



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

Mission Hills-Panorama City-North Hills Community Plan Area

The ICON at Panorama

Case Number: ENV-2016-1061-EIR

Project Location: 14651-14697 W. Roscoe Blvd, 8300-8406 N. Cedros Ave, 8313-8413 N. Tobias Ave, Los Angeles, CA 91402

Council District: 6 – Nury Martinez

Project Description: *The Project proposes the demolition of three existing vacant commercial buildings totaling 172,500 square feet of floor area and the removal of associated surface parking areas in order to construct an approximately 584,000 gross square-foot mixed-use development on an approximately 8.9-acre site. The Project involves the construction of seven buildings containing approximately 200,000 square feet of commercial floor area and 423 multi-family residential units. In addition, parking for approximately 1,690 vehicles and 858 bicycles would be provided on-site. Commercial uses would be located within five separate one- and two-story buildings on the eastern and southern portions of the site and would be served by a six-level parking structure within the center of the property. Two separate seven-story residential buildings (five stories of residential over two levels of above-ground parking) would be located along the western and northern portions of the site.*

APPLICANT:

The ICON at Panorama, LLC

PREPARED BY:

EcoTierra Consulting, Inc.

ON BEHALF OF:

The City of Los Angeles
Department of City Planning
Major Projects/EIR Analysis Section

August 2016

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I. INTRODUCTION

The subject of this Initial Study is the proposed ICON at Panorama (the “Project”), an approximately 584,000-square-foot¹ mixed-use project containing residences and commercial space, with associated parking on an approximately 8.9-acre site in Panorama City. The Project would involve the demolition of the existing structures and development of a mixed-use project containing approximately 423 residences, approximately 200,000 square feet of commercial space, and associated parking facilities. The Project would include commercial land uses in five separate one- and two-story buildings; along with two separate seven-story residential buildings (five stories of residential over two levels of aboveground parking), and a six-level parking structure for the commercial land uses.

The Project is located within the Mission Hills-Panorama City-North Hills Community Plan Area of the City of Los Angeles. The City of Los Angeles Department of City Planning is the Lead Agency under the California Environmental Quality Act (CEQA).

1. PROJECT INFORMATION

Project Title: The ICON at Panorama

Project Applicant: The Icon at Panorama, LLC
9300 Wilshire Boulevard, Suite 465
Beverly Hills, CA 90212

Project Location: 14651-14697 W. Roscoe Boulevard, 8300-8406 N. Cedros Avenue, 8313-8413 N. Tobias Avenue, Panorama City, CA 91402

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

2. ORGANIZATION OF THE INITIAL STUDY

This Initial Study is organized into six sections as follows:

Introduction: This section provides introductory information such as the Project title, the Project Applicant, and the designated Lead Agency for the proposed Project.

Project Description: This section provides a detailed description of the proposed Project including the environmental setting, Project characteristics, related Project information, Project objectives, and environmental clearance requirements.

Initial Study Checklist: This section contains the completed Initial Study Checklist showing the significance level under each environmental impact category.

Environmental Impact Analysis: This section contains an assessment and discussion of impacts for each environmental issue identified in the Initial Study Checklist. Where the evaluation identifies potentially

¹ Includes approximately 384,000 gross square feet of residential land uses and 200,000 square feet of commercial land uses.

significant effects, mitigation measures are provided to reduce such impacts to less-than-significant levels.

Preparers of the Initial Study and Persons Consulted: This section provides a list of consultant team members and governmental agencies that participated in the preparation of the Initial Study.

Acronyms & Abbreviations: This section includes a list of acronyms and abbreviations used in the Initial Study.

II. PROJECT DESCRIPTION

1. PROJECT APPLICANT

The Applicant for the Project is The Icon at Panorama, LLC, at 9300 Wilshire Boulevard, Suite 465, Beverly Hills, California, 90212 (the “Applicant”).

2. PROJECT LOCATION

A. Project Site

The Project is located at 14651-14697 W. Roscoe Boulevard, 8300-8406 N. Cedros Avenue, and 8313-8413 N. Tobias Avenue, in the Panorama City community of the City of Los Angeles (the “City”). The relatively flat Project Site is approximately 8.9 acres, and is bounded by Roscoe Boulevard to the south, Tobias Avenue to the east, Cedros Avenue to the west, and existing multi-family residences to the north (the “Project Site”) (see Figure II-1 [Regional Vicinity and Project Location Map]). The Project Site is associated with assessor parcel numbers 2653-018-018 to 2653-018-021, 2653-018-028 to 2653-018-030, 2653-018-039, and 2653-018-040.

Regional access to the Project Site is provided via Roscoe Boulevard, Van Nuys Boulevard, State Route 170 (SR-170), and the San Diego Freeway (I-405). The nearest freeway access is the San Diego Freeway via Roscoe Boulevard, approximately 1.1 miles west from the Project Site. Local access to the Project Site is provided via Roscoe Boulevard, Tobias Avenue, and Cedros Avenue. The Los Angeles County Metropolitan Transportation Authority (“Metro”) provides local bus service in the Project Site area along Roscoe Boulevard. The Project Site is located approximately 880 feet west from the intersection of Roscoe Boulevard and Van Nuys Boulevard, which is a “major transit stop” as defined in Public Resources Code Section 21064.3 and as identified by the City.¹

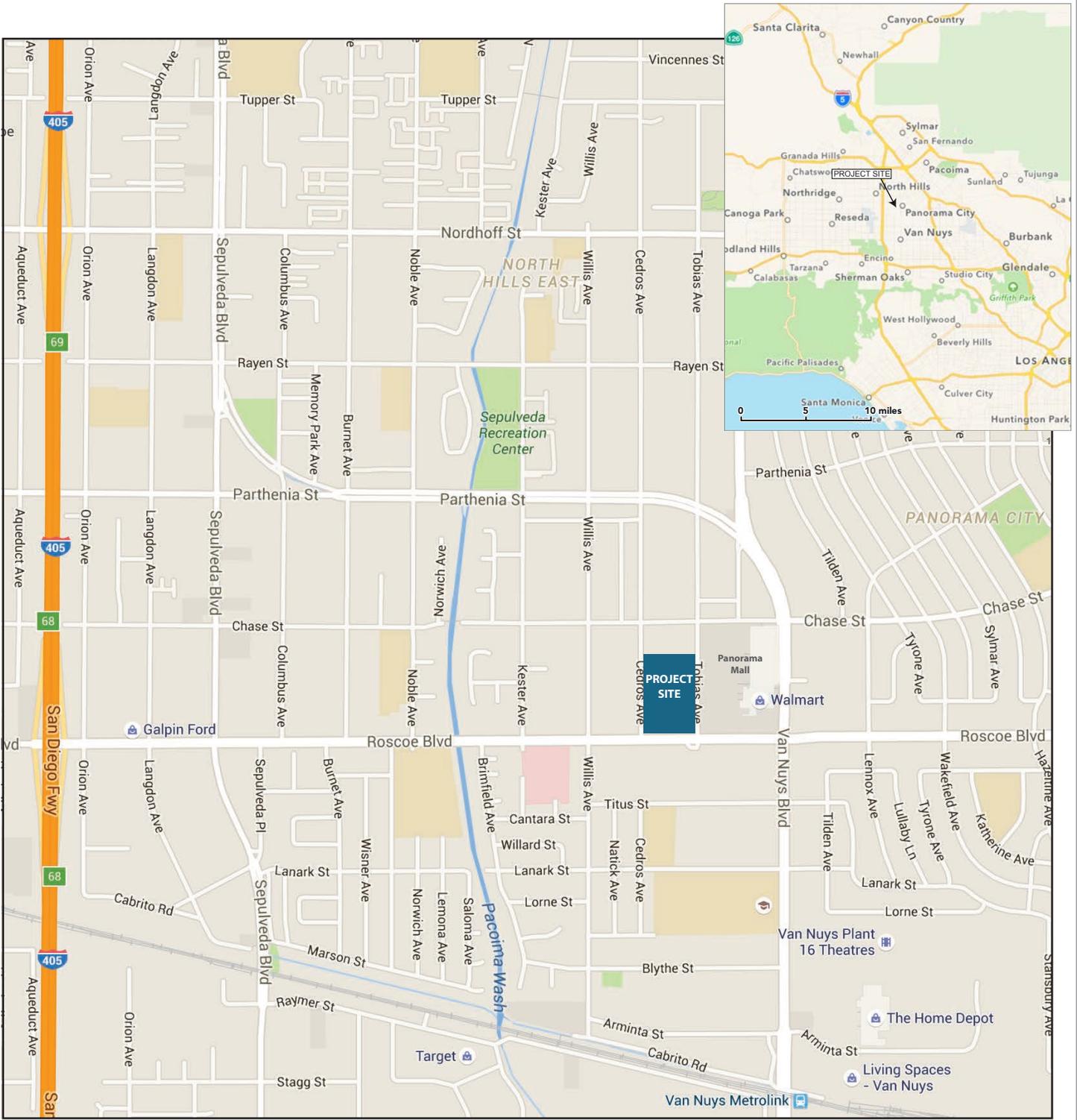
3. EXISTING LAND USES

A. Land Use Plans/Zoning

The Project Site has a General Plan land use designation of Regional Commercial in the Mission Hills – Panorama City – North Hills Community Plan (the “Community Plan”). The Project Site is zoned [Q]C2-1-CDO (Commercial, Height District 1) and [Q]P-1-CDO (Parking, Height District 1), as set forth in the Los Angeles Planning and Zoning Code. The CDO portion of the zoning designation indicates that the Project Site is within the Panorama City Community Design Overlay District. The Project Site is also within the Pacoima/Panorama City (CD7) Earthquake Disaster Assistance Project area, a State Enterprise Zone, and a Transit Priority Area due to its proximity to a “major transit stop” located at the intersection of Roscoe Boulevard and Van Nuys Boulevard.²

¹ City of Los Angeles Department of City Planning, *Zone Information & Map Access System*, website: <http://zimas.lacity.org>, accessed: April 8, 2016.

² *Ibid.*



■ Project Site

Source: GoogleEarth, April 2016.



Figure II-1
Regional Vicinity and Project Location Map

B. Existing Land Uses

The Project Site is currently developed with three structures that occupy approximately 172,500 square feet of floor area, and a surface parking lot. All of the existing structures are currently unoccupied and a chain-link fence surrounds the Project Site. A Montgomery Ward store, an automobile repair shop, and a restaurant formerly occupied the buildings.

C. Surrounding Land Uses

The Panorama City area is generally characterized by low- to medium-density residential land uses with high-density residential land uses and commercial land uses concentrated near the transit corridors of Sepulveda Boulevard, Roscoe Boulevard, Van Nuys Boulevard, and Lassen Street. Multi-family residences bound the Project Site to the north. An existing public alley runs from Chase Street southward through the Project Site.

The Project Site is bounded to the east by Tobias Avenue, beyond which is a surface parking lot and the Panorama Mall shopping center. A single-story restaurant building is located at the southern end of the surface parking lot, at the northeast corner of Roscoe Boulevard and Tobias Avenue. One- to two-story retail and office buildings are located to the east on the south side of Roscoe Boulevard. Single-story retail center buildings and two-story multi-family residential buildings are located on the south side of Roscoe Boulevard, across from the Project Site. Multi-family residences are also located to the west of Cedros Avenue as well as to the north of the Project Site, and range from one to four stories in height.

Roscoe Boulevard is classified as Boulevard II, Cedros Avenue as Collector, and Tobias Avenue as Local Street – Standard in the City’s Mobility Plan 2035.

4. PROJECT CHARACTERISTICS

The Project would involve the demolition of the existing structures and the development of a mixed-use project with 423 multi-family residences totaling approximately 384,000 gross square feet (approximately 315,000 net square feet) of residential area, approximately 200,000 square feet of commercial space, and associated parking facilities. The Project would include commercial land uses in five separate one- and two-story buildings; along with two separate seven-story residential buildings (five stories of residential over two levels of aboveground parking), and a six-level parking structure for the commercial land uses. A conceptual plot plan is illustrated in Figure II-2 (Project Concept Plan) and a conceptual rendering of the Project is shown in Figure II-3 (Project Concept Rendering). Table II-1 (Project Development Summary) summarizes the proposed land uses.

