operation of the Project would have the potential to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases; for example, Assembly Bill (AB) 32 and/or the State's 2010 Green Building Standards Code.²⁷ This issue will be further addressed in an EIR.

²⁷ California Building Standards Commission, *2010 Green Building Standards Code*, http://www.documents.dgs.ca.gov/bsc/CALGreen/2010_CA_Green_Bldg.pdf, accessed September 2016.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Impact Analysis

The following section summarizes and incorporates by reference information from the Phase I Environmental Site Assessment 6001 and 6059 Van Nuys Boulevard, Van Nuys, California,²⁸ dated May 21, 2015 (referred to hereafter as the Phase I ESA) prepared by Applied Environmental Technologies, Inc. The Phase I ESA is included as **Appendix B** of this Initial Study.

Discussion

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. A significant impact could occur if the Project would create a significant hazard through the routine transfer, use, or disposal of hazardous materials. Construction activities associated with the Project would involve the use of those hazardous materials that are typically necessary for construction of a mixed-use development, including vehicle fuels, paints, oils, transmission fluids, solvents, and other acidic and alkaline solutions. The transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, state, and federal regulations governing such activities. Therefore, the Project would not create a significant impact related to routine transport, use, or disposal of hazardous materials during construction. Impacts would be less than significant

The mixed-use Project includes residential, retail, and restaurant uses. The types and amounts of hazardous materials that would be used during operation of the Project would be typical of those used on residential and commercial properties (e.g., cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products). All potentially hazardous materials would be used and stored in accordance with applicable federal, state, and local regulations. The potential for a significant hazardous impact to occur during operation of the Project is considered low. Impacts would be less than significant, and no further evaluation is required in an EIR.

28 Applied Environmental Technologies, Inc., Phase I Environmental Site Assessment, 6001 and 6059 Van Nuys Boulevard, Van Nuys, California (May 21, 2015).

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. As discussed in Section 4.8 threshold (a) compliance with federal, state, and local laws and regulations relating to transport, storage, disposal and sale of hazardous materials would minimize any potential for accidental release or upset of hazardous materials. Given that the buildings and structures occupying the Project Site were constructed prior to 1978, asbestos-containing materials (ACMs), polychlorinated biphenyls (PCBs), and lead-based paint (LBP) could be present on the Project Site.

Asbestos-Containing Materials

ACMs are often found in buildings constructed prior to 1978 as asbestos was often used for insulation purposes. The Department of Toxic Substance Control (DTSC) classifies the presence of ACMs as potentially hazardous if the amount is greater than 1 percent and easily crumbled (friable). The Project would involve the demolition and removal of all existing on-site structures. As the existing structures were constructed prior to 1978, ACMs could be present on the Project Site. Further, if not properly abated, the demolition of the existing structures could result in the accidental release of ACMs, and as such, could create a public health risk. As discussed in the Phase I ESA, 9.22 tons of ACMs were removed from the Project Site for disposal between 2006 and 2008.²⁹ It is unknown if ACMS are still present on the Project Site. Thus, prior to the issuance of any demolition and/or alteration permits, the Applicant shall provide a letter to the LADBS from a qualified asbestos abatement consultant indicating that no ACMs are present on the Project Site. If ACMs are discovered on site during demolition or construction, proper abatement regulations shall be followed. As the Project would be required to comply with the SCAQMD Rule 1403 which regulates the removal of ACMs to ensure that asbestos fibers are not released into the air during demolition and/or renovation activities, as well as other applicable state and federal regulations, impacts from ACMs would be less than significant. No further evaluation is required in an EIR.

Polychlorinated Biphenyls (PCBs)

Polychlorinated biphenyls are a mixture of individual chemicals that are no longer manufactured in the United States, but are still found in the environment. There are no known natural sources of PCBs. PCBs

²⁹ Applied Environmental Technologies, Inc., Phase I Environmental Site Assessment, 6001 and 6059 Van Nuys Boulevard, Van Nuys, California (May 21, 2015).

can be oily liquids or solids that are colorless to light yellow. They can exist as water vapor in the air and have no known smell or taste. Health effects that have been associated with exposure to PCBs include acne-like skin conditions in adults, neurobehavioral and immunological changes in children, and cancer causing agents in animals. While, the Phase I ESA completed for the Project indicated a lack of evidence of existing PCB-containing materials, based on the age of the on-site building, there is a potential for PCBs to be located at the Project Site.

If PCBs are found on the Project Site, abatement of the PCBs would subject to compliance with applicable state and federal regulations. Further, prior to the issuance of any demolition and/or alteration permit, the Applicant shall provide a letter to the LADBS from a qualified PCB abatement specialist indicating that no PCB-containing materials are present in the building and/or on the Project Site. Therefore, impacts associated with PCBs would be less than significant and no further evaluation is required in an EIR.

Lead-Based Paint

LBP could be present on the Project Site as the existing buildings were constructed prior to 1978. Demolition and removal of the existing buildings would be required to comply with California Code of Regulations (CCR) Title 8, Section 1532 et seq. which requires that all LBP be abated and removed by a licensed lead contractor. In addition, standard handling and disposal practice shall be implemented pursuant to CALOSHA regulations. Prior to issuance of a demolition permit, a LBP survey shall be performed and approved by the LADBS. Thus impacts from LBP would be less than significant. No further evaluation is required in an EIR.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. The closest school to the Project Site is the Children's Community School, located at 14702 Sylvan Street, approximately 0.3 miles northwest of the Project Site. As discussed in Section 4.8 threshold (a) above, construction of the Project would involve the use of those hazardous materials that are typically necessary for construction of a mixed-use development (e.g., paints, building materials, cleaners, fuel for construction equipment, etc.). Therefore, construction of the Project would involve routine transport, use, and disposal of these types of hazardous materials throughout the duration of construction activities. However, the transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, state, and federal regulations governing such activities.