**Table II-1
Project Development Summary**

Land Use	Amount
Multi-Family Residential	
Studios	50 du
1-Bedroom	176 du
2-Bedroom	173 du
3-Bedroom	24 du
Total Residential Units	423 du
Commercial	200,000 sf
<i>du = dwelling units; sf = square feet</i>	
<i>Source: HB Architects, 2016.</i>	

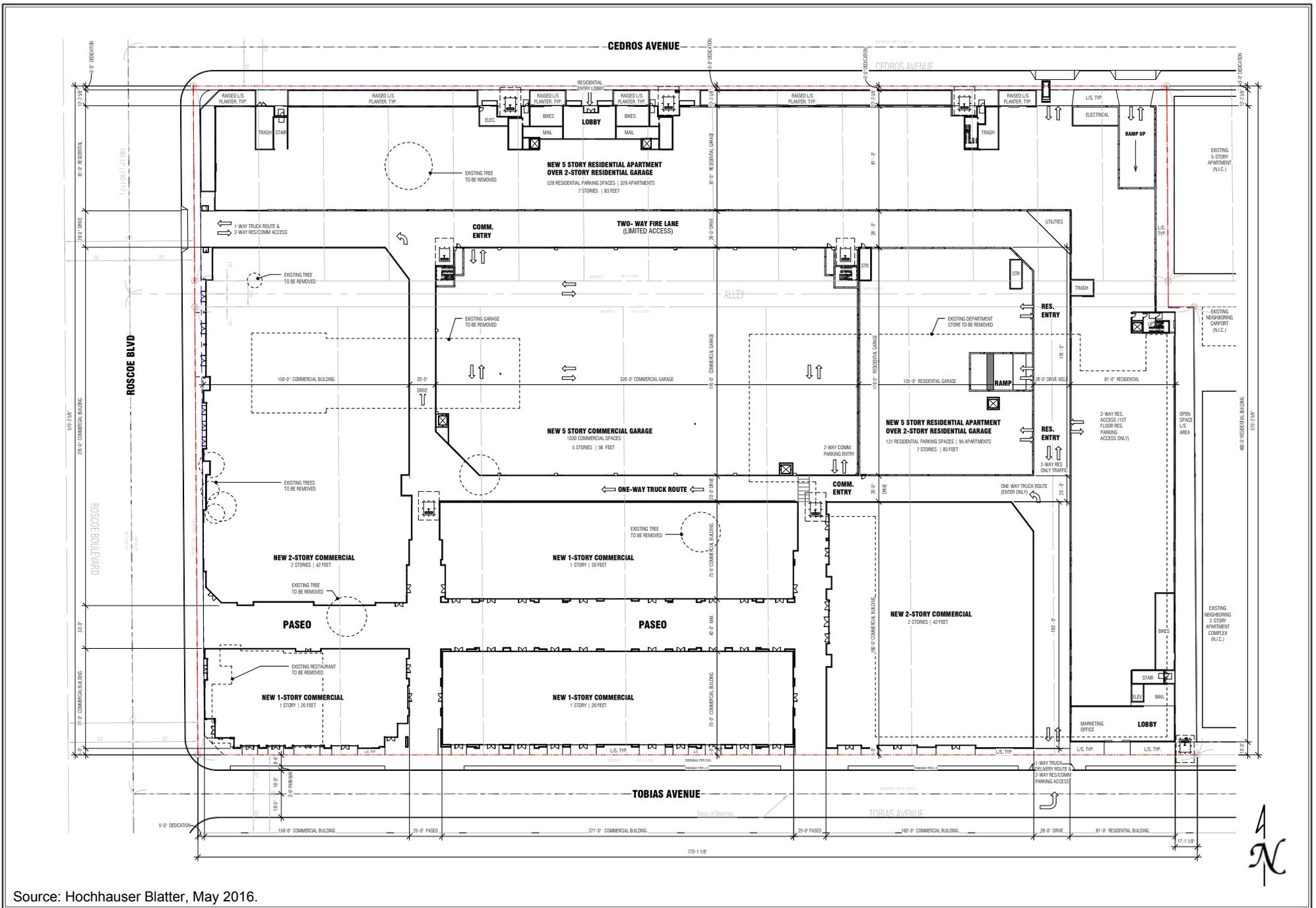
5. ACCESS AND PARKING

Parking for Project residents would be provided in the two levels of parking within the proposed seven-story residential building. Residents would access the Project via two driveways on Cedros Avenue, near the northern boundary of the Project Site and on Tobias Avenue near the northern boundary of the Project Site. Parking for commercial employees and visitors would be provided in the proposed six-level parking structure in the central portion of the Project Site. The Project would also provide for on-site long- and short-term bicycle parking. The on-site bicycle parking would be provided at-grade in the residential and commercial parking structures. Access to the commercial parking structure would be provided via a driveway on Roscoe Boulevard, near Cedros Avenue, and a driveway on Tobias Avenue, near the northern boundary of the Project Site. As shown in Table II-2 (Vehicle and Bicycle Parking), 1,690 vehicle parking spaces (660 spaces for residential use and 1,030 spaces for commercial use) and 858 bicycle parking spaces (658 spaces for residential uses and 200 spaces for commercial use)³ would be provided.

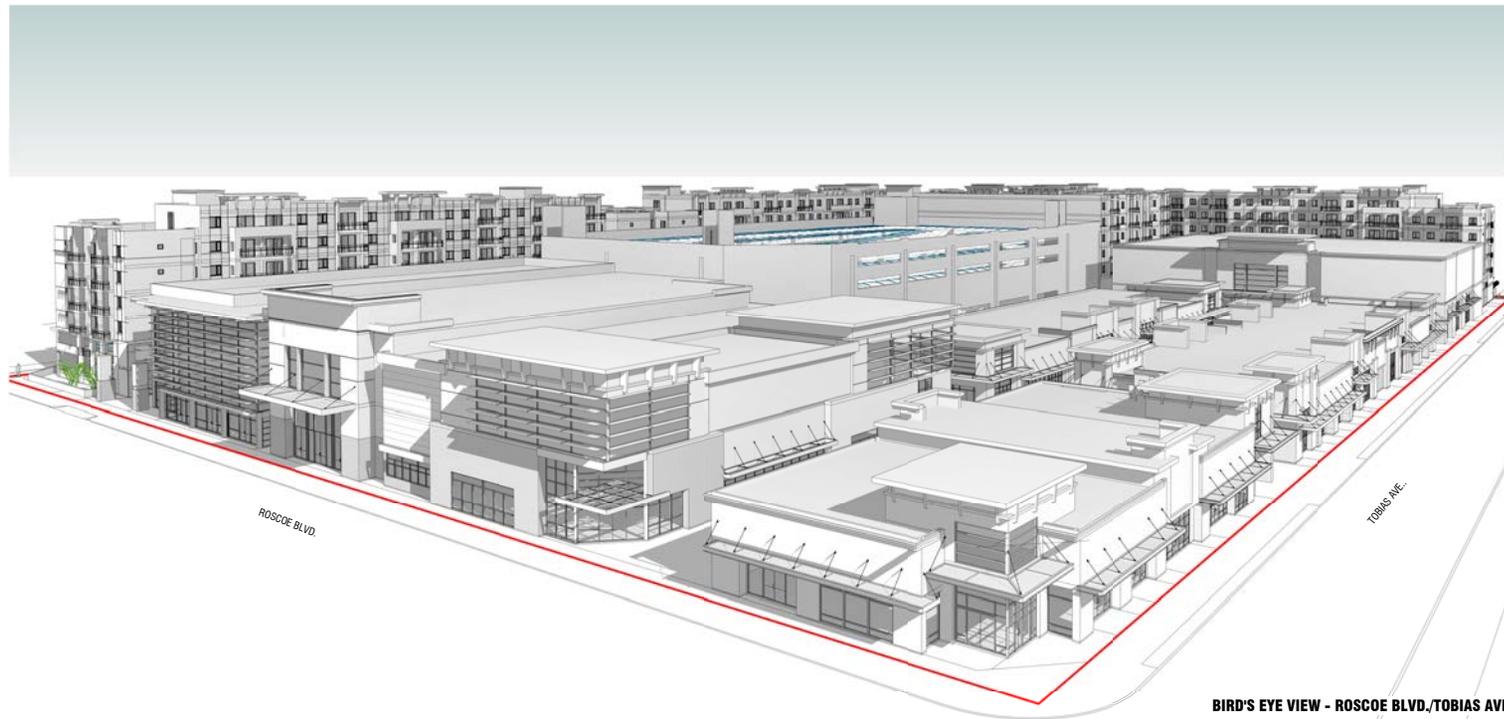
**Table II-2
Vehicle and Bicycle Parking**

Land Use	Vehicle Parking Required	Vehicle Parking Provided	Bicycle Parking Required ^c	Bicycle Parking Provided ^c
Residential	660 ^a	660	657.3 ^d	658
Commercial	400 ^b	1,030	200	200
Total	1,060	1,690	857.3	858
^a Reduced by 48 spaces from 708 spaces after applying 10% maximum parking reduction for provision of on-site bicycle parking per LAMC. ^b Commercial parking may be reduced in the Enterprise Zones per City standards (2 spaces per 1,000 square feet). ^c Includes both short-term and long-term bicycle parking. ^d Increased by 192 spaces from 465.3 after accounting for the 48-space vehicle parking reduction at a ratio of 4 bicycle parking spaces to 1 vehicle parking space (48 vehicle parking spaces x 4 bicycle parking spaces = 192 additional bicycle parking spaces). Source: HB Architects, 2016.				

³ Includes both short-term and long-term bicycle parking.



Source: Hochhauser Blatter, May 2016.



BIRD'S EYE VIEW - ROSCOE BLVD./TOBIAS AVE.



BIRD'S EYE VIEW - CEDROS AVE. / ROSCOE BLVD.

Source: Hochhauser Blatter, May 2016.

6. CONSTRUCTION

The Project would be constructed over approximately 24 months. Construction activities would include the demolition of the existing structures and parking lot, excavation, and building construction. Demolition activities are anticipated to start in the in the fourth quarter of 2017, and construction completion and occupancy is anticipated to in the fourth quarter of 2019.

7. DISCRETIONARY ACTIONS AND APPROVALS

The City of Los Angeles, Department of City Planning is the lead agency for the Project. In order to permit development of the Project, the City may require approval of one or more of the following discretionary actions:

- (1) Vesting Zone Change from the [Q]C2-1-CDO and [Q]P-1-CDO zones to the [T][Q]C2-1-CDO zone over the entire site;
- (2) Site Plan Review;
- (3) Vesting Tentative Tract Map to vacate the existing alley and provide lots consistent with the proposed development;
- (4) Master Conditional Use permit for on-site and off-site alcoholic beverage sales and for live entertainment;
- (5) Conditional Use Permit for Commercial Corner to permit restaurants to extend hours of operation past 11:00 pm;
- (6) Signage Supplemental Use District;
- (7) Community Design Overlay District plan approval;
- (8) Director's Decision to for a 10 percent reduction in the total required usable open space;
- (9) Demolition, grading, excavation, and building permits; and
- (10) Other permits, ministerial or discretionary, may be necessary in order to execute and implement the Project. Such approvals may include, but are not limited to: landscaping approvals, exterior approvals, permits for driveway curb cuts, storm water discharge permits, and installation and hookup approvals for public utilities and related permits.

Federal, state, and regional agencies that may have jurisdiction over some aspect the project include, but are not limited to:

- Regional Water Quality Board; and
- South Coast Air Quality Management District.

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CITY OF LOS ANGELES OFFICE OF THE CITY CLERK ROOM 395, CITY HALL LOS ANGELES, CALIFORNIA 90012 CALIFORNIA ENVIRONMENTAL QUALITY ACT		
LEAD CITY AGENCY: City of Los Angeles Department of City Planning		COUNCIL DISTRICT: CD 6 – Nury Martinez
PROJECT TITLE: The ICON at Panorama	ENVIRONMENTAL CASE: ENV-2016-1061-EIR	CASE NO. CPC-2016-VZC-MCUP-CU-ZAA-SPR-CDO-DD
PROJECT LOCATION: 14651-14697 W. Roscoe Blvd, 8300-8406 N. Cedros Ave, 8313-8413 N. Tobias Ave		
PROJECT DESCRIPTION: The Project proposes the demolition of three existing vacant commercial buildings totaling 172,500 square feet of floor area and the removal of associated surface parking areas in order to construct a 584,000 gross square-foot mixed-use development on an approximately 8.9-acre site. The Project involves the construction of seven buildings containing approximately 200,000 square feet of commercial floor area and 423 multi-family residential units. In addition, parking for approximately 1,690 vehicles and 858 bicycles would be provided on-site. Commercial uses would be located within five separate one- and two-story buildings on the eastern and southern portions of the site and would be served by a six-level parking structure within the center of the property. Two separate seven-story residential buildings (five stories of residential over two levels of above-ground parking) would be located along the western and northern portions of the site.		
NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY The Icon at Panorama, LLC 9300 Wilshire Boulevard, Suite 465 Beverly Hills, California 90212		
FINDING: The Department of City Planning of the City of Los Angeles finds that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.		
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.		
NAME OF PERSON PREPARING FORM Milena Zasadzien	TITLE City Planner	TELEPHONE NUMBER (818) 374-5054
ADDRESS 6262 Van Nuys Blvd, Room 351 Van Nuys, CA 91401	SIGNATURE (Official) 	DATE August 9, 2016

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	COUNCIL DISTRICT: CD 6 – Nury Martinez	DATE: August 9, 2016
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2016-1061-EIR	RELATED CASES: TBD	
PREVIOUS ACTIONS CASE NO. None	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.	
<p>PROJECT DESCRIPTION: Vesting Zone Change from the [Q]C2-1-CDO and [Q]P-1-CDO zones to the [T][Q]C2-1-CDO zone over the entire site; Site Plan Review; Vesting Tentative Tract Map to vacate the existing alley and merge the existing parcels into a one-lot commercial condominium; Master Conditional Use permit for on-site and off-site alcoholic beverage sales and for live entertainment; Conditional Use Permit for Commercial Corner to permit restaurants to extend hours of operation past 11:00 pm; Signage Supplemental Use District; Community Design Overlay District plan approval; Director’s Decision to for a 10 percent reduction in the total required usable open space; Demolition, grading, excavation, and building permits; and other permits, ministerial or discretionary, may be necessary in order to execute and implement the Project. Such approvals may include, but are not limited to: landscaping approvals, exterior approvals, permits for driveway curb cuts, storm water discharge permits, and installation and hookup approvals for public utilities and related permits.</p>		
<p>ENV PROJECT DESCRIPTION: The Project proposes the demolition of three existing vacant commercial buildings totaling 172,500 square feet of floor area and the removal of associated surface parking areas in order to construct a 584,000 gross square-foot mixed-use development on an approximately 8.9-acre site. The Project involves the construction of seven buildings containing approximately 200,000 square feet of commercial floor area and 423 multi-family residential units. In addition, parking for approximately 1,690 vehicles and 858 bicycles would be provided on-site. Commercial uses would be located within five separate one- and two-story buildings on the eastern and southern portions of the site and would be served by a six-level parking structure within the center of the property. Two separate seven-story residential buildings (five stories of residential over two levels of above-ground parking) would be located along the western and northern portions of the site.</p>		
<p>ENVIRONMENTAL SETTING: The Project Site is currently developed with three structures that occupy approximately 172,500 square feet of floor area, and a surface parking lot. All of the existing structures are currently unoccupied and a chain-link fence surrounds the Project Site. A Montgomery Ward store, an automobile repair shop, and a restaurant formerly occupied the buildings.</p>		
PROJECT LOCATION: 14651-14697 W. Roscoe Blvd, 8300-8406 N. Cedros Ave, 8313-8413 N. Tobias Ave		
COMMUNITY PLAN AREA: Mission Hills-Panorama City- <input checked="" type="checkbox"/> Does Conform to Plan North Hills <input type="checkbox"/> Does NOT Conform to Plan STATUS: <input type="checkbox"/> Preliminary <input type="checkbox"/> Proposed <input checked="" type="checkbox"/> Adopted in 1999	AREA PLANNING COMMISSION: North Valley	CERTIFIED NEIGHBORHOOD COUNCIL: Panorama City
EXISTING ZONING: [Q]C2-1-CDO & [Q]P-1-CDO	MAX DENSITY ZONING: 1.5:1 FAR; 1 DU PER 400 SQ.FT.	LA River Adjacent: No
GENERAL PLAN LAND USE: Regional Commercial	MAX. DENSITY PLAN: 6:1 FAR; 1 DU PER 400 SQ.FT.	

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

City Planner
Title

(818) 374-5054
Phone

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.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whichever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than 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 FOREST RESOURCES <input checked="" type="checkbox"/> AIR QUALITY <input type="checkbox"/> BIOLOGICAL RESOURCES <input checked="" type="checkbox"/> CULTURAL RESOURCES <input checked="" type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> GREENHOUSE GAS EMISSIONS <input checked="" type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input checked="" 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/TRAFFIC <input checked="" type="checkbox"/> UTILITIES <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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<p>INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)</p> <p><i>Background</i></p> <p>APPLICANT NAME: The Icon at Panorama, LLC</p> <p>APPLICANT ADDRESS: 9300 Wilshire Boulevard, Suite 465 Beverly Hills, California 90212</p> <p>AGENCY REQUIRING CHECKLIST: Department of City Planning</p> <p>PROPOSAL NAME (If Applicable): The ICON at Panorama</p>		<p>PHONE NUMBER: (310) 903-3141</p> <p>DATE SUBMITTED: July 15, 2016</p>
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		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
PLEASE NOTE THAT EACH AND EVERY RESPONSE IN THE CITY OF LOS ANGELES INITIAL STUDY AND CHECKLIST IS SUMMARIZED FROM AND BASED UPON THE ENVIRONMENTAL ANALYSIS CONTAINED IN SECTION IV OF THIS INITIAL STUDY, EXPLANATION OF CHECKLIST DETERMINATIONS. PLEASE REFER TO THE APPLICABLE RESPONSE IN SECTION IV FOR A DETAILED DISCUSSION OF CHECKLIST DETERMINATIONS.					
I. AESTHETICS					
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 type="checkbox"/>	<input checked="" 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"/>
II. AGRICULTURE AND FOREST RESOURCES					
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"/>
III. AIR QUALITY					
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 (OZONE, CARBON MONOXIDE, & PM 10) UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD?	<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"/>

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IV. BIOLOGICAL RESOURCES					
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 WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 WILDLIFE 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"/>
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 (E.G., OAK TREES OR CALIFORNIA WALNUT WOODLANDS)?	<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"/>
V. CULTURAL RESOURCES					
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	DISTURB ANY HUMAN REMAINS, INCLUDING THOSE INTERRED OUTSIDE OF FORMAL CEMETERIES?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
VI. GEOLOGY AND SOILS					
a.	EXPOSURE OF 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"/>

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ii.	STRONG SEISMIC GROUND SHAKING?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii.	SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
VII. GREENHOUSE GAS EMISSIONS					
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"/>
VIII. HAZARDS AND HAZARDOUS MATERIALS					
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 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 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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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"/>
IX. HYDROLOGY AND WATER QUALITY					
a.	VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 AN MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF SITE?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f.	OTHERWISE SUBSTANTIALLY DEGRADE WATER QUALITY?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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, INQUIRY OR DEATH INVOLVING FLOODING, INCLUDING FLOODING AS A RESULT OF THE FAILURE OF A LEVEE OR DAM?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j.	INUNDATION BY SEICHE, TSUNAMI, OR MUDFLOW?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING					
a.	PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
XI. MINERAL RESOURCES					
a.	RESULT IN THE LOSS OF AVAILABILITY OF A KNOWN MINERAL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	RESOURCE THAT WOULD BE OF VALUE TO THE REGION AND THE RESIDENTS OF THE STATE?				
b.	RESULT IN THE LOSS OF AVAILABILITY OF A LOCALLY-IMPORTANT MINERAL RESOURCE RECOVERY SITE DELINEATED ON A LOCAL GENERAL PLAN, SPECIFIC PLAN, OR OTHER LAND USE PLAN?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XII. NOISE					
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 GROUND BORNE VIBRATION OR GROUND BORNE 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"/>
XIII. POPULATION AND HOUSING					
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"/>
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"/>
XIV. PUBLIC SERVICES					
WOULD THE PROJECT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED GOVERNMENT 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 OBJECTIVE FOR ANY OF THE FOLLOWING PUBLIC SERVICES:					
a.	FIRE PROTECTION?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b.	POLICE PROTECTION?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c.	SCHOOLS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d.	PARKS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e.	OTHER PUBLIC FACILITIES?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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XV. RECREATION					
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"/>
XVI. TRANSPORTATION/CIRCULATION					
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.	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 type="checkbox"/>	<input checked="" type="checkbox"/>
d.	SUBSTANTIALLY INCREASE HAZARDS 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"/>
e.	RESULT IN INADEQUATE EMERGENCY ACCESS?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
XVII. UTILITIES					
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"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

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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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
XVIII. 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"/>

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology – Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on Applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the Project Site, and other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the Applicant’s project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles’s Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The Project as identified in the project description may cause potentially significant impacts on the environment. Therefore, this environmental analysis concludes that an Environmental Impact Report shall be prepared to address all potential adverse impacts on the environment.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the Major Projects & EIR Section, Room 750, City Hall.

For City information, addresses, and phone numbers: visit the City’s website at <http://www.lacity.org>; City Planning- and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or Major Projects & EIR Section, City Hall, 200 N Spring Street, Room 750. Seismic Hazard Maps – <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information – <http://boemaps.eng.ci.la.ca.us/index0.1htm> or City’s main website under the heading “Navigate LA.”

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IV. ENVIRONMENTAL IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with each environmental issue and subject area identified in the Initial Study Checklist. The thresholds of significance are based on the practices of the City of Los Angeles, the *L.A. CEQA Thresholds Guide*, and other sources as noted.

IMPACT ANALYSIS

1. AESTHETICS

Senate Bill (SB) 743, effective January 1, 2014, made several changes to CEQA for projects located in areas served by transit. Among other changes, SB 743 eliminates the need to evaluate aesthetic and parking impacts of a project in some circumstances. Specifically, aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a Transit Priority Area (TPA) shall not be considered to have a significant impact on the environment.

SB 743 defines a TPA as an area within one-half mile of a major transit stop that is existing or planned. A major transit stop is a site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the AM and PM peak commute periods. An infill site refers to a lot located within an urban area that has been previously developed, or a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from parcels that are developed with qualified urban uses.

On February 10, 2016, the City circulated Zoning Information File No. 2452 to clarify the locations of TPAs within the City, and to reaffirm that aesthetic impacts shall not be considered a significant impact on the environment when the provisions of SB 743 apply. Specifically, Zoning Information File No. 2452 states that visual resources, aesthetic character, shade and shadow, light and glare, and scenic vistas or any other aesthetic impact, as defined in the *L.A. CEQA Thresholds Guide*, shall not be considered an impact for infill projects within TPAs pursuant to CEQA. A map of TPAs is attached to Zoning Information File No. 2452. According to the City, and as shown on Figure IV-1 (Project Site and Transit Priority Area), the Project Site is within a TPA.¹ Therefore, the Project's impacts on visual resources, aesthetic character, shade and shadow, light and glare, scenic vistas, State- and City-designated scenic highways, and parking are not considered to be significant per SB 743 and Zoning Information File No. 2452. Notwithstanding the mandate imposed by SB 743, the following aesthetic analysis for the Project is provided for informational purposes only.

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

Less Than Significant Impact. For projects located outside of a TPA, a significant impact may occur if a project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. Scenic vistas are generally described in two ways:

¹ *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: <http://zimas.lacity.org>, accessed: August 3, 2016.*

panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on a scenic vista shall be made considering the following factors:

- The nature and quality of recognized or valued views (such as natural topography, settings, man-made or natural features of visual interest, and resources such as mountains or ocean);
- Whether a project affects views from a designated scenic highway, corridor, or parkway;
- The extent of obstruction (e.g., total blockage, partial interruption, or minor diminishment); and
- The extent to which a project affects recognized views available from a length of a public roadway, bike path, or trail, as opposed to a single, fixed vantage point.

The approximately 8.9-acre Project Site is relatively flat and currently developed with three structures that occupy approximately 172,500 square feet of floor area, and a surface parking lot. All of the existing structures are currently unoccupied and a chain-link fence surrounds the Project Site. A Montgomery Ward store, an automobile repair shop, and a restaurant formerly occupied the on-site buildings. There are no prominent topographical features on the Project Site from which scenic vistas could be viewed, nor does the Project Site contain a scenic vista.

Visual resources within the vicinity of the Project Site with the potential to be considered scenic include distant and obscured views from the Project Site of the Santa Monica Mountains approximately 5.2 miles to the south, Verdugo Mountains approximately 5.6 miles to the east, and Santa Susana Mountains approximately 6.9 miles to the north. It should be noted that under the *L.A. CEQA Thresholds Guide*, a significant impact occurs only when a proposed project adversely affects the public view of a scenic vista and, therefore, impacts to private views are not considered to be significant. Views of these mountain ranges from the Project Site are not readily available at the street level due to the distance of these mountains (approximately five to seven miles from the site) and the existing built environment between the mountain ranges and the Project Site, which consists building structures of varying heights, including mid- and high-rise buildings. Likewise, the existing viewshed at the Project Site is defined by existing urban development.