Operation of the Project would require a modest amount of hazardous materials typical of mixed-use developments including cleaning solutions, solvents, pesticides for landscaping, painting supplies, and petroleum products. Such products would only be considered hazardous if used inappropriately or if exposed to unfavorable conditions. All potentially hazardous materials transported and/or stored on-site for daily upkeep would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations.

As the closest school is 0.3 miles from the Project Site, construction and/or operation of the Project would not create a significant hazard through hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant and no further evaluation is required in an EIR.

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

Less than Significant Impact. California Government Code Section 65962.5 requires various state agencies, including but not limited to, the DTSC and the SWRCB, to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.³⁰ A significant impact could occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses.

An existing, vacant automobile dealership showroom and related facilities are located on the Project Site. The Phase I ESA completed for the Project did not reveal any recognized environmental conditions (REC) or historical recognized environmental conditions (HREC) associated with the Project Site. Of the 11 properties located within 0.5 miles of the Project Site and listed as having leaking underground storage tanks (USTs), through proper remediation, 8 of the properties are closed. Of the remaining sites, 2 are eligible for closures and 1 is undergoing remediation. Based on the distance from the Project Site, these properties are not considered to pose a significant effect. Impacts would be less than significant and no further evaluation is required in an EIR.

³⁰ These lists include, but are not limited to, the 'Envirostor' (<http://www.envirostor.dtsc.ca.gov/public/>) and 'GeoTracker' (<http://geotracker.waterboards.ca.gov/>) lists maintained by the DTSC and SWRCB, respectively.

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

No Impact. The closest public airports to the Project Site are the Van Nuys Airport, located approximately 2.5 miles northwest of the Project Site and the Bob Hope Airport located approximately 5.0 miles northeast of the Project Site in the City of Burbank. Neither airport is located within 2 miles of the Project Site. Thus, the Project would not result in a safety hazard associated with an airport for people residing or working in the Project area. Therefore, no impacts related to this issue would occur. No further evaluation is required in an EIR.

- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

No Impact. See Section 4.8 threshold (e) above.

The Project Site is not located within 2 miles of a private airstrip or airport. Thus, the Project would not result in a safety hazard associated with an airport for people residing or working in the Project area. No impact would occur and no further evaluation is required in an EIR.

- g. Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?***

Less than Significant Impact. A significant impact would occur if construction and/or operation of the Project interfered with an emergency response plan or emergency evacuation plan. The Project is located at the intersection of Van Nuys Boulevard and Oxnard Street, both of which are selected disaster routes as identified by the City's General Plan.³¹ Development of the Project Site could require temporary and/or partial street closures along Van Nuys Boulevard, Oxnard Street, and Vesper Avenue due to construction activities. However, the Project's Construction Management Plan, to be approved by the City prior to the issuance of any grading permits, would require construction traffic to conform to all traffic work plans and access standards to allow adequate emergency access. Further, the majority of construction activities for the Project would be confined to the site, except for infrastructure improvements, which may require some work in adjacent street rights-of-way. However, this work

31 City of Los Angeles General Plan, Safety Element, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles (1996).

would be short-term and temporary and would be coordinated with the City of Los Angeles Departments of Transportation (LADOT), Building and Safety, and Public Works. Therefore, while such closures could cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans.

Development of the Project would result in the permanent alteration to vehicular circulation along Aetna Street between Van Nuys Boulevard and Vesper Avenue. While the Project would vacate and merge Aetna Street into the Project Site, neither Aetna Street and/or Vesper Avenue are designated as disaster routes. Prior to the issuance of a building permit, the Applicant would develop an emergency response plan in consultation with the Los Angeles Fire Department (LAFD). The emergency response plan would include but not be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, and routes to the nearest hospitals and fire departments. In addition, the Applicant will be required to submit a parking and driveway plan to the LAFD, the Bureau of Engineering (BOE), and LADOT for review and approval and to ensure compliance with all applicable code required site access and circulation requirements, as well as code required emergency access.

Therefore, demolition, construction and operation of the Project is not anticipated to significantly impair implementation of or physically interfere with any adopted emergency response or evacuation plan. Impacts would be less than significant and no further evaluation is required in an EIR.

h. Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The Project Site is located within a highly urbanized area of the City and does not include wildlands or high fire hazard terrain or vegetation. In addition, the Project Site is not identified by the City as being located within an area susceptible to fire hazards.³² Thus, no impacts related to this issue would occur. No further evaluation is required in an EIR.

³² City of Los Angeles General Plan, Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles (1996).

4.9 HYDROLOGY AND WATER QUALITY

Discussion

a. *Would the project violate any water quality standards or waste discharge requirements?*

Less than Significant Impact. A significant impact could occur if discharges associated with the Project would create pollution, contamination, or a nuisance as defined in Section 13050 of the California Water Code (CWC), or that cause regulatory standards to be violated as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. Significant impacts could also occur if the Project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Storm Water Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

During construction and demolition activities stormwater runoff from the Project Site could cause erosion and/or transport sediment off-site and into municipal storm drain systems. Thus, pollutant discharges associated with the storage, handling, use, and disposal of chemicals, adhesives, coatings, lubricants, and fuel could result in adverse impacts to water quality. As required under the NPDES, the Project would be responsible for the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of Best Management Practices (BMPs) to mitigate the effects of erosion and inherent potential for sedimentation and other pollutants entering the stormwater system. Implementation of the SWPPP and compliance with the NPDES and City discharge requirements would ensure that construction of the Project would not violate any water quality standards and/or discharge requirements, or otherwise substantially degrade water quality.

Operation of the Project would introduce sources of potential stormwater pollution that are typical of commercial and residential uses (e.g., cleaning solvents, pesticides for landscaping, and petroleum products associated with parking garages). Stormwater runoff from precipitation events could carry urban pollutants into municipal storm drains, however during operation the Project would be required to comply with the City's Low Impact Development (LID) Ordinance. The LID Ordinance applies to all development and redevelopment in the City that requires a building permit. LID Plans are required to include a site design approach and BMPs that address runoff and pollution at the source. Further, to comply with LID Ordinance the Project would be required to capture and treat the first ¼-inch of rainfall in accordance with established stormwater treatment priorities. Compliance with the LID Ordinance would reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Compliance with the LID Plan and Standard Urban Stormwater Mitigation Plan (SUSMP),

including the implementation of BMPs, would ensure that operation of the Project would not violate water quality standard and discharge requirements or otherwise substantially degrade water quality. Impacts would be less than significant. No further evaluation is required in an EIR.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

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

The Project Site is developed with paved surfaces and thus does not afford any opportunity for groundwater recharge activities. The Project would develop the site with a mixed-use building, subterranean and surface parking, and landscaped areas. Similar to existing conditions, redevelopment of the Project Site would result in a negligible amount of on-site groundwater recharge opportunities and would not impact a water utility's ability to use groundwater supplies, impact groundwater wells, change the rate or direction of flow of groundwater, or impact groundwater recharge areas.

Construction of the subterranean parking garage would require grading and excavation activities that would extend to approximately 15 feet below the existing grade. As reported in the Geotechnical Report, groundwater was encountered at the Project Site 60 feet below the ground surface (bgs), however, the historically highest groundwater level is approximately 15 bgs.³³ Thus, excavation of the subterranean parking garage would have the potential to impact the groundwater table. The Project would be required to comply with SWRCB Order No. R4-2008-0032 and NPDES Permit No. CAG994004 for discharges of groundwater and dewatering operations from construction activities. In addition, the Applicant would be required to comply with the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination

33 Geotechnologies. Geotechnical Engineering Investigation (July 2015)

System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges. Adherence to these requirements would reduce impacts to the existing groundwater table to a level of less than significant. No further evaluation is required in an EIR.

c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

Less than Significant Impact. A significant impact would occur if the Project substantially altered the drainage pattern of the site or an existing stream or river, so that substantial erosion or siltation would result on- or off-site. The Project Site is located in a highly urbanized area of Los Angeles. There are no natural watercourses on the Project Site or in the vicinity of the site. As discussed above, the Project Site is developed with paved surfaces and current stormwater runoff flows to the local storm drain system

As discussed above, the Project would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction of the Project. While grading and construction activities may temporarily alter the existing drainage patterns of the site, BMPs would be implemented to minimize soil erosion impacts during Project grading and construction activities.

In addition, the Project would be required to implement a LID Plan (during operation), which would reduce the amount of surface water runoff leaving the Project Site after a storm event. Specifically, the LID Plan would require the implementation of stormwater BMPS to retain or treat the runoff from a storm event producing $\frac{3}{4}$ -inch of rainfall in a 24-hour period. Therefore, the Project would result in a less than significant impact in relation to surface water hydrology and would not result in substantial erosion or siltation on- or off-site. No further analysis is required an EIR.

d. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

Less than Significant Impact. See Section 4.9 threshold (c) above.

A significant impact could occur if the Project results in increased surface water runoff volumes during construction, or if operation of the Project would result in flooding conditions affecting the Project Site

or nearby properties. Grading and construction activities on the Project Site may temporarily alter the existing drainage patterns of the site and reduce off-site flows. However, construction and operation of the Project would not result in a significant increase in site runoff or any changes in the local drainage patterns that would result in flooding on- or off-site. The Project would be required to prepare a SWPPP and implement BMPs to reduce runoff and preserve water quality during construction of the Project. Compliance with the LID Ordinance would also reduce the amount of surface water runoff leaving the Project Site as compared to the current conditions. Impacts would be less than significant and no further evaluation is required in an EIR.

e. Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. A significant impact could occur if the Project would increase the volume of stormwater runoff to a level that exceeds the capacity of the storm drain system serving the Project Site, or if the Project would introduce substantial new sources of polluted runoff. Runoff from the Project Site currently is, and would continue to be, collected on the site and directed towards existing storm drains in the Project vicinity that have adequate capacity to serve the site. Currently, drains and catch basins maintained by the Los Angeles County Flood Control District (LACFCD) are located along Van Nuys Boulevard, adjacent to the Project Site's eastern boundary.³⁴ Pursuant to local practice and City policy, stormwater retention would be required as part of the LID/SUSMP implementation features (despite no increase of imperviousness surfaces on the site). Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further, pollutants from the subterranean parking garage and surface parking lot would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance requirements. Accordingly, the Project would be required to demonstrate compliance with LID Ordinance standards and retain or treat the first three-quarters inch of rainfall in a 24-hour period. The Project would not create or contribute surface runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant and no further evaluation is required in an EIR.

³⁴ Los Angeles County Department of Public Works. "Los Angeles County Storm Drain System." <http://dpw.lacounty.gov/fcd/stormdrain/index.cfm>, accessed September 2016.

f. Would the project otherwise substantially degrade water quality?

Less than Significant Impact. See Section 4.9 thresholds (a) and (e) above.

A significant impact could occur if the Project includes potential sources of water pollutants that could substantially degrade water quality. As discussed above, construction of the Project could potentially degrade water quality through erosion and subsequent sedimentation, however, implementation of the site specific SWPPP, in accordance with the NPDES General Permit for Discharges of Storm Water Associated with Construction Activity and Land Disturbance Activities would reduce impacts from erosion and sedimentation to a less than significant level.