The Project would construct five separate one- and two-story commercial buildings and two separate seven-story buildings (five stories of residential over two levels of aboveground parking), and a six-level parking structure for the commercial land uses. The Project would extend beyond the height of the existing one- and two-story structures. Even so, the Project would not directly obstruct an existing public view of a scenic vista as such views are already very limited, and the additional building height at the Project Site would not otherwise substantially affect such already-limited views. Any existing, albeit limited, views would be from private view points in the surrounding residential land uses. Therefore, impacts would be less than significant and further analysis of this issue is not required.

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

No Impact. Based on the *L.A. CEQA Thresholds Guide*, a significant impact would occur only for projects located outside of a TPA if scenic resources would be damaged and/or removed by development of a

project. There are no State-designated scenic highways or highways eligible for scenic designation in the Project Site vicinity.² There are also no City-designated scenic highways in the Project Site vicinity.³ As such, the Project would have no potential to damage scenic resources within the corridor of a scenic highway. Therefore, no impact would occur and further analysis of this issue is not required.

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

Less Than Significant Impact. For projects located outside of a TPA, a significant impact may occur if the project introduced incompatible visual elements on the project site or visual elements that would be incompatible with the character of the area surrounding the project site.

General Character Significance Methodology

Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project that is located outside of a TPA will result in a significant aesthetic impact shall be made considering the following factors:

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered or demolished;
- The amount of natural open space to be graded or developed;
- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc.;
- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image;
- The degree to which the project would contribute to the area's aesthetic value; and
- Applicable guidelines and regulations.

The Project Site is located in the urbanized area of Panorama City. The Panorama City area is generally characterized by low- to medium-density residential land uses with high-density residential land uses and commercial land uses concentrated near the transit corridors of Sepulveda Boulevard, Roscoe Boulevard, Van Nuys Boulevard, and Lassen Street. Multi-family residences bound the Project Site to the north. The Project Site is bounded to the east by Tobias Avenue, beyond which is a surface parking lot and the Panorama Mall shopping center. A single-story restaurant building is located at the southern end of the surface parking lot, at the northeast corner of Roscoe Boulevard and Tobias Avenue. One- to two-story retail and office buildings are located to the east on the south side of Roscoe Boulevard. Single-story retail center buildings and two-story multi-family residential buildings are located on the south side of Roscoe Boulevard, across from the Project Site. Multi-family residences are also located to

² California Department of Transportation, *California Scenic Highway Mapping System, Los Angeles County*, website: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/langeles.htm, accessed: August 3, 2016.

³ City of Los Angeles Department of City Planning, *Mobility Plan 2035, Citywide General Plan Circulation System, Map A2 – Valley Subarea*.

the west of Cedros Avenue as well as to the north of the Project Site, and range from one to four stories in height.

The Project would construct five separate one- and two-story commercial buildings and two separate seven-story buildings (five stories of residential over two levels of aboveground parking), and a six-level parking structure for the commercial land uses. The Project would extend beyond the height of the existing one- and three-story structures on site. Thus, the Project would result in a change in the visual character of the Project Site and surrounding area. The following discussion addresses the extent and significance of the change to the visual character resulting from Project implementation.

Height

The Project's proposed building heights would be to a maximum of 83 feet for the residential buildings (seven-story buildings), 65 feet for the commercial buildings (one- to two-stories building), and 60 feet for the parking structure (six levels). Existing buildings that surround the Project Site range from one to five stories in height. The existing zoning designation does not limit building height. The tallest buildings, which include the two residential buildings, would be located along the western and northern boundaries of the site. While the Project would introduce taller buildings than what exist in the surrounding uses, the Project would be consistent with the urban viewshed of the surrounding area and with the type of development that can be developed at a regional commercial site. Moreover, as the Project is located within a TPA, the siting of the residential buildings at the Project Site are not considered to be a significant impact. Therefore, the visual quality and character impact associated with the proposed building's height would be less than significant and further analysis of this issue is not required.

Massing

In addition to the increased height, the Project's proposed buildings would increase the building mass on the Project Site. The resulting buildings would be visually prominent in the immediately surrounding area compared to the existing uses at the Project Site. This increased visibility would occur on nearby roadways and adjoining sidewalks bordering the site, and the greater height and mass would increase the visibility of the Project Site from nearby residential and commercial properties. Even with increased prominence, however, the Project would be consistent with the urban viewshed of the surrounding area and with the type of development that can be developed at a regional commercial site, and as such, would be visually integrated with the character of the area in a general sense. It should also be noted that the Project's density would be developed consistent to the existing floor-to-area ratio at the Project Site (1.5:1).

Moreover, the Project Site is within the Panorama City Community Design Overlay District (CDO). The intent of the Panorama City CDO is provide guidance and direction in the design of buildings and storefronts that will contribute to the district's continuing revival by moving toward a more pedestrian friendly commercial center that contributes to community identity and improves the physical appearance of the Van Nuys Boulevard commercial corridor within Panorama City. The Project would be an urban-scale development that would be reflective of the expected visual character of the area as it develops as part of the Panorama City CDO revitalization efforts and in accordance with adopted land use plans. With respect to the Project's consistency with applicable policies in the CDO, see Checklist Question 10(b) in this section and the land use analysis in the forthcoming EIR.

Nonetheless, considering the existing urban environment and surrounding area and the Project's location within a TPA, the proposed massing of the Project would not result in a significant aesthetic

impact to the visual character or the quality of the site and its surroundings with respect to building mass. Therefore, impacts would be less than significant and further analysis of this issue is not required.

Design

The buildings in the area of the Project Site vary in age and architectural style from more contemporary buildings to older buildings with little architectural interest. The proposed Project's design is a contemporary architectural style. The Project has been designed to create a vibrant community and pedestrian-oriented streetscape and circulation. The Project complements the scale and grain of the regional commercial area along the Van Nuys Boulevard corridor while contributing an architecturally-unique Project as part of the revitalization of the area. The façade of the Project is designed with varying materials and treatments to create a unique street frontage while maintaining the pedestrian experience at street level with high ground-floor façade transparency. The Project's architectural material selection and color palette would contribute toward aesthetic appeal in the area. The design alternates different textures, colors, materials, and distinctive architectural treatments to add visual interest while avoiding dull and repetitive facades.

As part of the Project, landscaping and material improvements to the public right-of-way along adjoining streets is integrated into the design, facilitating pedestrian activity. Overall, the Project is designed and oriented to connect the site as regional commercial use with the Van Nuys Boulevard commercial corridor.

As a result of the proposed building's architectural style and urban design on the Project Site, the proposed Project would be effectively integrated into the aesthetics of the urban viewshed by means of its location within a TPA and its design, architecture, size, massing, and location as well as with future developments that would serve to revitalize this area. Therefore, the visual character impact associated with architectural style and urban design would be less than significant and further analysis of this issue is not required.

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. For projects located outside of a TPA, a significant impact may occur if the development introduces new sources of light or glare on or from a project site which would be incompatible with the surrounding areas, or which pose a safety hazard to motorists utilizing adjacent streets. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project located outside of a TPA will result in a significant nighttime illumination impact shall be made considering the following factors:

- The change in ambient illumination levels as a result of project sources; and
- The extent to which project lighting would spill off the project site and effect adjacent light-sensitive areas.

Light

The Project is located in a well-lit urban area of the City where there are moderate to high levels of ambient nighttime lighting, including street lighting, vehicle headlights, architectural and security lighting, and indoor building illumination (light emanating from structures which passes through windows), all of which are common to densely populated areas. Artificial light impacts are largely a

function of proximity. The Project Site is located within an urban environment, thus, light emanating from any one source contributes to the overall lighting impacts rather than being solely responsible for lighting impacts on a particular use. As uses surrounding the Project Site are already impacted by lighting from existing development within the area, any additional amount of new light sources must be noticeably visible to light-sensitive uses to have any notable effect.

The Project would have the potential to alter lighting patterns in the area of the Project Site as compared with the existing vacant structures and surface parking lot on site. Night lighting for the Project would be provided to illuminate building entrances, driveways, commercial use, and for security. Although the amount of light emanating from the Project would represent an increase over current light levels, LAMC Section 12.22.A.23(a)(5) (Mini-Shopping Centers and Commercial Corner Development) requires the following:

All public areas of the lot or lots not covered by a building shall have night lighting for safety and security. All other open exterior areas, such as walkways and trash areas, shall have low-level, security-type lighting. All exterior lighting shall be directed onto the lot or lots, and all flood lighting shall be designed to eliminate glare to adjoining properties. All parking areas shall have a minimum of ¼-foot-candle of flood lighting measured at the pavement.

Additionally, headlight from vehicles entering and exiting the Project parking area at night would be an increased source of light at the Project Site due to the greater intensity of use at the site, which is currently vacant. Residents would access the Project via two driveways on Cedros Avenue, near the northern boundary of the Project Site and on Tobias Avenue near the northern boundary of the Project Site, and access to the commercial parking structure would be provided via a driveway on Roscoe Boulevard, near Cedros Avenue, and a driveway on Tobias Avenue, near the northern boundary of the Project Site. Light from vehicle headlights would not directly shine upon any nearby light-sensitive land use for any substantial amount of time.

It is anticipated that the amount of light emanating from the Project would represent an increase over current light levels. Even so, compliance with City's regulatory compliance measures would require outdoor lighting to be designed and installed with shielding so that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above. Therefore, impacts would be less than significant and further analysis of this issue is not required.

Glare

Glare is a common phenomenon in the Southern California area due mainly to the occurrence of a high number of days per year with direct sunlight and the highly urbanized nature of the region, which results in a large concentration of potentially reflective surfaces. Potential reflective surfaces in the Project vicinity include vehicles traveling and parked on streets in the vicinity of the Project site and exterior building windows. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area.

The Project would incorporate both solid and glass surfaces. Exterior portions of the proposed building would use various non-reflective material designed to minimize the transmission of glare from buildings. The Project's residential parking would be located within the residential buildings and the commercial parking would be within a parking structure near the center of the Project Site, minimizing potential glare from vehicles. Compliance with the City's regulatory compliance measure would require the exterior of the proposed building to be constructed of high-performance, non-reflective materials to

minimize glare and reflected heat. Moreover, the Project would not use polished metals in its design. Therefore, impacts would be less than significant and further analysis of this issue is not required.

Shade/Shadow

The issue of shade and shadow pertains to the blockage of direct sunlight by buildings, which may affect adjacent properties. The effects of shading are site specific. As described in the *L.A. CEQA Thresholds Guide*, shadow effects are dependent upon several factors, including the local topography, the height and bulk of a project's structural elements, sensitivity of adjacent land uses, season, and duration of shadow projection. Facilities and operations sensitive to the effects of shading include: routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors. These uses are considered to be sensitive because sunlight is important to function, physical comfort, or commerce.

As described in the *L.A. CEQA Thresholds Guide*, for projects located outside of a TPA, a significant impact would generally occur if the development introduced light-blocking structures in excess of 60 feet in height above the ground elevation that would be located within a distance of three times the height of the proposed structure to a shadow-sensitive use on the north, northwest, or northeast. Of the Project's proposed buildings, the two residential buildings would exceed 60 feet in height (a maximum of 83 feet) and would be located along the western and northern boundaries of the site. Existing multi-family residential uses are located to the north and northwest of the site. Due to the height and location of the proposed residential buildings, shade and shadow may be cast upon these off-site uses for a period of time. However, the Project would be consistent with the urban viewshed of the surrounding area and with the type of development that can be developed at a regional commercial site, and with the type of revitalization envisioned by the Panorama City CDO. Moreover, as the Project is located within a TPA, the siting of the residential buildings at the Project Site are not considered to be a significant impact. Therefore, impacts would be less than significant and further analysis of this issue is not required.



- Project Site
- Major Stop
- Freeway
- Transit Priority Area
- City Limits



Source: City of Los Angeles, March 2016.

2. AGRICULTURE AND FOREST RESOURCES

- 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. A significant impact may occur if a project were to result in the conversion of State-designated Farmland to non-agricultural use. The Project Site is developed with vacant commercial structures and associated surface parking lot areas, and is located in a developed area of the City. According to the State Farmland Mapping and Monitoring Program's most recent Farmland mapping data for Los Angeles County, neither the Project site nor the surrounding area are designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.⁴ Thus, Project implementation would not result in the loss of State-designated Farmland. Therefore, no impact would occur, and further analysis of this issue is not required.