Implementation of the site specific LID Plan would ensure the Project meets the City's water quality standards during operation of the Project. Therefore, Project impacts related to operational water quality would be less than significant. No further evaluation is required in an EIR.

g. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. A significant impact would occur if the Project were to place housing within a 100-year flood hazard area. A 100-year flood is defined as a flood, resulting from a severe rainstorm that has a probability of occurring approximately once every 100 years. According to the City's General Plan Safety Element the Project Site is not located within a designated flood zone.³⁵ The Project is located within designated flood area Zone X³⁶ as identified by the Federal Emergency Management Agency (FEMA).³⁷ Therefore, the Project would not place housing within a 100-year flood hazard area. No further evaluation is required in an EIR.

35 City of Los Angeles General Plan, Safety Element, Exhibit F, 100-Year & 500-Year Flood Plains in the City of Los Angeles, (1996).

36 Zone X: areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

37 Federal Emergency Management Agency(FEMA), Flood Map Service Center, http://map1.msc.fema.gov/idms/IntraView.cgi?ROT=0&O_X=9288&O_Y=1944&O_ZM=0.308936&O_SX=1220&O_SY=575&O_DPI=400&O_TH=91458047&O_EN=91627405&O_PG=1&O_MP=1&CT=0&DI=0&WD=14408&HT=10358&JX=1358&JY=635&MPT=0&MPS=0&ACT=2&KEY=91457785&ITEM=1&PICK_VIEW_CENTER.x=841&PICK_VIEW_CENTER.y=234&R1=VOU
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h. Would the project be placed within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. A significant impact could occur if the Project Site were located within a 100-year flood zone, which would impede or redirect flood flows. According to the City's General Plan Safety Element the Project Site is not in an area designated as a 100-year flood hazard area.³⁸ The Project Site is located within designated flood area Zone X as identified by FEMA. The Project Site is located in a highly urbanized area, and no changes to the local drainage pattern would occur with implementation of the Project; therefore, the Project would not have the potential to impede or redirect floodwater flows. No further evaluation is required in an EIR.

i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. A significant impact could occur if a project exposes people or structures to a significant risk of loss or death caused by the failure of a levee or dam, including but not limited to a seismically-induced seiche.³⁹ The Project Site is not located in any area susceptible to floods associated with a levee or dam.⁴⁰ In addition, the Division of Safety of Dams of the California Department of Water Resources has jurisdiction over large dams throughout the state and enforces strict safety requirements and annual inspections. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. No further evaluation is required in an EIR.

j. Would the project expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?

Less than Significant Impact. The Project Site is not located near an ocean or enclosed body of water, and would not be subject to inundation by seiche or tsunami. While the site is relatively flat and surrounded by urban development, because the Project Site is located approximately 2 miles north of the Santa Monica Mountains, it falls within a potential inundation area.⁴¹ Although unlikely, there is potential for buildings and structures to be inundated by mudflow. The Project would comply with the

38 City of Los Angeles General Plan, Safety Element, Exhibit F, 100-Year & 500-Year Flood Plains (1996).

39 A seiche is a surface wave created when a body of water is shaken, which could result in a water storage facility failure.

40 City of Los Angeles General Plan, Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles, (1996).

41 City of Los Angeles General Plan, Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles, (1996).

CBC, which contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards including mudflows.⁴² Impacts would be less than significant, and no further evaluation is required in an EIR.

42 CBC, tit. 24, pt. 2, <http://www.bsc.ca.gov/codes.aspx>.

4.10 LAND USE AND PLANNING

Discussion

a. Would the project physically divide an established community?

Less than Significant Impact. A significant impact could occur if construction and/or operation of the Project would physically divide an established community. The Project Site is located within the Van Nuys-North Sherman Oaks Community Plan Area. The Project would develop the 4.5-acre infill site with a mixed-use building, subterranean and surface parking, and landscaped areas.

The Project Site is located within a highly urbanized area of the City that is characterized by a mix of low-to medium intensity commercial and residential uses. Under the Project, Aetna Street, between Vesper Avenue and Van Nuys Boulevard, would be merged to create a unified site. The merger of Aetna Street would not inhibit access to any uses surrounding the Project Site as the site includes the parcel both north and south of Aetna Street between Vesper Avenue and Van Nuys Boulevard. Further, the ground floor commercial uses along Van Nuys Boulevard would promote pedestrian activity by providing retail/restaurant street frontage within walking distance of a variety of neighborhood-serving uses and transit. In addition, the ground floor apartment units would be accessible from the street. The Project is an infill development in an area with a mix of uses, and would not physically divide an established community. Impacts would be less than significant, and no further evaluation is required in an EIR.

b. Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The Project Site is zoned CM-1VL. The General Plan land use designation for the Project Site is Commercial Manufacturing. As proposed the Project is not consistent with existing zoning and/or land use designations. As such, in order to accommodate the Project, the Applicant is requesting the following entitlements:

- General Plan Amendment to amend the Van Nuys–North Sherman Oaks Community Plan Project Site land use designation from Commercial Manufacturing to Regional Commercial
- Vesting Zone Change and Height District Change from CM-1VL to C2-2D (with a “D” Limitation to restrict the floor-area ratio (FAR) to approximately 2.43:1) on the eastern portion of the Project Site, measuring approximately 212 feet west from the eastern property line, and RAS4-1L, which permits an FAR of up to 3:1, on the remainder of the Project Site.
- Site Plan Review for a development project that results in an increase of 50 or more dwelling units

- Vesting Tentative Tract Map (VTTM-73682) for the merger and re-subdivision of the Project Site to separate the residential and commercial uses, and including a request for the vacation of Aetna Street, bisecting the Project Site from Van Nuys Boulevard on the east to Vesper Avenue on the west.

The Project could conflict with applicable plans, policies, and regulations related to development of the Project Site. This issue will be further addressed in an EIR.

c. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. See Section 4.4 threshold (f)

A project-related significant adverse effect could occur if the Project Site were located within an area governed by a habitat conservation plan or natural community conservation plan. As previously discussed, the Project Site is not subject to any applicable habitat conservation plan or natural community conservation plan. The Project Site is located on a site that is already developed and is located within a heavily urbanized area of the City. Therefore, the Project would not have any significant impacts. No further evaluation is required in an EIR.

4.11 MINERAL RESOURCES

Discussion

- a. *Would the project result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?***

No Impact. A significant impact could occur if the Project Site was located in an area used or available for extraction of a regionally important mineral resource, if the Project would convert an existing or future regionally important mineral extraction use to another use, or if the Project would affect access to a site used or potentially available for regionally important mineral resource extraction. The Project Site is located in an urbanized part of the City. There are no known mineral resources on the Project Site or in the vicinity, nor would the Project disrupt any current mining operations.⁴³ Thus, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur and no further evaluation is required in an EIR.

- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?***

No Impact. See Section 4.11 threshold (a).

The Project Site is not located within a Mineral Resource Zone 2 (MRZ-2) Area.⁴⁴ MRZ-2 is defined as an area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence. The Project Site is not designated as a locally important mineral resource recovery site as delineated by the City's General Plan, a specific plan, or other land use plan. No impact would occur and no further evaluation is required in an EIR.

⁴³ LA County General Plan, Mineral Resource Map, Figure 9.6

⁴⁴ City of Los Angeles Department of Public Works, "Mineral Resources and Oil Fields in East Los Angeles County," *Los Angeles County Bicycle Master Plan Draft Program Environmental Impact Report*, Figure 3.8-2 (January 2012).

4.12 NOISE

Discussion

- a. *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

Potentially Significant Impact. A significant impact could occur if the Project would generate excess noise that would cause the ambient noise environment at the Project Site to exceed noise level standards set forth in the City's General Plan Noise Element and Noise Ordinance. Implementation of the Project would result in an increase in ambient noise levels during both construction and operation.

Construction of the Project would require the use of heavy equipment for demolition and site clearing; grading, excavation and foundation preparation; the installation of utilities; paving; and building. During each construction phase, a range of equipment would be operated on-site and noise levels would vary based on the amount and type of equipment being used, and the location of each activity. While only temporary, noise associated with the Project's construction activities may have potential impacts on nearby sensitive uses. Additionally, operation of the Project would have the potential to increase noise levels in the vicinity of the Project Site due to new vehicle trips as well as on-site operational activities, such as outdoor use of open space and stationary sources including mechanical equipment. This issue will be further addressed in an EIR.

- b. *Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?***

Potentially Significant Impact. Operation of the Project would not involve the use of stationary equipment that would result in high groundborne vibration and groundborne noise, which are typical for large commercial and industrial projects. Under existing conditions, groundborne vibrations may result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses). However, the proposed land uses at the Project Site would not result in an increased number of heavy-duty vehicle trips on the local roadways during operation of the Project.

Groundborne vibration and groundborne noise could occur during construction of the Project, specifically during earth movement activities. Therefore, potential impacts to the surrounding sensitive residential uses may be considered significant. This issue will be further addressed in an EIR.

c. *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Potentially Significant Impact. A significant impact could occur if the Project were to result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Project. The Project Site is currently developed with a vacant automobile dealership showroom, an auto vehicle storage lot, and other associated facilities. Under the Project, the existing building, parking structure, and related facilities would be demolished and a new 5-story, mixed-use development, consisting of 384 apartment units and 17,000 square feet of commercial floor area comprised of approximately 8,000 square feet of restaurant floor area and approximately 9,000 square feet of retail floor area would be constructed. Because the Project would result in a change of use, the Project may result in a permanent increase of ambient noise levels compared to existing conditions. This issue will be further addressed in an EIR.

d. *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Potentially Significant Impact. Construction activity associated with the Project has the potential to temporarily and/or periodically increase ambient noise levels above existing levels. Noise impacts associated with construction and demolition activities could have potentially significant impacts to the surrounding sensitive uses. Additionally, as the Project would result in an increased density of land uses on the Project Site, compared to existing conditions, operational activities could temporarily or periodically increase ambient noise levels above existing levels. This issue will be further addressed in an EIR.

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

No Impact. A significant impact could occur if the Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or near a Project Site. There are no airports within a 2-mile radius of the Project Site, nor is the Project Site within any airport land use plan or airport hazard zone. The Project would not expose people to excessive noise levels associated with airport uses. No impact would occur and no further evaluation is required in an EIR.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project Site is not located in the vicinity of a private airstrip. Therefore, the Project would not expose people residing or working in the Project area to excessive noise levels. No impact would occur and no further evaluation is required in an EIR.

4.13 POPULATION AND HOUSING

Discussion

- a. *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

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

The Project Site is located within the jurisdiction of the Southern California Association of Governments (SCAG). SCAG's mandated responsibilities include development plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. In October 2008, SCAG approved and adopted the 2008 Regional Comprehensive Plan (RCP) for the SCAG Region—Helping Communities Achieve a Sustainable Future.⁴⁵ The 2008 RCP is a long-term comprehensive plan that provides a strategic vision for handling the region's land use, housing, economic, transportation, environmental, and overall quality-of-life needs. The 2008 RCP was intended to serve as an advisory document for local agencies in the SCAG region. In April 2016, SCAG adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS is an update to the 2012–2035 RTP/SCS that reflects changes in economic, policy, and demographic conditions. The goals of the 2016 RTP/SCS have remained unchanged from the goals presented in the 2012–2035 RTP/SCS. However, since the adoption of the 2012–2035 RTP/SCS, the development of the 2016 RTP/SCS has been influenced by (1) a surface and transportation funding and authorization bill known as the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was signed into law on July 6, 2012; (2) the rapid advancement of new technologies that encourage more

45 Southern California Association of Governments (SCAG), *2008 Regional Comprehensive Plan*. (2008).

efficient transportation choices, such multimodal transportation systems; and (3) the continuing emphasis on the reduction of greenhouse gas emissions as a result of the April 29, 2015, Executive Order B-30-15, which establishes a statewide greenhouse gas reduction target of 40 percent (below 1990 levels) by 2030.