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

No Impact. A significant impact may occur if a project were to result in the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to a non-agricultural use. The Project Site is zoned [Q]C2-1-CDO (Commercial, Height District 1) and [Q]P-1-CDO (Parking, Height District 1). Thus, the Project Site is not zoned for agricultural use, nor are there any agricultural uses currently occurring at the Project Site or within the surrounding area. Additionally, according to the State's most recent Williamson Act land data, neither the Project Site nor surrounding area are under a Williamson Act contract.⁵ Therefore, no impact would occur, and further analysis of this issue is not required.

- c) **Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12222(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. A significant impact may occur if a project were to result in the conversion of land zoned 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)).

In the City, forest land is a permitted use in areas zoned OS (Open Space); however, the City does not have specific zoning for timberland or timberland production. The Project Site is zoned [Q]C2-1-CDO (Commercial, Height District 1) and [Q]P-1-CDO (Parking, Height District 1). The Project Site is not zoned

⁴ State of California Department of Conservation, Division of Land Resource Protection, *Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2012*, published January 2015, website: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/los12.pdf>, accessed: April 13, 2016.

⁵ State of California Department of Conservation, Division of Land Resource Protection, *State of California Williamson Act Contract Land, Data Submissions Current to 2014*, published 2015, website: ftp://ftp.consrv.ca.gov/pub/dlrp/wa/2104%20Statewide%20Map/WA_2014_11x17.pdf, accessed: April 13, 2016.

for forest land, timberland, or timberland production land uses. Therefore, no impact would occur, and further analysis of this issue is not required.

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

No Impact. A significant impact may occur if a project were to result in the loss of forest land or conversion of forest land to non-forest use. The Project Site is entirely developed with vacant commercial structures and associated surface parking lot areas, and is located in a heavily developed area of the City. No forest land exists on or in the vicinity of the Project Site, and Project implementation would not result in the loss or conversion of forest land. Therefore, no impact would occur, and further analysis of this issue is not required.

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 or conversion of forest land to non-forest use?

No Impact. A significant impact may occur if a project indirectly results in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. The Project Site is entirely developed and located in a heavily developed area of the City. No agricultural uses, designated farmland, or forest land uses occur at the Project Site or within the surrounding area. As such, implementation of the Project would not result in the conversion of existing Farmland, agricultural uses, or forest land on- or off-site. Therefore, no impact would occur, and further analysis of this issue is not required.

3. AIR QUALITY

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

Potentially Significant Impact. A significant air quality impact may occur if a project is not consistent with the applicable Air Quality Management Plan (AQMP), or would in some way represent a substantial hindrance to employing the policies, or obtaining the goals, of that plan.

The City, including the Project Site, is within the South Coast Air Basin (“Basin”), and the South Coast Air Quality Management District (SCAQMD) is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and State ambient air quality standards. It has responded to this requirement by preparing a series of AQMPs. The Governing Board of SCAQMD adopted the most recent of these on December 7, 2012. This AQMP, referred to as the 2012 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. The 2012 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Control measures established in previous AQMPs have substantially decreased exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Basin. However, as construction and operation of the Project could result in an increase in emissions, potential impacts may be significant.

This potential impact shall be evaluated 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. A project may have a significant impact if project-related emissions would exceed federal, State, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. Air pollutants would be emitted as a result of demolition, grading, and the construction of the Project. In addition, air pollutants would be emitted as a result of automobiles travelling to and from the Project Site during operation. Since the Project introduces a greater intensity of development to the Project Site, the resulting emissions could violate air quality standards set by the SCAQMD. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact may occur if a project would add a considerable cumulative contribution to federal or State non-attainment pollutants. The South Coast Air Basin, wherein the Project Site is located, is currently in nonattainment for ozone, lead, and particulate matter. The construction and operation of a new intensity of development from the Project could emit criteria air pollutants that could potentially result in a cumulatively considerable net increase of criteria air pollutants. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. The SCAQMD currently recommends that impacts to sensitive receptors be considered significant when emissions generated at a project site causes localized pollutant levels to exceed state ambient air quality standards at sensitive receptors or where a project causes an increase in local contaminants during construction and operation of the project. A significant impact may also occur where a project would cause concentrations at sensitive receptors located near congested intersections to exceed the national or state ambient air quality standards and the traffic generated by the project contributes to the concentrations. Sensitive receptors in close proximity to the Project Site include, but are not limited to, the existing multi-family residences to the north, west, and south.⁶ The construction and operation of a new intensity of development from the Project could emit substantial concentrations of air pollutants near those sensitive receptors. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

⁶ Additional sensitive receptors may be identified during the preparation of the EIR.

e) Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Project-related significant adverse effect could occur if construction or operation of a project would result in generation of odors that would be perceptible in adjacent sensitive areas.

According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The Project involves the construction and operation of a mixed-use residential and commercial development, which includes land uses that are not typically associated with odor complaints according to the SCAQMD. As the Project involves no elements related to industrial or other odor-generating land uses, no objectionable odors are anticipated. Therefore, the potential impacts associated with objectionable odors would be less than significant and no mitigation measures are required.

Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area surrounding the Project Site. The Project would use typical construction techniques, and the odors would be typical of most construction sites and temporary and intermittent in nature. Therefore, construction of the Project would result in less-than-significant impacts related to odors, and further analysis of this issue is not required.

4. BIOLOGICAL RESOURCES

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 regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is developed with three vacant commercial structures and surface parking lot areas in a developed area of the City. According to Exhibit C-5 of the *L.A. CEQA Thresholds Guide*, the Project Site and surrounding area are not identified as a biological resource area.⁷ Moreover, the Project Site and

⁷ *Ibid.*, Exhibit C-5, Biological Resource Areas (Valley Geographical Area).

immediately surrounding area are not within or near a designated Significant Ecological Area.⁸ The Project Site does not contain any habitat capable of sustaining 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. Additionally, there are no known locally designated natural communities at the Project Site or in the immediate vicinity, nor is the Project Site located immediately adjacent to undeveloped natural open space or a natural water source that may otherwise serve as habitat for State- or federally-listed species. Therefore, no impact would occur, and further analysis of this issue is not required.

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 Wildlife or U.S. Fish and Wildlife Service?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in:

- The loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern;
- The loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community;
- The alteration of an existing wetland habitat; or
- Interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is developed with three vacant commercial structures and surface parking lot areas in a developed area of the City. No riparian or other sensitive habitat areas are located on or adjacent to the Project Site.^{9,10} As discussed above, neither the Project Site nor adjacent areas are within a biological resource area or Significant Ecological Area. Implementation of the Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities. Therefore, no impact would occur, and further analysis of this issue is not required.

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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat.

⁸ Los Angeles County Department of Regional Planning, Planning & Zoning Information, GIS-NET3 online database, website: <http://planning.lacounty.gov/gisnet3>, accessed: April 13, 2016.

⁹ City of Los Angeles, *L.A. CEQA Thresholds Guide, 2006, Exhibit C-5, Biological Resource Areas (Valley Geographical Area)*.

¹⁰ U.S. Fish and Wildlife Service, *National Wetlands Inventory, Wetlands Mapper*, website: <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed: April 13, 2016

The Project Site is developed with three vacant commercial structures and surface parking lot areas in a developed area of the City. Review of the National Wetlands Inventory identified no protected wetlands in the vicinity of the Project Site.¹¹ Furthermore, the Project Site does not support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act. Therefore, no impact would occur, and further analysis of this issue is not required.

d) Would the project 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on biological resources if it could result in interference with wildlife movement or migration corridors that may diminish the chances for long-term survival of a sensitive species.

There are no wildlife corridors or native wildlife nursery sites in the Project vicinity. However, existing on-site trees would be removed (and replaced) during construction of the Project, and these trees, along with the street trees, may provide temporary suitable habitat for nesting migratory birds, which are protected under the federal Migratory Bird Treaty Act (MBTA). The MBTA, which is an international treaty ratified in 1918, protects migratory nongame native bird species (as listed in 50 C.F.R. Section 10.13) and their nests. Additionally, Section 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests, including raptors and other migratory nongame birds (as listed under the MBTA). The Project would be required to comply with these existing federal and State laws (i.e., MBTA and California Fish and Game Code, respectively). Therefore, impacts would be less than significant, and further analysis of this issue is not required.

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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance No. 177,404. As set forth in Ordinance No. 177,404, any of the following Southern California native tree species, which measures four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the tree, is a protected tree:

- Oak tree including Valley Oak (*Quercus lobata*), California Live Oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (*Quercus dumosa*);
- Southern California Black Walnut (*Juglans californica* var. *californica*);
- Western Sycamore (*Platanus racemose*); and
- California Bay (*Umbellularia californica*).

¹¹ *Ibid.*

An arborist was consulted in May 2016¹² to determine if any native protected species are present on the Project Site as set forth in Ordinance No. 177,404. The arborist conducted a walk-through on the Project site and concluded that no protected trees exist on the Project Site. The tree assessment also inspected adjacent properties and determined that there are no protected trees present. Therefore, construction of the Project would not affect any protected trees. Moreover, any non-protected trees that would be removed (with 8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) would be replaced at a 1:1 ratio, as required by the City. Therefore, impacts would be less than significant, and further analysis of this issue is not required.

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 would occur if a project would be inconsistent with mapping or policies in any conservation plans of the types cited. The Project Site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.¹³ Therefore, no impact would occur, and further analysis of this issue is not required.

5. CULTURAL RESOURCES

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

Potentially Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a project would disturb historic resources which presently exist within the project site. Section 15064.5 of the *State CEQA Guidelines* defines a historical resource 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 an historical resource survey meeting certain state guidelines; or
- 3) an object, building, structure, site, area, place, record or manuscript which 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 significant adverse effect would occur if a project were to adversely affect an historical resource meeting one of the above definitions. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

¹² Written correspondence from Michael White, ISA Certified Arborist #WE-9538A, May 27, 2016.

¹³ California Department of Fish and Wildlife, *California Regional Conservation Plans, August 2015*, website: <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed: April 13, 2016.

There are three vacant commercial buildings on the Project Site. Two of the buildings were constructed in 1961 and the third building was constructed in 1992. Thus, two of the buildings are eligible for consideration as historic resources as the buildings are over 50 years of age. Additionally, SurveyLA, the City's official historic resources survey, has identified one of the on-site buildings (the former Montgomery Ward) as a historic resource because the building represents an early and important phase of commercial development in Panorama City, the former tenant was an anchor to the Panorama Mall, and the building was designed by Los Angeles architect Robert E. Alexander.¹⁴ As the Project proposes to demolish the vacant commercial buildings, a potentially significant impact may result.

This potential impact shall be evaluated in an EIR.

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

Less Than Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if grading or excavation activities associated with a project would disturb archaeological resources potentially existing within the project site.

The Project Site and immediately surrounding area do not contain any known archaeological sites or archaeological survey areas.¹⁵ The Project does not propose subterranean levels and, thus, would not result in excavation to depths not previously disturbed by past and current development. Nonetheless, should archaeological resources be discovered during grading or construction activities, work would cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in Public Resources Code (PRC) Section 21083.2, as required by existing regulatory requirements. The required compliance would ensure any found deposits are treated in accordance with federal, State, and local guidelines, including those set forth in to PRC Section 21083.2. Therefore, impacts would be less than significant, and further analysis of this issue is not required.

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

Less Than Significant Impact. A significant impact could occur if grading or excavation activities associated with a project would disturb paleontological resources or geologic features which presently exist within the site.

No unique geologic features are located on the Project site, which is developed with three vacant commercial buildings and surface parking lot areas. The Project Site and immediate surrounding area do not contain any known vertebrate paleontological resources.¹⁶ However, the Project Site and

¹⁴ City of Los Angeles Department of City Planning, *SurveyLA, Mission Hills – Panorama City – North Hills Report, Individual Resources, March 20, 2014, website: <http://www.preservation.lacity.org/files/Mission%20Hills-Panorama%20City-North%20Hills%20Individual%20Resources.pdf>, accessed: April 13, 2016.*

¹⁵ City of Los Angeles, *Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Figure CR-1 – Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles.*

¹⁶ City of Los Angeles, *Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Figure CR-2 – Vertebrate [sic] Paleontological Resources in the City of Los Angeles.*

surrounding area is identified by the City as having surface sediments with unknown fossil potential.¹⁷ The Project does not propose subterranean levels and, thus, would not result in excavation to depths not previously disturbed by past and current development. Nonetheless, should paleontological resources be discovered during grading or construction, existing regulatory requirements would require the City of Los Angeles Department of Building and Safety to be notified immediately, and all work to cease in the area of the find until a qualified paleontologist evaluates the find. The required compliance would ensure that the found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2. Therefore, impacts would be less than significant, and further analysis of this issue is not required.