Under the Project, the existing building and uses would be demolished and a new 5-story mixed-use development, with 384 apartment units and 17,000 square feet of retail and restaurant use would be developed. The Project would not have indirect effects on growth through such mechanisms as the extension of roads and infrastructure since the Project would utilize the existing facilities. However, as the Project would introduce new apartment units and employment opportunities, the Project's growth contributions will be reviewed in the EIR for consistency with SCAG population and employment projections, as well as consistency with regional and local growth policies, including the City's General Plan and Van Nuys-North Sherman Oaks Community Plan.

b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact could occur if the Project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. No housing exists on the Project Site. Under the Project, the site would be developed with a mixed-use building, including the construction of 384 apartment units. Therefore, the Project would not displace any existing housing, necessitating the construction of replacement housing elsewhere. No impact would occur and no further evaluation is required in an EIR.

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. See Section 4.13 threshold (b) above.

No housing exists on the Project Site. The Project would provide 384 new apartment units. No displacement of existing housing would occur. No impact would occur and no further evaluation is required in an EIR.

4.14 PUBLIC SERVICES

Discussion

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

i. Fire protection

Potentially Significant Impact. Based on the L.A. CEQA Thresholds Guide a project could have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.09.07A, the maximum response distance between residential land uses and a LAFD fire station that houses an engine or truck company is 1.5 miles; for a commercial land use the distance is 1 mile for an engine company and 1.5 miles for a truck company.

Fire protection and emergency medical services in the Van Nuys–North Sherman Oaks Community Plan Area are provided by the LAFD. The Project Site is served by LAFD Station 39, Van Nuys Fire Station, located at 14415 Sylvan Street, approximately 0.3 miles northeast of the Project Site. Independent of this Project the LAFD has proposed to build a new Station 39 at 14615 Oxnard Street, approximately 100 feet west of the Project Site. The Project could increase the demand for LAFD and emergency medical services. This issue will be further addressed in the EIR.

ii. Police protection

Potentially Significant Impact. A significant impact could occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project without necessitating a new or physically altered station, the construction of which may cause significant environmental impacts.

Police protection services in the Van Nuys–North Sherman Oaks Community Plan Area are provided by the LAPD. The Project Site is located in the Van Nuys Division of the LAPD's Valley Bureau. The Van Nuys Division provides police protection services for an approximately 30-square-mile radius and includes the communities of Sepulveda, Sherman Oaks, Valley Glen, Van Nuys, Ventura Business District, and West

Van Nuys. The Van Nuys Division is served by the Van Nuys Police Station located at 6240 Sylmar Avenue. Within the Valley Bureau, the Project Site is located within Reporting District (RD) 941.

The Project involves the development of a new mixed-use project that would include residential and commercial uses. As such the Project could generate additional calls for police services from LAPD's Van Nuys Division. This issue will be further evaluated in the EIR.

iii. Schools

Potentially Significant Impact. A significant impact could occur if the Project were to include substantial residential population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD) local schools. The Project area is currently served by the following schools: Van Nuys Elementary School, Van Nuys Middle School, and Van Nuys High School. Operation of the Project could generate approximately 63 elementary students, 17 middle school students, and 36 high school students, for a total of 117 students.⁴⁶ The Project could potentially impact the student population of the LAUSD service area. This issue will be further evaluated in the EIR.

iv. Parks

Potentially Significant Impact. A significant impact could occur if a project necessitated the construction of new recreation and park facilities that creates significant direct or indirect impacts to the environment. The Project involves the development of 384 apartment units and 17,000 square feet of commercial uses (restaurant and retail). While the Project would include recreation amenities such as a fitness center, pool, courtyards, and landscaped areas, operation of the Project would result in population growth, as compared to the existing conditions. The increase in population could lead to an increase in park and recreation use in the surrounding community. Therefore, this issue will be further evaluated in the EIR.

v. Other public facilities

Potentially Significant Impact. A significant impact could occur if the Project were to include substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site. The Los Angeles Public Library (LAPL) provides library services within the Van Nuys–North Sherman Oaks Community Plan Area. The Van Nuys Branch Library is located at 6250 Sylmar Avenue, less than ½ mile north of the Project Site.

⁴⁶ Student generation rated derived from Los Angeles Unified School District, School Facilities Needs Analysis (September 2012): 0.1649 elementary, 0.0450 middle, and 0.0943 high school students per unit.

It is unclear at this time whether or not the Project would generate enough residents to require the provision of additional library space to maintain adequate standards. Therefore, further evaluation on this issue will be provided in the EIR.

4.15 RECREATION

Discussion

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

Potentially Significant Impact. A significant impact could occur if the Project were to include substantial employment and/or residential population growth, which would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. The Project involves the development of a mixed-use building that would increase residential and employment population growth. As such, it is reasonable to assume that the future occupants of the Project would utilize recreation and park facilities in the surrounding area. Therefore, this issue will require further evaluation in the EIR.

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

Potentially Significant Impact. A significant impact could occur if the Project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. Operation of the Project would lead to an increase in population which could increase use and demand of recreational facilities in the surrounding community. Therefore, this issue will be further evaluated in the EIR.

4.16 TRANSPORTATION AND TRAFFIC

Discussion

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

Potentially Significant Impact. A significant impact could occur if the Project were to result in substantial increases in traffic volumes near the Project Site such that the existing street capacity decreases in regards to the existing volume-to-capacity ratios or experiences increased traffic congestion exceeding LADOT's recommended Level of Service (LOS). Implementation of the Project would remove existing land uses from the Project Site and would develop the site with new commercial and residential land uses. As such, operation of the Project would result in an increase of traffic in the Project area. Construction of the Project has the potential to affect the transportation and local circulation system through the hauling of excavated materials and demolition debris; the transport of construction equipment and materials; and travel by construction workers to and from the Project Site. Appropriate mitigation measures would need to be identified to ensure that construction activities would not significantly inhibit accessibility of vehicles, pedestrians, and bicyclists near the Project Site. This issue will be further addressed in an EIR.