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

Less Than Significant Impact. A significant adverse impact could occur if grading or excavation activities associated with a project were to disturb previously interred human remains. It is unknown whether human remains are located at the Project Site. Any human remains that may have existed near the site surface are likely to have been disturbed or previously removed. Even so, should human remains be encountered unexpectedly during grading or construction activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If human remains of Native American origin are discovered during Project construction, compliance with State laws, which fall within the jurisdiction of the Native American Heritage Commission (PRC Section 5097), relating to the disposition of Native American burials would be required. Therefore, impacts would be less than significant, and further analysis of this issue is not required.

6. GEOLOGY AND SOILS

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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact may occur if a Project Site is located within a State-designated Alquist-Priolo Zone or other designated fault zone, and appropriate building practices are not employed. The Project Site is located in the seismically active region of Southern California. Numerous active and potentially active faults with surface expressions (fault traces) have been mapped adjacent to, within, and beneath the City. The Project Site is not located within a designated Alquist-Priolo Earthquake Fault Zone.¹⁸ The nearest active fault is the Northridge Fault, approximately three miles from the Project Site.¹⁹ Thus, the

¹⁷ *City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Figure CR-3 – Invertebrate [sic] Paleontological Resource Sensitivity Areas in the City of Los Angeles.*

¹⁸ *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: <http://zimas.lacity.org>, accessed: April 13, 2016.*

¹⁹ *Ibid.*

potential for future surface rupture on site is very low. Moreover, the Project Site is not within a Preliminary Fault Rupture Study Area.²⁰ Additionally, the City of Los Angeles Building Code, with which the proposed Project would be required to comply, contains construction requirements to ensure habitable structures are built to a level such that they can withstand acceptable seismic risk. Therefore, impacts related to ground rupture from known earthquake faults would be less than significant, and further analysis of this issue is not required.

(ii) Strong seismic ground shaking?

Potentially Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this issue, a significant impact may occur if a project represents 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 locations in the Southern California region.

The Project Site is located in the seismically active region of Southern California and, therefore, is susceptible to ground shaking during a seismic event. The nearest active fault to the Project Site is the Northridge Fault, approximately three miles from the site. As such, the Project may potentially expose people or structures to substantial adverse effects from strong seismic ground shaking. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

(iii) Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if a project is located in an area identified as having a high risk of liquefaction and mitigation measures required within such designated areas are not incorporated into the project.

Liquefaction is a process whereby strong seismic shaking causes unconsolidated, water-saturated sediment to temporarily lose strength and behave as a fluid. The possibility of liquefaction occurring at a given site is dependent on several factors, including: anticipated intensity and duration of ground shaking; the origin, texture, and composition of shallow sediments (in general, cohesionless, fine-grained sediments such as silts or silty sands, and areas of uncompacted or poorly compacted fills are more prone to liquefaction); and the presence of shallow groundwater.

While the Project Site is not identified by the City as susceptible to liquefaction,²¹ a geotechnical report for the Project Site would identify the underlying geologic materials and groundwater levels so as to assess and account for a potential risk from seismic-related ground failure including liquefaction, and as such, the preparation of a geotechnical report is warranted. The Project may potentially expose people

²⁰ *Ibid.*

²¹ *Ibid.*

or structures to substantial adverse effects from seismic-related ground failure. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

(iv) Landslides?

No Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant geologic hazard impact if it would cause or accelerate geologic hazards which would result in substantial damage to structures or infrastructure, or expose people to substantial risk of injury. For the purpose of this specific issue, a significant impact may occur if a project is located in a hillside area with soil conditions that would suggest a high potential for sliding.

The Project Site is not located within an area identified by the City as having a potential for landslides, or of a known landslide.^{22,23} The Project Site and surrounding area consist of relatively flat topography. The Project Site is not in the path of any known or potential landslides. Therefore, no impact would occur, and further analysis of this issue is not required.

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

Potentially Significant Impact. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. The Project Site is entirely developed with three vacant commercial buildings and surface parking lot areas. The Project would redevelop the site with a mixed-use project. Project grading and construction may expose soil, for a limited time, possibly resulting in soil erosion. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated 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?

Potentially Significant Impact. A significant impact may occur if a project is built in an unstable area without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. As noted above, the Project Site is located approximately three miles from the active Northridge Fault and is subject to strong seismic ground shaking. A geotechnical report for the Project Site would identify the underlying geologic materials and groundwater levels so as to assess and account for a potential risk from an unstable geologic unit or soil, and as such, the preparation of a geotechnical report is warranted. The Project may potentially expose people or structures to substantial adverse effects from an unstable geologic unit or soil. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

²² *Ibid.*

²³ *City of Los Angeles Department of City Planning, Los Angeles City General Plan Safety Element, Exhibit C, Landslide Inventory & Hillside Areas, Adopted November 1996.*

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

Potentially Significant Impact. A significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. A geotechnical report for the Project Site would identify the underlying geologic materials and groundwater levels so as to assess and account for a potential risk from an unstable geologic unit or soil, and as such, the preparation of a geotechnical report is warranted. The Project may potentially expose people or structures to substantial adverse effects from an unstable geologic unit or soil. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated 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. This question would apply to a project only if it was located in an area not served by an existing sewer system. The Project Site is located in a developed area of the City, which is served by a wastewater collection, conveyance, and treatment system operated by the City. The Project would connect to the existing wastewater system. No septic tanks or alternative disposal systems are necessary, nor are they proposed. Therefore, no impact would occur, and further analysis of this issue is not required.

7. GREENHOUSE GAS EMISSIONS

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

Potentially Significant Impact. Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on the earth that can be measured by wind patterns, storms, precipitation, and temperature. Construction and operation of the Project would generate GHG emissions, which may significantly impact the environment either directly or indirectly. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated 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. A significant impact would occur if a proposed project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. Construction and operation of the Project would generate GHG emissions, which may be inconsistent or in some way represent a substantial hindrance to employing the policies or obtaining the goals of GHG-reduction plans. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

8. HAZARDS AND HAZARDOUS MATERIALS

According to the *L.A. CEQA Thresholds Guide*, the determination of significance with respect to hazards and hazardous materials shall be made on a case-by-case basis considering the following factors:

- The regulatory framework for the health hazard;
- The probable frequency and severity of consequences to people or property as a result of a potential accidental release or explosion of a hazardous substance;
- The degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences;
- The degree to which project design will reduce the frequency or severity of a potential accidental release or explosion of a hazardous substance;
- The probable frequency and severity of consequences to people from exposure to the health hazard; and
- The degree to which project design would reduce the frequency of exposure or severity of consequences to exposure to the health hazard.

The following questions are evaluated applying the foregoing methodology.

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 may occur if a project involves use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The types and amounts of hazardous materials that would be used in connection with the Project would be typical of those used in other residential and commercial developments (e.g., cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products). Construction of the Project would also involve the temporary use of potentially hazardous materials, including vehicle fuels, paints, oils, and transmission fluids. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, State, and local regulations. Any associated risk would be adequately reduced to a less-than-significant level through compliance with these standards and regulations. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. A less-than-significant impact would occur, and further analysis of this issue is not required.

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

Potentially Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if:

- The project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, asbestos, chemicals or radiation); or

- The project involved the creation of any health hazard or potential health hazard.

Due to the age of the existing structures that would be removed, it is possible that asbestos, lead-based paint, and/or other hazardous materials could be present. Furthermore, it is possible that soil contamination could be present due to the automobile repair facility that formerly occupied the Project Site. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated 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?

Potentially Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if:

- A project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or
- A project involved the creation of any health hazard or potential health hazard.

The following schools are within one-quarter mile of the Project Site:

- Michelle Obama Elementary School, located at 8150 N. Cedros Avenue, is approximately 670 feet to the south.²⁴
- Panorama City Elementary School, located at 8600 Kester Ave, is approximately one-quarter mile to the northwest.
- Panorama High School, located at 8015 Van Nuys Blvd, Panorama City is approximately one-quarter mile to the south.

As such, impacts may be potentially significant.

This potential impact shall be evaluated 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?

Potentially Significant Impact. California Government Code Section 65962.5 requires various State agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities where there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses which includes the residential uses. Former on-site land uses included an automobile repair facility, which likely included the handling and storage of hazardous materials. The applicable hazardous materials lists will be reviewed during the preparation of the EIR. Therefore, impacts may be potentially significant.

²⁴ Los Angeles Unified School District, Resident School Identifier, website: <http://rsi.lausd.net/ResidentSchoolIdentifier/>, accessed: April 13, 2016.

This potential impact shall be evaluated 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 result in a safety hazard for people residing or working in the project area?**

No Impact. A significant impact may occur if a project is located within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The nearest airport to the Project Site is Van Nuys Airport, located approximately 2.1 miles to the west. The Project Site is not located within this airport's influence area.²⁵ Therefore, no impact would occur, and further analysis of this issue is not required.

- 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. This question would apply to a project only if it were in the vicinity of a private airstrip and would subject area residents and workers to a safety hazard. The Project Site is not located in the vicinity of a private airstrip. Therefore, no impact would occur, and further analysis of this issue is not required.

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

Potentially Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to hazards and hazardous materials if a project involved possible interference with an emergency response plan or emergency evacuation plan. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the degree to which a project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences.

The Project Site is located along Roscoe Boulevard, which is an identified secondary disaster route.²⁶ Project construction may require lane closures along Roscoe Boulevard, and operation of the Project could increase traffic along Roscoe Boulevard. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated 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. A significant impact would occur if a project site is located in proximity to wildland areas and poses a significant fire hazard, which could affect persons or structures in the area in the event of a

²⁵ Los Angeles County Airport Land Use Commission, *Airport Influence Area, Burbank/Glendale/Pasadena Airport, May 2003*, website: http://planning.lacounty.gov/assets/upl/project/aluc_airport-van-nuys.pdf, accessed: April 13, 2016.

²⁶ Los Angeles County Department of Public Works, *Disaster Route Maps, City of Los Angeles Valley Area*, website: <https://dpw.lacounty.gov/dsg/DisasterRoutes/map/Los%20Angeles%20Valley%20Area.pdf>, accessed: April 13, 2016.

fire. The Project Site is located within a highly developed area of the City and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not within a Very High Fire Hazard Severity Zone,²⁷ nor is the Project Site or surrounding area within a wildland fire hazard area.²⁸ Therefore, no impact would occur, and further analysis of this issue is not required.

9. HYDROLOGY AND WATER QUALITY

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

Potentially Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC) or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include compliance with the Standard Urban Stormwater Mitigation Plan (SUSMP) requirements to reduce potential water quality impacts.

The Los Angeles Regional Water Quality Control Board (LARWQCB) issued Waste Discharge Requirements for Municipal Stormwater and Urban Runoff Discharges (NPDES Permit No. CAS004001), which requires new development and redevelopment projects to incorporate stormwater mitigation measures. Depending on the type of project, either a SUSMP or a Site Specific Mitigation Plan is required to reduce the quantity and improve the quality of rainfall runoff that leaves a project site.

In addition to the SUSMP, the City institutionalized the use of Low Impact Development (LID) techniques for development and redevelopment projects. In October 2011, the City adopted the Stormwater LID Ordinance (Ordinance No. 181,899) with the stated purpose of:

- Requiring the use of LID standards and practices in future developments and redevelopments to encourage the beneficial use of rainwater and urban runoff;
- Reducing stormwater/urban runoff while improving water quality;
- Promoting rainwater harvesting;
- Reducing off-site runoff and providing increased groundwater recharge;
- Reducing erosion and hydrologic impacts downstream; and
- Enhancing the recreational and aesthetic values in our communities.

²⁷ City of Los Angeles Department of City Planning, *Zone Information & Map Access System*, website: <http://zimas.lacity.org>, accessed: April 13, 2016.

²⁸ City of Los Angeles Department of City Planning, *General Plan Safety Element, Exhibit D, Selected Wildlife Hazard Areas in the City of Los Angeles, Adopted November 1996*.

Construction activities associated with the Project have the potential to degrade water quality through the exposure of surface runoff (primarily stormwater) to exposed soils, dust, and other debris, as well as from runoff from construction equipment. Operation of the Project also has the potential to degrade water quality and/or waste discharge requirements. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated 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)?**

Potentially Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on groundwater level if it would:

- Change potable water levels sufficiently to:
 - 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;
 - Reduce yields of adjacent wells or well fields (public or private); or
 - Adversely change the rate or direction of flow of groundwater
- Result in demonstrable and sustained reduction in groundwater recharge capacity.