- b. *Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?***

Potentially Significant Impact. The Los Angeles County Congestion Management Program (CMP) was issued by the Los Angeles County Metropolitan Transportation Authority (Metro) in October 2010.⁴⁷ The CMP identifies four arterial monitoring intersections within proximity of the Project Site: Sepulveda Boulevard at Victory Boulevard, Sepulveda Boulevard at Ventura Boulevard, Woodman Avenue at Victory Boulevard, and Woodman Avenue at Ventura Boulevard.⁴⁸ Under the Project the existing land

⁴⁷ Los Angeles County Metropolitan Transportation Authority, 2010 Los Angeles County Congestion Management Program, http://media.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf, (2010).

⁴⁸ Gibson Transportation Consulting, Van Nuys Mixed-Use Project Traffic Impact Study, Van Nuys, California (May 2015).

uses would be demolished and the site would be developed with new commercial and residential land uses. The Project may result in an increase in traffic during peak hours and thus may potentially conflict with LOS and travel demand measures established by the CMP. This issue will be further addressed in an EIR.

c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. A significant impact would occur if the Project included an aviation-related use and would result in safety risks associated with such use. The Project does not include any aviation-related uses. Furthermore, as discussed under Section 4.8 threshold (e) above, the Project Site is not located within an airport land use plan area or within 2 miles of a public airport or public use airport. Safety risks associated with a change in air traffic patterns would not occur. Therefore, no impact would occur. No further evaluation is required in an EIR.

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

Less than Significant Impact. A significant impact could occur if the Project introduced a hazardous design feature and/or incompatible uses. The Project would require the demolition and removal of the existing land uses and would develop the site with a new 5-story mixed-use building. In addition, the Project would require the vacation of Aetna Street between Vesper Avenue and Van Nuys Boulevard to create a unified site. While development of the Project would result in a street merger, it would not create a hazardous condition within the Project vicinity. No other changes are proposed to the surrounding road system, and the Project would not include unusual or hazardous design features. As such, private and emergency vehicles, pedestrians, and bicyclists would still be able to circulate safely using the Project Site's surrounding street network. Adherence to all emergency response plan requirements set forth by the City of Los Angeles and LAFD would be required through the duration of the Project's construction and operation phases. Impacts would be less than significant, and no further evaluation is required in an EIR.

e. Would the project result in inadequate emergency access?

Less than Significant Impact. A significant impact could occur if emergency access to the Project Site fails to meet LAFD requirements or were to result in the inability of emergency vehicles to access and serve the Project Site and/or adjacent uses. The Project Site is located at the intersection of Van Nuys Boulevard and Oxnard Street, both of which are City selected disaster routes.⁴⁹ Development of the Project Site could require temporary and/or partial street closures along Van Nuys Boulevard, Oxnard Street, and Vesper Avenue due to construction activities. However, any such closures would be temporary in nature and would be coordinated with LADOT, Building and Safety, and Public Works. While such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans.

Under the Project, the existing uses would be demolished and the site would be developed with a new 5-story, mixed-use development. The Project also proposes to vacate and merge Aetna Street to create one unified site. As Aetna Street and Vesper Avenue are not selected disaster routes, no significant impacts would occur. While operation of the Project would result in an increase in traffic and population, the Project would not obstruct emergency vehicle access to the Project Site and/or adjacent uses in the Project vicinity. The Project would be subject to the LAFD emergency response requirements. No hazardous design features that could impede emergency access are proposed in the access design or site plan for the Project. Furthermore, the Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways, and parking areas would remain accessible to emergency service vehicles. Impacts would be less than significant, and no further evaluation is required in an EIR.

f. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Potentially Significant Impact. A significant impact could occur if the Project would conflict with adopted polices or involve modification of existing alternative transportation facilities located on- or off-site. The Project Site is adjacent to the Metro Orange Line Busway, including the Van Nuys Orange Line Bus stop. Metro also operates several other local bus lines in the Project area, in addition to local lines operated by LADOT. In addition, the Project area includes bicycle lane infrastructure as identified in the City's *Mobility Plan 2035*⁵⁰ and the Los Angeles Municipal Code requires new buildings to provide

49 City of Los Angeles Safety Element, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles (1996).

50 Mobility Plan 2035 An Element of the General Plan, Los Angeles Department of City Planning, Map D1 (January 2016)

bicycle parking. Implementation of the Project would remove existing land uses from the Project Site and would develop the site with new commercial and residential land uses. As such, operation of the Project would result in an increase of traffic in the Project area. Construction of the Project has the potential to affect the transportation and local circulation system through the hauling of excavated materials and demolition debris; the transport of construction equipment and materials; and travel by construction workers to and from the Project Site. This issue will be further addressed in an EIR.

4.17 UTILITIES AND SERVICE SYSTEMS

Discussion

a. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Potentially Significant Impact. A significant impact could occur if the Project exceeds the wastewater treatment requirements as established by the Los Angeles Regional Water Quality Control Board (LARWQCB).

Wastewater generated at the Project Site would be conveyed via existing sewer lines to the Hyperion Water Reclamation Plant (HWRP). The HWRP is responsible for adhering to the LARWQCB regulations as they apply to wastewater generated by the Project. Operation of the Project could increase the amount of wastewater that would need to be treated at the HWRP. Additionally, improvements to the existing on-site wastewater infrastructure would be needed prior to operation of the Project. Thus, this issue will be further addressed in an EIR.

b. *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Potentially Significant Impact. A significant impact could occur if the Project were to increase water consumption or wastewater generation to such a degree that the capacity of the existing facilities currently serving the Project Site would be exceeded. Based on the L.A. CEQA Thresholds Guide the determination of whether the Project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the Project; (b) whether sufficient capacity exists in the water infrastructure that would serve the Project, taking into account the anticipated conditions at project build out; (c) the amount by which the Project would cause the projected growth in population, housing, or employment for the Community Plan area to be exceeded in the year of the Project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The City of Los Angeles Department of Water and Power (LADWP) will provide water service to the Project Site. As discussed under Section 4.17 threshold (a) above, wastewater generated at the Project Site would be treated at the HWRP. Development of the Project would increase the demand for water and wastewater treatment services within the City. This issue will be further addressed in an EIR.

c. *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less than Significant Impact. A significant impact could occur if the volume of stormwater runoff would exceed the capacity of the existing storm drain system serving the Project Site, requiring the construction of new stormwater drainage facilities. As described in Section 4.9 threshold (e), the Project would not result in a significant increase in stormwater runoff, or any changes in the local drainage patterns. Runoff from the Project Site is and would continue to be collected on-site and directed towards existing storm drains along Van Nuys Boulevard. The existing stormwater infrastructure would have the capacity to capture the stormwater runoff generated on the Project Site during construction of the Project. As the Project would be required to demonstrate compliance with the City's LID Ordinance standards and retain or treat the first ¼-inch of rainfall in a 24-hour period, stormwater runoff generated during operation of the Project would be less than compared to existing conditions, and would not exceed the capacity of the existing storm drains. Therefore, impacts related to stormwater discharges would be less than significant and no further analysis is required in an EIR.

d. *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded entitlements needed?*

Potentially Significant Impact. A significant impact could occur if the Project would increase water consumption to such a degree that new water sources would need to be identified. Based on the L.A. CEQA Thresholds Guide the determination of whether the Project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the Project; (b) whether sufficient capacity exists in the water infrastructure that would serve the Project, taking into account the anticipated conditions at Project build out; (c) the amount by which the Project would cause the projected growth in population, housing, or employment for the Community Plan area to be exceeded in the year of the Project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Water supply to the Project Site is provided by the LADWP. Buildout of the Project would create an increase in demand for water supplies compared to existing conditions on the Project Site. While the Project would incorporate various water-efficient design features pursuant to LAMC Section 122.03(a) and comply with Ordinance No. 170,978 (Water Management Ordinance) which imposes numerous water conservation measures for landscaped areas, further evaluation in an EIR is necessary to determine the impact on water supplies.

- e. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

Potentially Significant Impact. See Section 4.17 thresholds (a) and (b) above.

Based on the criteria established in the L.A. CEQA Thresholds Guide, a project could have a significant wastewater impact if: (a) the Project would cause a measurable increase in wastewater flows to a point where and a time when a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the Project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements. As previously discussed, wastewater flows from the Project Site would be conveyed to the HWRP through existing sewer lines. Operation of the Project would result in an increase in the amount of wastewater generated on the Project Site compared to existing conditions. The existing wastewater infrastructure would also require improvements and modifications to support the new mixed-use development. This issue will be further addressed in an EIR.

- f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

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

Solid waste generated in the City is disposed of at various landfill facilities located throughout Los Angeles County. Compared to existing conditions, the Project would generate additional solid waste from demolition debris, site preparation, and construction activities, as well as during operation of the

Project. Solid waste generated during construction and operation of the Project would be disposed of in various landfills. Further, the projected growth anticipated with operation of the Project could potentially impact solid waste disposal services and the capacity of landfill facilities. Existing landfill capacity in the region and potential project impacts on landfill capacity will be analyzed further in an EIR.

g. Would the project comply with federal, State, and local statutes and regulations related to solid waste?

Less than Significant Impact. A significant impact could occur if the Project were to generate solid waste that was not disposed of in accordance with applicable regulations. State regulation, AB 939 required every city and county to divert 50 percent of its waste from landfills by the year 2000 through such means as recycling, source reduction, and composting.⁵¹ In addition, AB 939 requires each county to prepare a countywide siting element for a 15-year period, specifying areas for transformation or disposal sites to provide capacity for solid waste generated in the county that cannot be reduced or recycled. Further, AB 1327, the California Solid Waste Reuse and Recycling Access Act of 1991, requires local agencies to adopt ordinances mandating the use of recyclable materials in development projects.⁵²

The Project would generate solid waste during both construction and operation that is typical of the development of an infill mixed-use project. The Project would fully comply with all federal, state, and local statutes and regulations regarding proper disposal. Impacts would be less than significant, and no further evaluation is required in an EIR.

51 CalRecycle, "Assembly Bill 939," <http://www.calrecycle.ca.gov/laws/legislation/calhist/1985to1989.htm>, accessed September 2016.

52 CalRecycle, "Ordinances, Resolutions, and Policies," <http://www.calrecycle.ca.gov/LGCentral/Library/LocalDocs/Policy.htm>.

4.18 Mandatory Findings of Significance

Discussion

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

Potentially Significant Impact. A significant impact could occur if the Project were to have significant impact on the quality of the natural environment or on evidence of California's history or prehistory. The Project is located in a densely populated urban area and would have less than significant impacts with respect to biological resources. It was determined that potentially significant impacts in regards to cultural resources could occur as the Project Site's existing structures are more 50 years of age, and therefore, their historical significance must be evaluated. This issue will be further addressed in an EIR.

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

Potentially Significant Impact. Potentially significant impacts are identified in this Initial Study related to air quality, cultural resources, greenhouse gas emissions, land use, noise, population and housing, public services, recreation, transportation, and utilities. Cumulative impacts to resources for which potentially significant impacts are identified in this Initial Study will be analyzed further in an EIR.

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

Potentially Significant Impact. A significant impact could occur if the Project has the potential to result in substantial adverse effects on human beings, either directly or indirectly. This issue will be further addressed in an EIR to evaluate these impacts.

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