Operation of the Project would use a municipal water supply and does not propose the use of any wells or other means of extracting groundwater. However, while the City imports the majority of its potable water supply from sources outside the Los Angeles Basin, local groundwater supplies have provided approximately 12 percent of the total water supply over the last 10 years.²⁹ As such, operation of the Project may impact existing groundwater supplies or may otherwise interfere with groundwater recharge. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated 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?**

Potentially Significant Impact. A significant impact may occur if a project results in a substantial alteration of drainage patterns that would result in a substantial increase in erosion or siltation during construction or operation of the project. While a stream or river does not traverse the site, redevelopment of the Project Site may alter the existing drainage pattern. Moreover, during grading and construction activities, soil could be exposed and erosion could occur. Therefore, impacts may be potentially significant.

²⁹ City of Los Angeles Department of Water and Power, *Urban Water Management Plan 2010*, adopted May 3, 2011, page 6, website: <http://www.ladwp.com>, accessed: April 13, 2016.

This potential impact shall be evaluated in 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?**

Potentially Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow. While a stream or river does not traverse the site, redevelopment of the Project Site may alter the existing drainage pattern. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated 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?**

Potentially Significant Impact. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on surface water quality if discharges associated with a project would create pollution, contamination, or nuisance as defined in the CWC or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of stormwater runoff from a project site were to increase to a level which exceeds the capacity of the storm drain system serving the project site. A significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach the storm drain system.

Development of the Project could potentially increase the amount of runoff to the existing stormwater drainage system and may substantially increase the probability that polluted runoff would reach the storm drain system. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

- f) Would the project otherwise substantially degrade water quality?**

Potentially Significant Impact. A significant impact may occur if a project includes potential sources of water pollutants that would have the potential to substantially degrade water quality. Construction activities associated with the Project have the potential to degrade water quality through the exposure of surface runoff (primarily stormwater) to exposed soils, dust, and other debris, as well as from runoff from construction equipment. Operation of the Project also has the potential to potentially degrade water quality. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated 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 only if a project would place housing within a 100-year flood zone. According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map, the Project Site is within Zone X – Other Areas, which is a designation for areas determined to be outside the 100-year flood hazard area.³⁰ Therefore, no impact would occur, and further analysis of this issue is not required.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. A significant impact may occur if a project were located within a 100-year flood zone, which would impede or redirect flood flows. As discussed in response to checklist question 9.g), above, FEMA's Flood Insurance Rate Map shows the Project Site is not within a 100-year flood hazard area. Therefore, no impact would occur, and further analysis of this issue is not required.

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?

Potentially Significant Impact. Although not specified in the *L.A. CEQA Thresholds Guide*, a significant impact may 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, which is a surface wave created when a body of water is shaken, which could result in a water storage facility failure. The Project Site is within a potential inundation area.³¹ Therefore, impacts may be potentially significant.

This potential impact shall be evaluated 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?

No Impact. A significant impact may occur if a project site is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami), or if the project site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows.

The Project is not within an area potentially impacted by a tsunami as the Project Site is approximately 14 miles from the Pacific Ocean.³² There are also no major water bodies in the vicinity of the Project Site that would put the site at risk of inundation by seiche. Furthermore, the Project site is located within a heavily developed area of the City where little open space exists. The Project site is relatively flat and is not located adjacent to a hillside area and, thus, the potential for mudflows to impact the Project site

³⁰ Federal Emergency Management Agency, *Flood Insurance Rate Map, Los Angeles County, California, FEMA Map Number 06037C1305F, effective September 26, 2008, website: <http://msc.fema.gov/portal>, accessed: April 13, 2016.*

³¹ *City of Los Angeles Department of City Planning, General Plan Safety Element, Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles, Adopted November 1996.*

³² *Ibid.*

would be highly unlikely. Therefore, no impact would occur, and further analysis of this issue is not required.

10. LAND USE AND PLANNING

a) Would the project physically divide an established community?

Potentially Significant Impact. A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community (a typical example would be a project which involved a continuous right-of-way such as a roadway which would divide a community and impede access between parts of the community). According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- The extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area;
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

The Project Site currently consists of three vacant commercial buildings and surface parking lot areas. The Project would demolish the existing buildings and construct a mix of residential and commercial land uses. Existing multi-family residences are located to the north, west, and south of the Project Site. Existing roadway infrastructure abuts the Project Site to the west, south, and east. An existing public alley runs from Chase Street southward through the Project Site. Only a portion of the alley is currently used by the public, which is located outside of the Project Site. The public does not currently use the portion of the alley that is proposed to be vacated nor has it been used since the development of the existing land uses. Nonetheless, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

b) Would the project conflict with any 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. A significant impact may occur if a project is inconsistent with the General Plan, zoning designations, or any other land use plans currently applicable to the project site and would cause adverse environmental effects, which these plans are designed to avoid or mitigate. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan or specific plan for the site; and
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

The Project is subject to numerous regional and local land use plans, policies, and regulations as well as to the LAMC, and requests several discretionary approvals to determine consistency with land uses and policies. A consistency analysis will be provided in the EIR. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

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

No Impact. A significant impact could occur if a project site were located within an area governed by a habitat conservation plan or natural community conservation plan. As discussed in response to checklist question 4.f), above, the Project Site and its immediate vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, no impact would occur, and further analysis of this issue is not required.

11. MINERAL RESOURCES

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

No Impact. A significant impact may occur if the project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone (MRZ) 2 zone or other known or potential mineral resource area, and
- Whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

The Project Site is fully developed and no oil wells are present.³³ Additionally, the Project Site is not located within an oil field or oil drilling area,³⁴ nor within a surface mining district or MRZ-2 zone.³⁵ The Project would not affect any extraction activities and there would be no impact on existing or future regionally important mineral extraction sites. The Project would not involve mineral extraction activities, nor are any such activities presently occurring on the Project Site. Therefore, no impact would occur, and further analysis of this issue is not required.

³³ *City of Los Angeles Department of City Planning, Zone Information & Map Access System, website: <http://zimas.lacity.org>, accessed: April 13, 2016.*

³⁴ *City of Los Angeles Department of City Planning, Los Angeles City General Plan Safety Element, Exhibit E, Oil Field and Oil Drilling Areas, Adopted November 1996.*

³⁵ *City of Los Angeles Department of City Planning, Los Angeles City General Plan Conservation Element, Exhibit A, Mineral Resources, Adopted September 2001.*

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. A significant impact may occur if a project site is located in an area used or available for extraction of a locally-important mineral resource, or if the project development would convert an existing or future locally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for locally-important mineral resource extraction. According to the *L.A. CEQA Thresholds Guide*, the determination of significance shall be made on a case-by-case basis considering the following factors:

- Whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a MRZ-2 zone or other known or potential mineral resource area, and
- Whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

There are no oil extraction operations and drilling or mining of mineral resources at the Project Site, nor is the Project Site within an area identified for such uses. Therefore, development of the Project would not result in the loss of availability of a mineral resource that would be of value to the residents of the State or a locally-important mineral resource, or mineral resource recovery site, as delineated on a local general plan, specific plan, or land use plan. Therefore, no impact would occur, and further analysis of this issue is not required.

12. NOISE

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 may occur where a project would not comply with the City's General Plan Land Use Compatibility Standards for Noise or the City Noise Ordinance (Ordinance No. 144,331). As the on-site buildings are vacant and the Project Site is not otherwise in use, existing sources of noise at the Project Site generally consists of traffic along area roadways. Construction and operation of the Project would increase both temporary and long-term noise, which could exceed City noise standards. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. Groundborne vibration and groundborne noise could be generated during the construction of the Project. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated 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 may occur if a project would result in a substantial permanent increase in ambient noise levels above existing ambient noise levels without the project. A project would typically have a significant impact on noise levels from project operations if the project would increase the ambient noise levels by 3 dBA CNEL at the property line of homes where the resulting noise level would be at least 70 dBA CNEL, or at the property line of commercial buildings where the resulting noise level would be at least 75 dBA CNEL. Additionally, any long-term increase of 5 dBA CNEL or more would cause a significant impact.

As the Project Site currently consists of three vacant commercial buildings and is not otherwise in use, the Project would introduce new sources of noise that may substantially increase the ambient noise levels in the vicinity, particularly to the residences to the north, west, and south of the Project Site. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated 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. A significant impact may occur if a project were to result in a substantial temporary or periodic increase in ambient noise levels above existing ambient noise levels without the project. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact to noise levels from construction if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA CNEL or more at a noise sensitive use;
- Construction activities lasting more than 10 days in a 3-month period would exceed existing ambient exterior noise levels by 5 dBA CNEL or more at a noise sensitive use; or
- Construction activities would exceed the ambient noise level by 5 dBA CNEL at a noise sensitive use between the hours of 9:00 PM and 7:00 AM Monday through Friday, before 8:00 AM or after 6:00 PM on Saturday, or at any time on Sunday.

Construction activities at the Project Site would introduce new sources of temporary noise that may substantially increase the ambient noise levels in the vicinity, particularly to the residences to the north, west, and south of the Project Site. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact on ambient noise levels would normally occur if noise levels at a noise sensitive use attributable to airport operations exceed 65 dBA CNEL and the project increases ambient noise levels by 1.5 dBA CNEL or greater.

Although the Project Site is subject to occasional over flights from jet and propeller aircraft, as discussed in response to checklist question 8.e), above, the Project Site is approximately 2.1 miles from the nearest airport (Van Nuys Airport), and is not within that airport's influence area. Moreover, the Project Site is not located within an existing or projected noise contour associated with Van Nuys Airport.³⁶ Therefore, no impact would occur, and further analysis of this issue is not required.

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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a significant impact on ambient noise levels would normally occur if noise levels at a noise sensitive use attributable to airport operations exceed 65 dBA CNEL and the project increases ambient noise levels by 1.5 dBA CNEL or greater. This question would apply to a project only if the project site were in the vicinity of a private airstrip and would subject area residents and workers to substantial noise levels from aircraft operations. As discussed in response to checklist question 8.f), above, the Project Site is not located in the vicinity of a private airstrip. Therefore, no impact would occur, and further analysis of this issue is not required.

13. POPULATION AND HOUSING

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 may occur if a project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the project 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 shall be made considering the following factors:

- The degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment;
- Whether a project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and
- The extent to which growth would occur without implementation of a project.

The Project would construct approximately 423 multi-family residences at a site that currently consists of three vacant commercial buildings and surface parking lot areas. According to the Project Applicant, the Project could generate approximately 1,100 on-site residents. Therefore, impacts may be potentially significant.

³⁶ *Los Angeles World Airports, Van Nuys Airport, California State Airport Noise Standards Quarterly Report (4Q15)*, prepared March 18, 2016, website: http://www.lawa.org/uploadedFiles/VNY/pdf/VNY4Q15_Quarterly_Report_Map.pdf, accessed: April 13, 2016.

This potential impact shall be evaluated in an EIR.

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

No Impact. A significant impact may occur if a project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on population and housing displacement shall be made considering the following factors:

- A net loss of housing equal to or greater than a one-half block equivalent of habitable housing units through demolition, conversion, or other means; or
- A net loss of any existing housing units affordable to very low- or low-income households (as defined by federal and/or City standards), through demolition, conversion, or other means.

The Project Site currently consists of three vacant commercial buildings and surface parking lot areas and, thus, the Project would not displace existing housing. Therefore, no impact would occur, and further analysis of this issue is not required.

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

No Impact. A project-related significant adverse effect could occur if a project would result in the displacement of a substantial amount of people. The Project Site currently consists of three vacant commercial buildings and surface parking lot areas and, thus, the Project would not displace people. Therefore, no impact would occur, and further analysis of this issue is not required.

14. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 following public services:

a) Fire protection?

Potentially Significant Impact. Based on the *L.A. CEQA Thresholds Guide*, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project to be 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. If this distance is exceeded, all structures located in the applicable residential area would be required to install automatic fire sprinkler systems.

The Project would construct approximately 423 multi-family residences and approximately 200,000 square feet of commercial space at a site currently consisting of three vacant commercial buildings. As discussed above, the Project could potentially generate approximately 1,100 residents. Additional on-

site population would be increased by the numbers of employees and patrons to the commercial spaces. The redevelopment of the site and on-site population could increase the number of emergency calls to LAFD. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

b) Police protection?

Potentially Significant Impact. A significant impact may occur if the City of Los Angeles Police Department (LAPD) could not adequately serve a project, necessitating a new or physically altered station. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors:

- The population increase resulting from the proposed project, based on the net increase of residential units or square footage of non-residential floor area;
- The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and
- Whether the project includes security and/or design features that would reduce the demand for police services.

The Project would construct approximately 423 multi-family residences and approximately 200,000 square feet of commercial space at a site currently consisting of three vacant commercial buildings. As discussed above, the Project could potentially generate approximately 1,100 residents. Additional on-site population would be increased by the numbers of employees and patrons to the commercial spaces.

The Project would generate a permanent on-site population where there currently is none, thereby, potentially increasing the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to increase as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

c) Schools?

Potentially Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD). Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on public schools shall be made considering the following factors:

- The population increase resulting from a project, based on the net increase of residential units or square footage of non-residential floor area;
- The demand for school services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAUSD

services (facilities, equipment, and personnel) and a project's proportional contribution to the demand;

- Whether (and to the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impact on the school(s); and
- Whether a project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

The Project would construct approximately 423 multi-family residences and approximately 200,000 square feet of commercial space at a site currently consisting of three vacant commercial buildings. As discussed above, the Project could potentially generate approximately 1,100 residents. These residents would include students that could generate a demand for LAUSD schools that currently serve the Project Site. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

d) Parks?

Potentially Significant Impact. A significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of a project. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on recreation and parks shall be made considering the following factors:

- The net population increase resulting from a project;
- The demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and a project's proportional contribution to the demand; and
- Whether a project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The Project would construct approximately 423 multi-family residences and approximately 200,000 square feet of commercial space at a site currently consisting of three vacant commercial buildings. As discussed above, the Project could potentially generate approximately 1,100 residents. Consistent with the recommended City of Los Angeles Department of Recreation and Parks strategy to help alleviate the burden on existing park and recreational facilities, the proposed Project would provide recreational amenities and open space for Project residents. However, the Project's future residents would increase the use of parks and recreational facilities in the area that may not have the capacity to serve residents. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

e) Other public facilities?

Potentially Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve a project site. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on libraries shall be made considering the following factors:

- The net population increase resulting from a project;
- The demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and
- Whether a project includes features that would reduce the demand for library services (e.g., library facilities or direct financial support to the Los Angeles Public Library).

The Project would construct approximately 423 multi-family residences and approximately 200,000 square feet of commercial space at a site currently consisting of three vacant commercial buildings. As discussed above, the Project could potentially generate approximately 1,100 residents. The Project-generated residents would result in an increased demand for library materials, and potentially result in the need for new or expanded library facilities, the construction of which could have an adverse significant impact. In addition to libraries, roadway improvements and/or dedications may be required by the Bureau of Engineering, the construction of which could have an adverse significant impact. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

15. RECREATION**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 may occur if a project would include substantial employment or population growth which could generate an increased demand for park or recreational facilities that would exceed the capacity of existing parks and causes premature deterioration of the park facilities. As discussed in response to checklist question 14.d), above, the Project-generated residents would increase demand for parks and recreational facilities in the area that may not have the capacity to serve residents. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an 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 may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. The Project includes open spaces and recreational amenities, the construction of which could have an adverse significant impact. As discussed in checklist question 14.d), the Project's future

residents would increase the use of parks and recreational facilities in the area that may not have the capacity to serve residents. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

16. TRANSPORTATION/TRAFFIC

- a) **Would the project conflict with 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 would occur if the change in traffic volumes at the study area intersections associated with a project equals or exceeds the thresholds of significance adopted by the City. The Project would require the use of a variety of construction vehicles throughout the Project construction. Typical construction schedules create trips outside of the traffic peak hours. It is anticipated that there would be no hauling during the PM peak hour, and that construction workers would arrive at the Project Site prior to the AM peak hour, which is typical construction industry practice.

Operation of the Project would generate approximately 1,100 residents in addition to on-site employees and patrons of the commercial spaces, which would result in increased vehicle trips on area roadways that could degrade existing levels of service to failing levels or further exasperate already-failing roadway facilities. The Project-generated population could also increase the demand for and use of public transit, which may affect the performance of existing transit conditions in the area. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated 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. A significant impact may occur if a project would cause a substantial change in Congestion Management Program (CMP)-designated surface roads or highways when compared to conditions without the project. The nearest CMP facility to the Project Site is the San Diego Freeway (I-405), approximately 1.1 miles to the west.³⁷ The CMP requires that new development projects analyze potential project impacts on CMP monitoring locations if an EIR is prepared for the project. When a CMP analysis is required, the CMP methodology requires the analysis of traffic conditions at all CMP arterial monitoring intersections where a project would add 50 or more trips during either the AM or PM weekday peak hours. The CMP also requires that traffic studies analyze mainline freeway monitoring locations where a project would add 150 or more trips in either direction during either AM or PM weekday peak hours. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

³⁷ Los Angeles County Metropolitan Transportation Authority, 2010 Congestion Management Program, Exhibit 2-3, page 13, website: http://media.metro.net/docs/cmp_final_2010.pdf, accessed: April 13, 2016.

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. This question would apply to the project only if it involved an aviation-related use or would influence changes to existing flight paths. The Project does not include any aviation-related use and would have no impact on any airport. The Project would also not require any modification of flight paths for the existing airports in the Los Angeles Basin. Therefore, no impact would occur, and further analysis of this issue is not required.

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)?

No Impact. A significant impact may occur if a project included new roadway design or introduced a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions. No hazardous design features or incompatible land uses would be introduced with the Project that would create significant hazards to the surrounding roadways. Therefore, no impact would occur, and further analysis of this issue is not required.

e) Would the project result in inadequate emergency access?

Potentially Significant Impact. A significant impact may occur if a project design would not provide emergency access meeting the requirements of LAFD, or threatened the ability of emergency vehicles to access and serve the project site or adjacent uses. As discussed in response to checklist question 8.g), above, Roscoe Boulevard abuts the Project Site to the south and is secondary disaster route. The Project would construct approximately 423 multi-family residences, approximately 200,000 square feet of commercial uses, and associated parking. Construction of the Project could result in the temporary blockage of adjacent street lanes. The proposed residences could generate an on-site population of approximately 1,100 residents, and an additional on-site population from the employees and patrons associated with the commercial spaces, which may affect the capacity of adjacent streets. In addition, as part of the Project existing site access would be modified. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

f) Would the project conflict with adopted polices, 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 may occur if a project would conflict with adopted polices or involve modification of existing alternative transportation facilities located on- or off-site. To encourage and facilitate the use of public transportation and bicycle use, the proposed Project would provide approximately 858 bicycle parking spaces (658 spaces for residential use and 200 spaces for the commercial use). This proposed quantity of bicycle parking spaces exceeds LAMC requirements. Nonetheless, operation of the Project would generate approximately 1,100 residents in addition to employees and patrons associated with the commercial space, which would increase the demand for and use of public transit and may affect the performance of existing transit conditions in the area. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

17. UTILITIES AND SERVICE SYSTEMS

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 a project would discharge wastewater, whose content exceeds the regulatory limits established by the governing agency. This checklist question would typically apply to properties served by private sewage disposal systems, such as septic tanks. CWC Section 13260 states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge containing information which may be required by the appropriate Regional Water Quality Control Board (RWQCB). The RWQCB then authorizes a NPDES permit that ensures compliance with wastewater treatment and discharge requirements. No industrial discharge into the wastewater system would occur. However, the Project would increase wastewater generation from the proposed residential and commercial land uses. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated 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 may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether a project results in a significant impact on water shall be made considering the following factors:

- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;
- 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
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if:

- 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
- 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.

The Project would increase the demand for water and the generation of wastewater compared to existing conditions. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

- c) **Would the project 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?**

Potentially Significant Impact. A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities. The amount and direction of stormwater flow could be altered with the development of the Project. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

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

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

- The total estimated water demand for the project;
- Whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout;
- 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
- The degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

The demand for water would increase with the development of the Project. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

- 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. Based upon the criteria established in the *L.A. CEQA Thresholds Guide*, a project would normally have a significant wastewater impact if:

- 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

- 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.

The Project would increase the amount of wastewater conveyed to the wastewater treatment system. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated 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 may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the *L.A. CEQA Thresholds Guide*, the determination of whether the project results in a significant impact on solid waste shall be made considering the following factors:

- 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;
- Need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and
- Whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element or its updates, the Solid Waste Management Policy Plan, Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the Source Reduction and Recycling Element.

The Project would generate construction and demolition solid waste as well as daily solid waste during the operation of the Project, which would be recycled or landfilled. Therefore, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

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

Potentially Significant Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Project would generate construction and demolition waste as well as daily solid waste during operation of the Project, which would be recycled or landfilled. Even so, impacts may be potentially significant.

This potential impact shall be evaluated in an EIR.

18. MANDATORY FINDINGS OF SIGNIFICANCE

- 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 a project would have an identified potentially significant impact for any of the above issues, as discussed in the preceding sections. As noted in the foregoing analysis, potentially significant impacts may result.

This potential impact shall be evaluated 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. For the purpose of this Initial Study, a significant impact may occur if a project, in combination with the related projects, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. The impacts of the Project could potentially combine with the impacts of related projects. For those environmental issues discussed above that are to be analyzed in the EIR, the EIR will include an analysis of the cumulative impacts associated with those environmental issues. The following is a list of the cumulative impacts analyses to be included in the EIR:

- Air Quality
- Cultural Resources (Historic Resources)
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

For those environmental issues that are to be scoped out of the EIR, the cumulative impacts analysis is provided below.

Agriculture and Forest Resources

No Impact. Development of the Project in combination with the related projects would not result in the conversion of State-designated agricultural land from agricultural use to a non-agricultural use nor result in the loss of forest land or conversion of forest land to non-forest use. The latest farmland map for Los Angeles County indicates that the Project Site and the surrounding area are not identified as State-designated Farmland.³⁸ Neither the Project Site nor surrounding area are currently used as agriculture or forest land, or zoned for agricultural uses or forest land, timberland, or timberland production. Thus,

³⁸ *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County Important Farmland 2012, published January 2015, website: <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/los12.pdf>, accessed: April 13, 2016.*

neither the Project nor the related projects would result in the conversion of existing agricultural uses or zoning to a non-agricultural use, nor result in the loss of forest land, timberland, timberland production or zoning, or the conversion of forest land to non-forest use. Therefore, there would be no cumulative impacts on agriculture and forestry resources, and further analysis of this issue is not required.

Biological Resources

Less Than Significant Impact. The Project would not result in a potentially significant impact to biological resources. The Project Site and related projects are located in a developed area in the City. However, it is unknown whether or not any of the properties on which the related projects are located contain biological resources, such as sensitive species, significant trees, or protected trees. Nonetheless, as the Project would not result in a significant impact, there is no potential for the Project to contribute to a cumulative impact. Therefore, cumulative impacts would be less than significant, and further analysis of this issue is not required.

Cultural Resources (Paleontological and Archaeological Resources, and Human Remains)

Less Than Significant Impact. Although it is possible that the development of the Project and the related projects could result in the inadvertent discovery of archaeological or paleontological resources, or human remains, it is anticipated that this impact would be less than significant. Compliance with existing regulations would avoid a significant cumulative impact to archaeological and paleontological resources, and human remains. Further analysis of these issues is not required.

Mineral Resources

No Impact. The Project would not have significant impacts on mineral resources. It is not known if any related projects would result in the loss of availability of known mineral resources. Regardless, the Project would have no incremental contribution to a potential cumulative impact on mineral resources, and the Project would have no cumulative impact on such resources. Therefore, further analysis of this issue is not required.

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 may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. The Project could potentially result in direct or indirect adverse environmental effects on human beings with respect to the following subjects:

- Air Quality
- Cultural Resources (Historic Resources)
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

These potential impacts shall be evaluated in an EIR.

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VI. ACRONYMS & ABBREVIATIONS

AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
CEQA	California Environmental Quality Act
City	City of Los Angeles, California
CMP	Congestion Management Program
CDO	Community Design Overlay
Community Plan	Mission Hills – Panorama City – North Hills Community Plan
CWC	California Water Code
du	Dwelling unit(s)
FEMA	Federal Emergency Management Agency
GHG	Greenhouse gas(es)
LADOT	City of Los Angeles Department of Transportation
LADBS	City of Los Angeles Department of Building and Safety
LAFD	City of Los Angeles Fire Department
LAMC	City of Los Angeles Municipal Code
LAPD	City of Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LID	Low Impact Development
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
MRZ	Mineral Resource Zone
NPDES	National Pollution Discharge Elimination System
PRC	Public Resource Code
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SUSMP	Standard Urban Stormwater Mitigation Plan

SWRCB State Water Resources Control Board

Chemical Symbols and Measurement Abbreviations

CNEL	Community Noise Equivalent Level
CO	Carbon monoxide
dBA	A-weighted decibel
lbs	Pounds
NO ₂	Nitrogen dioxide
NO _x	Nitrogen Oxides
O ₃	Ozone
PM ₁₀	Respirable Particulate Matter
PM _{2.5}	Fine Particulate Matter
ppm	Parts per million
sf	Square feet
SO _x	Sulfur Oxides
VOC	Volatile Organic Compounds